

# 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 Swan Public House, Great Eastern, Nr. Dunmow

## GLOUCESTER

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

## HERIFORDSHIRE

Colin Adlam, Tel: 01727 875618  
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, Farmingham, 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

Steve Bertram, Tel: 0191 261 9629 daytime only  
1st Tue, The Beamish Mary, No Place, Co. Durham

## NORTH WALES

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

## OXFORDSHIRE

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

## PEAK DISTRICT GROUP

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

## RIBBLE VALLEY

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

## SHERIFFS

Lynton Powell, Tel: 01743 358423  
2nd & last Wed, Cound Lodge Hotel, Shrewsbury Rd, Shrewsbury

## SOMERSET

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

## SOUTHERN

Russ McDermid, Tel: 01703 812371  
3rd Wed, The Ship Inn, Ottesbury, 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

Richard May, Tel: 01787 374073  
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 523550  
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 Clackheaton 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

JUNE, 1996

No. 214

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

EDITOR: Michael "Nettlebed" Pedley.



In the South! Please refer to page 9.

Photo by Leo Lacy

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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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- TRF MERCHANDISER** Richard Tallon, 5 Danvers Road, Corsham, Wilts, SN13 9LP. Tel: 01249 715426.

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### \* DISPLAY ADS:

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

TRF, P.O. Box 196, Derby DE1 9EY. Telephone: 01274 870162.

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

## EDITOR

May is always a busy month for me, it somehow marks the 'start' of the season proper and hopefully, the onset of more favourable weather! First there's the Coast-to-Coast weekend, always a good 'do' if a little expensive for me this year in terms of shattered plastic! Then the excellent BMF Rally - always a source of a few bargains, plus of course the usual weekend 'runs' and Group meetings.

As a result of all this activity I can easily get a little out of touch (what's new?) with TRF business and so it was a surprise to open the newspaper (Independent, 23rd May 1996) and read of a road closure, or at least a down grading without mention of motorcycles or the TRF!

The road in question is one I am totally unfamiliar with - the Golden Road over the Preseli mountains in the Pembrokeshire Coast National Park. This time it was Welsh Ramblers versus the 4WD group.

The 4WD's argued that as the road was a Roman Road and marked as such on the 1830 edition of the OS map, they were entitled to use it presumably on the 'once a road always a road' premise. The Ramblers claimed, nay 'proved', that the Roman origin was nothing more than an 18th Century forgery dreamt up by an Historian and then turned into legend by Victorian antiquarian Sir Richard Fenton who was keen to glamourise Pembrokeshire's past and the road had never been anything more than a bridleway!

Wow! What about it boys? Do we, as a matter of interest, have any evidence on this nine mile trail? It's a bit late now but it might be interesting to see who is right.

### NETTLEBED

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**EAST MIDLANDS TRF MEMBER**

**Telephone : 0194 985 0530 (anytime)**



## Row over bikers' bid to open road

VILLAGERS fighting a battle to prevent a bikers' group opening up a derelict road for trail riding are to write to their parish council to ask them to get the road declassified.

Residents of Chedworth feared that the motorbike group would start work last weekend, but after villagers formed an action group the bikers postponed any possible confrontation.

Sheila Hanley, a leader of the recently formed Action Against Bikers in Chedworth (ABC), said plans by the Trail Riders Fellowship to open up an overgrown Class 5 road at Calves Hill, had shocked and angered local residents and landowners.

Sarah Scott, who lives in a house just six feet away from the road, said it would be disastrous if the bikers had their way.

Any clearance of the road, which is about 100 yards long, would destroy the habitat of a variety of birds and other wildlife. The lives of children and animals would also be put at risk, she said.

Her husband James, who is a solicitor, said it was wholly inappropriate for an area designated as an Area 67 Outstanding Natural

Beauty and within the Chedworth Conservation Area.

Geoff Walsh, another resident supporting the action group, said, 'I would not like to see the village invaded by motorcyclists.' The road, he said, had not been used since before the Second World War.

Robert Luck, divisional officer for Gloucestershire Roads, said the motorcycle group had every right to open the road. 'In fact they could serve notice on us to compel us through the courts to do the necessary work,' he said.

Tony Close, secretary for the Swindon branch of the TRF, claimed the group had been asked by David Broad, of Chedworth Parish Council, to see what they could do about re-opening the road, since the county council had not got the money to do it.

'It will benefit anyone who wants to use the path, not just motorcyclists,' he said.

He said the group consisted of responsible people who used legal motorbikes on legal roads. 'We are a non-competitive organisation and do not race bikes,' he said.

Parish councillor David Broad could not be contacted.

Spring 1993

**BUT  
WE CAN  
GET  
GOOD  
PUBLICITY  
AFTERWARDS**  
(Citizen 5/4/96)

## THE REASON FOR NOT ADVERTISING LANE CLEARING

## Clean-up on track!

**MOTORCYCLING enthusiasts in Gloucestershire have re-opened their annual spring campaign to keep some of the county's rural byways open for the enjoyment of all.**

Members of the Trail Riders' Fellowship tackled an overgrown stretch of a 'Class Five' unartered public road near Stroud which had become virtually impassable for horse riders and other users.

The bikers trimmed thorn bushes and cleared a wind-blown oak branch from the track which is now obstruction free.

The group is also calling on county highways chiefs to do their bit by waymarking unartered roads open for motorised vehicles.

They say none of the county's Class Five unartered roads are indicated, either by signposts or on Ordnance Survey maps.

Group spokesman Mark Holland said: 'Tidying up green lanes is a traditional late winter activity for motorised users of unartered public roads across Europe.

by George Henderson

'Such work could normally include trimming undergrowth, clearing rubbish, unblocking or refurbishing drains, waymarking and repairing gates.'

'We have been enjoying this green lane for 20 years.'

'Like all unartered roads in Gloucestershire, this Class Five public road has no signpost indicating its status. Ordnance Survey maps show it as a black dotted line indicating 'path - not necessarily right of way'.'

'To add to the confusion the Ordnance Survey 1:25,000 scale maps show it as 'other road, drive or track - not necessarily right of way'. The excuse for not properly indicating the status of these public roads is that the Highway Authority does not have the resources to send to the Ordnance Survey their list of 'streets/highways maintainable at public expense.'

The Fellowship is a national voluntary body set up in 1970 by motorcyclists to protect the national heritage of green lanes in Britain.

Citizen 5/4/96

Sent in by Mark Holland

## THOUGHTS OF THE CHAIRMAN

The better weather seems to be finally here - together with dust, flies, long grass and weeds, brambles and ramblers! - Never mind, at least it is pleasant to ride in the warm and hopefully fine weather.

Ian Thompson is still keen to receive contributions for The TRF Book of Trail Riding. See April TRAIL. Please, this is OUR book and Ian is looking for as much and varied input as possible from you guys out there - so thinking caps on and pen to paper - it probably won't take too much of your time and just think of the satisfaction of seeing some of your ideas in print!

I am continuing to get enquiries from people interested in joining us from our entry in Directory Enquiries, which resulted from us applying for the Cornwall Group to be in the next Cornwall Telephone Directory due out in November. The cost is minimal and I believe it would be most beneficial if it was easier for people to locate us in all parts of the country. I would be pleased to hear of other Groups following our lead.

On the subject of membership, Graham Stratford (National Membership Secretary) tells me that he is still getting a steady flow of enquiries from our advert in TrailBike Magazine and quite a few of them are joining. This seems to indicate that there are still a lot of folk out there who would like to join us but either don't know of us or don't know how to contact us.

There should soon be a TRF tie available for those amongst us who have to - or choose to - wear a tie. I usually end up wearing my RNLI tie, often with my TRF jumper, but hopefully I will soon have the RIGHT tie. I have been a TRF member since 1971, apart from a period when both the kids and business were very demanding, and in all that time I have been proud to tell anyone that I was a member. Talking to other Organisations it becomes increasingly clear to me that we are regarded not only as very active in the preservation of Public Rights of Way, particularly in relation to our comparatively small size, but also very much as the Rights of Way experts! So wear your TRF jumper (and tie), hat, T-shirt, etc. and display a TRF windscreen sticker in your car WITH PRIDE. All the above are available from the TRF Merchandiser. Also any of you fortunate enough to have more than one trail bike can get extra membership stickers from Graham.

A benefit of our recreation is the exercise we get which hopefully contributes to general fitness for us more sedentary/mature types. It has to be a lot less boring than jogging or riding(?) an exercise bike. No excuse in the Summer months for not getting out as the evenings are light enough to enjoy three or four hours riding before the pubs close! So get out there!

Tony Stuart



## OFFICERS REPORTS

### MEMBERSHIP SECRETARY

Membership is currently doing very well. Since January more than 230 new members have joined.

A lot of groups are getting the "hangers-on" and lapsed members to join/rejoin - perhaps other groups should follow their example as I'm sure that there are a lot of people regularly turning up to meetings and runs who are not currently paid up members.

Please could Group Reps/members check the details on the back of TRAIL and get them amended if incorrect. These details are important as they provide the first link for new and potential members - I was quite embarrassed recently to be informed by a potential member that the listed meeting place in his area had been boarded up for some time!

On the subject of meeting places, it would appear that there is a need for alternative venues in some of the larger counties - I'm sure that some people are not joining because of the long distances they would have to travel in order to attend a group meeting. If there are extra meetings taking place in some areas please could somebody keep me informed as I do receive a lot of enquiries, and unfortunately do not have a crystal ball!

Some ideas generated via the membership forms - I intend to propose these changes at the AGM in October. If you have any strong feelings on either of the proposals, please make sure that you come to the AGM and vote for (or against) them, as I cannot vote on your behalf.

1) Joint Membership - this would be for two people at the same address. Each member would receive full TRF benefits but only one copy of TRAIL would be sent.

2) Reduction in fees for pensioners - if the proposal was accepted, any reduction in fees would be discussed at the November Executive meeting, but obviously some proof of age would have to be submitted in order to benefit from any reduction.

*Graham Stratford*

PS The next batch of renewal forms going out will be for July, August and September renewals. Only **£10** is required for renewal until the end of the year.

Please renew promptly - thank you.

### RoW OFFICER

Green lanes are, as we know, the remains of the old road network as it was many years ago, which have missed the kiss of the tarmac lorry. Horse drawn carriages and wagons carried people and goods around the country for

centuries. When the motor carriage and powered bicycle were invented at the end of the 19th century it was decided that they too were carriages and hence could use carriageways. Most cars and motorcycles have now developed in such a way that they can only use tarmac roads. The original horse drawn carriage has fallen into obsolescence but is still used very occasionally on green lanes by a few hardy souls.

It was therefore with some fascination that I agreed to help a new TRF member and carriage owner Jane Lamb, on a sponsored carriage drive along the Pilgrims Way. This was to take 3 days and cover a route from near Sevenoaks to Canterbury, taking in as many green lanes as possible.

The TRF acted as marshals on the second day which covered mainly byways from Chatham to Chartham. I rode my mountain bike and Ed Gibson (Kent TRF Horse event co-ordinator) rode his KDX200. My daughter Charlotte (6) rode in Jane's carriage to show her how people used to get around *once upon a time*.

Part of the Pilgrims Way is a minor country road and so Ed and myself rode ahead to slow cars as they came towards us on the narrow roads. It's just not something you expect to see these days. Charlotte was not so happy about some of the bumpy byway bits. Not all carriages have KDX quality suspension! We moved her to the four wheeler which uses trailer type 2" travel Indespension units for a smoother(?) ride.

We eventually made Chartham with four puffed out horses. The drivers and grooms of the carriages thanked Ed and myself for our help. Undoubtedly we were a net asset and a definite safety aid. We will hopefully repeat this next year.

It was therefore with not inconsiderable irritation that I got to know about a British Driving Society (BDS) initiative to have horse carriages legally separated from motor vehicles so as to exclude us from byways and green lanes. Correspondence flowed between various parties pointing out that motor vehicles were an essential aid to carriage drives and we do not stop them from using green lanes anyway. It's not our fault if the *antis* try to exclude them along with us! The B&BT journal ran a good editorial on exactly this matter. Needless to say the local BDS members thought we were great. We even help with two of their events each year. Make your own conclusions.

The TRF *Strategy for Green Lanes* has now been launched at the LARA conference. Copies have been sent to local TRF RoW Officers for distribution to highway authorities. If there are any thoughts or ideas for a 1997 version speak to me.

### Kent

Far from being a model authority, Kent County Council are becoming a pain in the neck. TROs are proposed on Oldbury Hill byway and consultation



drafts have been sent out on two others. Their policy is to consider TROs on any new byways. A cynical approach to the definitive map modification procedure if there ever was one.

### Shropshire

A similar situation has been reported on RUPP 45 in Shropshire. Stapely Hill has been TROed for no good reason other than of a rumour of a 4WD event, *deja vu?*

RUPP reclassifications still seem to be a lottery as any perusal of the B&BT journal will prove. Incidentally for anyone interested in byways and bridleways its well worth the £20 p.a.:

B&BT, St. Mary's Business Centre, Oystershell Lane,  
Newcastle upon Tyne, NE4 5QS.

Don't forget to send in local RoW reports to either me or the editor.

*Steve Neville*

### PUBLIC RELATIONS OFFICER

Please seek out **Agenda 21** leaflets at your library or Council Offices. This is an opportunity to promote our protection of green lanes, and motorcycling as a low consumption transport.

Don't forget to help Ian Thompson with the **book on Trail Riding**.

Who took on a lane maintenance project on **National Green Lane Day**? Accounts to TRAIL?

Please send me **media cuttings** - I can't read everything!

Please send to me or David Clegg any **standard letters** (eg reporting problems on RoW) or similar for consideration as TRF stationery.

Please send me photocopies/photographs of any **publicity and promotional material** used at exhibitions or sent with letters.

Don't forget **motions** for the AGM, and that the post of National Public Relations Officer is "up for grabs". There could also be **other National posts** created for you - for example, public relations could be split. Think about it...

Any examples of particularly good or bad County Council **RoW or other leaflets**? Please send to me.

Pleased to hear of fruitful and perhaps not too successful **liaisons with other organisations**.

If you have any good **photographs** please send regular prints to Jeff Ward (put your name, phone no./address on back - s.a.e. would be helpful).

Don't forget the Country Landowners' Association/LARA Rapid Response Scheme for (alleged) problems on "green lanes" (April TRAIL, page 16). Consider using this scheme if you have problems with landowners, and other avenues have been exhausted.

*Mark F. Holland*

## NOTICE

### PUBLIC INQUIRY

A PI is to be held on Tuesday 16th July 1996 at Town Hall, Blackburn Road, Accrington, Lancashire at 10.00 a.m. Reference No. 71/AT/809/6.

This is to decide the status of the RUPP known as Kings Highway (Landranger 103 GR786275 to GR778295). The documentary evidence for this is a bit thin. Will anyone who has ridden this lane **PLEASE** write to Mrs. A. Taylor, P.O. Box 78, County Hall, Preston, Lancashire, PR1 8XJ or ring her on 01772 254868, extension 263699 quoting the reference number.

It is vital to get as much user/documentary evidence as possible unless we want another RUPP reclassified as bridleway by the DoE.

## LOST ON COAST-TO-COAST

No, not me, but something that dropped off a trail bike on the "Sunken Road" near Patley Bridge at approximate map reference 99/113-820.

I am sure the rightful owner will be pleased to get it back so give me a call (01748 826833), describe it and I'll send it back home.

*Richard "2 Mirrors" Illingworth  
Teesside & North Yorks TRF. Ex East Midlands TRF*

PS Thanks to Phil Fawcett, helpers and run leaders for another enjoyable Coast-to-Coast.

## FRONT COVER PICTURE

Am I wrong, or is every photograph on the front of TRAIL that of some Green Lane in the NORTH of the UK??

There are some pretty darn good Green Lanes in the South too.

My guess is that no-one in t'South has bothered to send you a picture so I have enclosed a couple of my Aprilia Taureg (*one of which is on the front cover - Ed.*) on the BOAT between Lombard Street and Puttenham Lane in Shackleford, Surrey.

This lane was previously a RUPP known as C.R.B.527 and was reclassified as a BOAT on 9th December 1993.

I have, myself, been riding this lane regularly over the last 48 years following my buying one of the woods beside it. The Witley Club recently included it in a Green Lane tour of the area and, with their courtesy and sensible riding, created a very positive impression on the locals.

Although steep in a couple of places it's an all weather lane and I was most impressed to see - on April 1st, no less - a battered Vespa with a totally dilapidated sidecar on it negotiating the lane. The rider, wearing a helmet that was even older than the scooter wouldn't (or couldn't) stop so I was unable to find out if he was a member of the TRF. Either way he had a great sense of humour. What a heap!

*Leo Lacey*



## REGIONAL NEWS

### EAST MIDLANDS REGIONAL MEETINGS

The 3rd East Midlands Regional Meeting was held at Rutland Sailing Club on March 9th and featured an excellent presentation by Steve Neville, National Rights of Way Officer, of his **Strategy for Green Lanes**.

The afternoon session took the form of a discussion on Rights of Way matters under the chairmanship of John Clarke (Derbyshire & South Yorkshire Group). The meeting was attended by 18 members representing 7 TRF Groups.

The successful format of Guest Speaker in the morning and open discussion in the afternoon will be followed for our next meeting on Saturday September 28th.

Sam Watt (West Yorkshire Group) will explain and demonstrate his Rights of Way Recording System which has now been adopted by the seven groups which comprise the Northern Region.

*Jeff Ward, S. Northamptonshire Group, Meetings Secretary*

### SOUTH WEST REGION MEETING REPORT

The six monthly meeting of the South West Region was held at the Red Tile Inn on Saturday 11th May. Chaired by Tony Stuart the meeting again attracted a high percentage attendance from the member groups (90%).

The meeting once more provided an opportunity for us to discuss regional issues and acted as a forum for ideas to be presented at National level. The fairly small scale of these meetings allows us also to circulate documents, often of local interest, have a nice sociable lunch, sample the local ale and still be finished by 5 p.m. The principal points to come out of the meeting were as follows:

**Horse Events** Considerable discussion followed the statement that these are the best PR exercises that the TRF does. The BHS and EHPS hold nearly 200 events a year (the TRF are not in attendance at them all) and it was felt that we could do considerably more to capitalise on the opportunities. The biggest chance we seem to be missing could be overcome by the supply of TRF tabards - with the word horse prominent. Mark Holland encouraged Groups to contact Jeff Ward for the use of display stands for these events.

**Regional Yearbook** A South West Regional yearbook will be available soon and it was debated whether a National yearbook would be of any benefit - in addition to the information on the back page of TRAIL. Groups are urged to

ensure this information is up to date.

**Regionalisation** It was disappointing to hear that a Southern Central Regional Meeting was cancelled due to lack of interest.

**Life Membership** Tony Stuart agreed to investigate an idea from the Devon Group suggesting a change in the current life membership system. It was felt that life membership was too cheap - unless you were er old (not to mince words) or had been a member for many years. Perhaps the idea of a magazine only membership for long standing members or perhaps a discount scheme leading up to free life membership after a set period of ordinary membership - sort of long service award. There was concern that it would not be very long before young life members would be costing the Fellowship money given the production and circulation costs of TRAIL or that TRAIL could be circulated to long dead or no longer interested members.

Everyone thought that a direct debit membership scheme could increase the number of renewals considerably.

**The Environment** Peter Banks spoke of green laning as being a sustainable activity, with Byway status protecting a lane as a wildlife habitat. He is working on a practical guide to lane maintenance.

And there was more, much more, from the instant reclassification of 92 RUPPs to Byways by Oxford CC, Dorsets passion for Section 116s, Mark Holland's response for the ENTEC report, to a discussion on the format of TRAIL, LARAs Rapid Response scheme to National Green Lane Day. Minutes will be circulated to all SW Groups, if you want to know more, please contact me.

*Sally A. Madgwick, Assistant Secretary  
SW Region*

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## GROUP NEWS

### SUFFOLK GROUP

Sending out a group newsletter has provoked some response, not a lot, but better than nothing. Firstly Darren Smith from Norwich rang to tell me that he's heavily involved in RoW in Norfolk and he's now sent me a list of reclassified lanes so we can update our maps. We're also hoping to do a run in his local area. Ex-member Paul Chubbock called and came on our evening run, all the way from Dereham in Norfolk. He was a member when there was a Norfolk Group (well before my time) and left because it was all enduro riders. Another ex-member John Walters came to see me (he lives in the same village) and is talking of re-joining - he went away with a form anyway. He was an enduro rider, so we have a broad church and need to try to keep everyone happy. As we live in a relatively flat and boring area as far as lanes are concerned, then obviously enduros provide a touch more excitement.

Three of us went on the evening run (it was very nearly an impressive five), the other being Richard Hunwicks - another who's about to rejoin. It was a day that started warm and sunny, but turned brass monkey, particularly as we finished in the dark. I should have worn Land's End layers. We crossed the border into Essex - without passports. Unfortunately Essex CC have been a little too efficient in their management of green lanes and done some surface maintenance, so they're a bit too easy on a bike. Up to now maintenance in Suffolk = TRO, so you can imagine our surprise.

Richard provided the entertainment by falling off, only three times though. On the first lane - these DR350s are a bit high when you're on a bank and try footing on the low side. Near the end - trying to ride out of a rut in the dark. The best though was trying to get off Paul's Armstrong on the left. As the stand is on right, both bike and rider fell gracefully to earth. Sorry Richard - it will probably be me next time.

Four members and two ex-members turned up for the meeting on the 29th, but unfortunately no new members or re-joiners. Ian Greasby put forward the idea of an evening of 'mini-moto', charging around an indoor track on tiny replicas of real bikes with lawn mower engines. It should cost about £20 for eight races and will probably take place at Ipswich. It's a case of the more the better, so if anyone's interested give me a ring on 01787 374073. There was also some interest in the Essex Group fun trial, so there should be a Suffolk 'team'.

Again give me a ring if you want to ride.

*Richard May*

## THE CHAIRMAN RIDES OUT

### *A Short Story by Denise Wheatley*

With an authoritative thump of the pub table Tony Stuart closed the South West Regional Meeting and gazed wistfully out of the window to the bikes sitting expectantly on their trailer beyond. In just a few short moments he would be off, reacquainting himself with some of the true pleasures of TRF membership - namely three days of seemingly limitless bike riding in one of Britain's rare jewels, Exmoor National Park. It was mid May. It must be Golden Horseshoe Ride time.

Regular TRAIL readers may remember a letter from the co-ordinator of horse rides, Norman Howard, appealing for volunteers to man (person?) these events. Apparently there is a shortage. How can this be?

It's not just a selfless PR exercise you know, riding around at a snail's pace in a sea of horse dung, tugging your forelock diligently while wearing an oversized vest. No, no, it may well be these things in part, but it is also a priceless chance to ride your bike for up to ten hours a day in often unfamiliar and forbidden territories, to meet and ride with new people - like handsome young salesman Alan - or was it Sam - or Jacky, a woman who will never fall over (big boots) - all from strange places and different groups. It's an opportunity for some to sleep with the National Chairman (lucky Rob) and above all it's a chance to be seen being useful and responsible. There's time to stop and talk, time to ride, time to lay in rivers (Duncan) or merely relax on the ground (Curly) and the really, really good thing about Golden Horseshoe is that you do it all on a week day when you KNOW you ought to be at work.

This year we weren't just course markers and faceless marshals on bikes. This year the TRF enjoyed a raised profile and received greater appreciation. People actually seemed to acknowledge us and notice us - and I don't *think* it was down to Alan's Cagiva with attached Tesco basket or even to the presence of an awesome XR600, no, it was from a mixture of cumulative hard work over the years (the limestone drip approach), an excellent display stand with plenty of hand outs, programme mentions, public address announcements and a certain willingness on our part to talk to anybody and to generally join in. Neil may well live to regret the day that he and his bike were vetted and trotted up (they passed) and Tony may well get tired of wearing a Golden Horseshoe rosette in his browband, but whatever, future TRF ride organisers may like to bear it all in mind.

So, if you haven't done a ride yet and get asked, give it a go. Especially if Tony's there.

*Sally A. Madgwick, Cornwall Group*



## TO ALL NORFOLK TRF MEMBERS

This is an open letter to all TRF members in Norfolk because you live in one of the few counties in England that does not have a LISTED TRF Group.

While at the 1996 BMF Rally I was asked by Ron Peach of Watton to help a TRF Group form in Norfolk. If sufficient numbers of TRF members can arrange to meet somewhere fairly centrally in the county - a PH with a quiet bar is a good place to start - a separate meeting room normally costs money! You will need to elect a Group Committee of at least three current members including a Group Representative to attend the quarterly National Executives Meetings and ANYONE will be welcome at the next National Meeting on September 7th 1996 (details will be published in August TRAIL). Also, agree on the member's name and telephone number of the local contact and when and where the Group will meet to add to the back cover of TRAIL - doesn't necessarily have to be the Group Rep.

If the TRF National Executive can be of any assistance please do not hesitate to telephone either the Chairman Tony Stuart, the undersigned or, for that matter, any of the names listed inside the front cover of TRAIL. We would

all like to see a Norfolk Group operating with Group runs and liaison with County Highways Authority to ensure our rights to ride throughout the UK are protected.

So, please give Ron a call on 01953 885346 and get a Norfolk Group together? Look forward to hearing from you TRF'ers in Norfolk.

*Dave Clegg, National Hon. Sec.*

*(does it "nec vi, nec clam, nec precario")*

NB: "NEC VI, NEC CLAM, NEC PRECARIO" STICKERS (Both internal and external) AVAILABLE VIA ALAN WILKINSON, Ad Ed.

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## BMF NEWS

### NEW BMF STRUCTURE

#### BE SURE TO VOTE

All National Club members should make sure that their clubs have nominated Delegates who WILL attend BMF General Council, 19/10/96 at Hatfield, Herts. ALL individual members should ALSO attend their Regional AGM and become Delegates themselves.

Local clubs, too, should send members to their Regional AGM:

NE: 9/6/96: Town Hall, Thirsk

MIDS: 23/6/96: Fosse Riders, Leics

EAST: 16/6/96: Crown, Peterboro`

SE: 3/7/96: Forest Gate, E7

SOUTH: 22/6/96: Midhurst, W. Sussex

SW: 16/6/96: Green Man, B3143

SW & W: 30/6/96: Nr. Ledbury

NW & NW: 30/6/96: Liscard, Wirral

NI: 13/6/96: Olympia, Belfast

Full details: MCR p37 or Jack Wiley House, 129 Seaforth Avenue, New Malden, Surrey, KT3 6JU. Tel: 0181 942 7914, Fax: 0181 949 6215.

#### EURO DEMO '96: BE THERE

FEM's Euro Demo will be held in Brussels on 31/8/96 starting at Heysel Stadium. There will be camping and entertainment near Antwerp throughout the weekend. Tickets for camping are available from BMF HQ at £8 each. Never taken your bike across the Channel before? What better way to start? Belgium is a friendly place, the food good and not dear, and it's a beer drinkers paradise. EMA and BMF support the demo and its aims.

See you there!

## CARGLONNAN by Roger Fogg, Cornwall

*This poem was written by Cornish member Roger Fogg. He's very bad at 'doing things' - we all enjoyed it so much we thought we would send it to TRAIL- Sally Madgwick.*

They shut the road through the woods  
A couple of years ago  
Weather and rain have undone it again  
But some people know  
We used that road through the woods  
And nobody yet agrees  
Why the brambles and nettles and logs  
And the old refrigerators  
Are all anyone sees.  
That where the brown rat breeds  
And the boulders roll at ease  
There was once a road through the woods.

Yet, if you enter the woods  
Past the locked gate  
When the night air cools on the fly blown stools  
Where the sofa sits to disintegrate  
(Just been dumped in the woods  
Because they're no longer new)  
You will hear the rhythm of a Triumphs beat  
And the swish of an Avon in the dew  
Steadily riding through  
The misty solitudes  
The old County road through the woods...  
But there is no road through the woods.



## USE OF WD40

*This article is from a magazine produced by the Civil Aviation Authority and their information is usually correct. How many other people spray WD40 on their bikes to prevent corrosion after they have washed it?*

GASIL noted in an American magazine the statement that the much used WD40 should never be applied on aircraft.

The explanation given in the magazine for this is as follows.

"The brand name WD40 actually stands for 'water displacement' and '40 days'. The problem is that after a month or so WD40 dries into a sticky film that actually absorbs water and promotes corrosion.

For use as a penetrant to free stuck parts, recommended is Mouse Milk, AeroKroil or ACF50. For use as a light lubricant for rod ends, piano hinges and such, try LPS-1 (silicone based) or LPS-2 (light oil based)".

CAA COMMENT: It must not be forgotten that grease is hygroscopic (it absorbs water).

*Sent in by Ian Mills, Duxford, Cambs.*

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## PICOS ESPANA

(Ed: As predicted, a few comments on my "Moto Tours" excursion to the PICOS).

"The Picos" seemed like a good idea at the time, immediately after Xmas, when it was cold and horribly icy around Bristol. Sunny Spain looked very inviting, particularly as I'd just bought myself an R80G/S. So having seen the Moto Tours slide show at one of the "Bristol Big Trailies" club evenings and also mentioned the Picos to another TRF member, who wanted to go, I HAD to go - using my "Big Trailie" - the R80G/S which, again, seemed like a good idea at the time, and despite it being 15 years old runs like a turbine. (I now wish I'd bought a G/S ten years ago rather than an R65LS, 'cos a G/S does everything an R65 or R80 can do and more - like go off tarmac - sometimes comfortably.

So following a three day "G/S training" session in central, and exceptionally dry, Wales over the Easter Bank Holiday\* I thought "I'm ready for the SUNNY Picos". After 36, terminally boring, hours on the P & O Portsmouth to Bilbao RO-RO ferry "Floating Entertainments Centre" and being forced to drink keg Tetleys (all the Euro fizzes were even more unpalatable) so as we rolled onto Spanish soil, Ian-600 Tenere, found his brand new rear Bridgestone flat - but only at the bottom!

So it was tyre levers out and plenty of "technical advice" from the assembled multitude. The security bolt had somehow pinched the tube during fitting. About this time, on the quayside, we felt a few spots of rain.

(\* courtesy of the Herts Group - Thanks pals)

The motley selection of Moto Tours punters, 12 off - ages from 18 to 64 and the m/cs from WR200 to DR650 soon discovered that "The Rain in Spain does NOT fall mainly on the Plain" - it falls on the BLINKing Picos, in various forms. Phase changes, i.e. rain, sleet, hail, snow, taking place by the hour and at increasing altitudes. It was suggested that those who were riding, as opposed to trailering, to our first overnight stop, Posada de Vadeon approx. 120 miles from Bilbao, should use the "scenic" and, very much, off-tarmac PISTE (pass)

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route to cut about 20 miles off the journey. What our non-native guide did not know, at that time, was the piste we had to navigate was still blocked above the 5000ft mark by massive snow drifts. To complicate matters the cloud base was down to about 3000ft and you were lucky to be able to see the rear light of the bike immediately in front of you, let alone the shear drops off the edge! At this stage, Chris-DR650, while negotiating a snow drift, nearly ended up head first as a one man "luge" down a 45 deg snow bank into a rocky ravine. Only by luck was his foot trapped between the tank and the snow bank saving him from a memorable start, and possible finish, to the holiday. At the point we turned back we must have been within 5 miles of Posada de Vadeon - and lunch!

By the time we back-tracked the 20 miles down the pass, then did another 40 miles on tarmac over another pass, we arrived, soaked through and suffering from early signs of hypothermia and malnutrition, at Posada BEFORE the van/trailer gang, the lucky beggars having stopped off en route for a leisurely 3-course lunch! It was indeed fortunate for our, at that time, dry, warm and well fed non-native guide (aka George, Renault van & KLX250) that he was not there to greet us when we arrived in Posada as the consensus of opinion was that the evening's entertainment should be George and a re-enactment of the "Spanish Inquisition" using red hot tyre levers - or just a simple lynching.

After three days in Posada de Vadeon and of rain, sleet, hail, snow and being

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amused by the antics of one of the Trail Bike "journos" on a loaned Honda (UK) TransAlp and finally discovering an almost acceptable "cerveza" called Aguila, it's the only Spanish beer with both alcohol (5%) and any discernible flavour, we finally saw some of the amazing array of Picos limestone peaks. A mixture of the Lake District, but less lakes, gigantic Cheddar Gorges and the trails - the Gap Road blended with Walna Scar! Quite awe inspiring and hard work!

For the latter half of the trip we moved to quite an up-market hotel (even had a lift and we were on the top floor) at a tourist honeypot called Potes, a sort of Ambleside without Lake Windermere, but there was a river with a ford, including grandstand view, right in the centre of town! Whether the ford had vehicular rights we were not quite sure but I'm sure the locals were impressed by the XR/TTR250s doing U-Boat impersonations. We actually got some sunshine too and loads of vino tinto at about 60p a bottle in the local supermarket. Plus I'll never complain about British banking hours, 'cos Spanish banks are worse - even changing opening hours depending on which month of year - if you could just work it out which day of the week it was! Not only that, none of the potes bars stocked Aguila and I was forced to buy bottles of same from the supermarket, sit in my hotel room and watch Spanish TV while waiting for the statutory 9 p.m. evening meal - nothing opened until the time when most UK PHs STOP taking food orders. When we did get it, the food was good and copious. Ditto the trails,

and fortunately for DCC and the G/S no bogs or deep 4 x 4 ruts.

By this time the strain of the trip was beginning to show. The Tenere's fuel pump giving up (& bypassed) and its tank continuously leaking the local "sin plomb" (unleaded petrol). The WR stripped its gearbox sprocket of teeth. Fortunately a Talon replacement was relatively readily available - 100km away in Santander - a pleasant trip on the "works" Trans Alp on the sort of tarmac roads it was designed for. Despite being the oldest and largest capacity m/c on the trip, the G/S ran beautifully, other than being a bit like its owner - reluctant to start in the mornings. I don't think it liked being left outdoors overnight in the damp mountain air. It also developed a very occasional back fire, sounding very much like a 9mm pistol shot - much to



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the consternation of any local dogs and not healthy in Basque country! (I noted that the Bilbao Port Police and National Guardia wear flak jackets ALL the time). The only BMW part that actually broke was one of the front indicator brackets made of mild steel, it appeared to be a classic fatigue failure. The bulb kept working and the indicator is still taped to the handlebars as I write. At about the same time the Koni rear shock started to leak fluid over the shaft drive but as that's going to "cost" to rebuilt/replace I'm going to live with it for the moment.

The trail riding broke into two distinct groups, those who had trailered down with enduro machinery, i.e. up to 250cc who could, and did, go anywhere and everywhere and those who had ridden down with 350 - 800cc m/c, who selected the wider tracks where, to quote Steve Stocks (Bristol Group member) "the rocks were smaller than your front wheel". Very little mud or bogs were encountered by the latter group, however, the sub 250cc group came back to the hotel one day having found some forestry with spindle deep grunge to play in. We all had our moments with herds of wide horned cattle that wandered across the roads accompanied by massive mountain guard dogs - put a saddle on them and Lester Pigott could ride them. These huge hounds also had a fair turn of speed when they fancied a gallop but not as fast as a R80G/S in second gear - I'm glad to report (which according to the little dots on the speedo, no tacho, is 55mph).

What more could anyone want? Possibly a touch more sunshine (we were a bit early in the year) and a m/c with loads more suspension travel and without cylinders sticking out about a foot on each side - have you seen the price of BMW rocker covers and engine protection bars these days? The Yamaha TTR250 on the trip looked the business, including the instant electric boot, but those colour co-ordinated purple anodised rims? The XR250 seemed best suited if you trailered or a 650 single if you absolutely must ride down. Personally I find any car ferry EXCRUCIATING, even going to the Isle of Man takes about three hours too long and as for spending 64 hours cooped up with a load of "booze cruisers", never again. I'd rather stuff several m/cs in a Transit, drive down through France, and just possibly indulge in a little "vin rouge" on the way.

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# White Rose Rooftop

By John Ebbrell

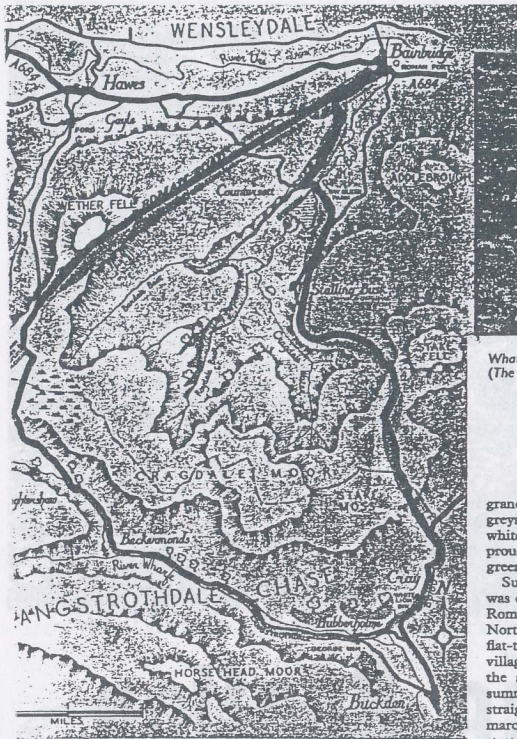
**C**OME with me on a run with a difference! We shall climb hills like house-sides, cross rolling, deserted moorland, and feel the skid and skate of waterbound macadam beneath our tyres. Two wheels make the perfect magic carpet for this dalehead scamper. And just to show that these high roads are within the reach of the modestly powered touring jobs I'll lead the way—on a 160 c.c. Gran Sport Vespa.

Our target is the breezy rooftop of the White Rose country—the 30-mile triangle of minor roads where Wharfedale, Wensleydale and Ribblesdale meet. Leaving Buckden, the last village in Wharfedale, we swing right up Kidstones Pass. Here is the country of bare, high fells latticed by drystone walls,

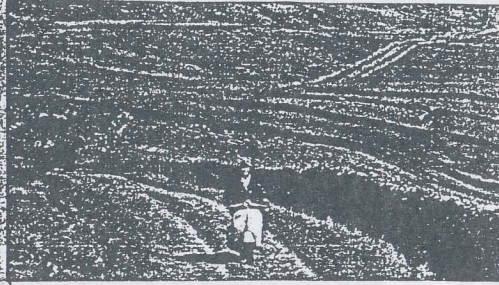
Top: In upper Longstrothdale, where the infant Wharfe prattles over a limestone pavement. Right: Gently does it through the shallow but slippery ford at Gayle







MOTOR CYCLE 22 NOVEMBER 1962



What could be more exciting than a fast run down from Stake Mass? (The map is based on the Ordnance Survey; Crown copyright reserved)

grander than Wharfedale. The greystone houses with their white-painted woodwork stand proudly round enormous village greens.

Such is Bainbridge. Here was one of the most important Roman settlements in the North. Their fort stood on the flat-topped hump behind the village. Climb it, and look to the south-west. To the very summit of the highest fell, straight as a legionary's spear, marches one of the finest stretches of Roman road in the whole of Britain. One glimpse is enough to set anyone's throttle hand itching!

Up and up we soar, 1,300 feet from Bainbridge to the top of Wether Fell. There's room enough for us to play scramblers to our hearts' content. It seems strange to meet tarmac again.

Still in the mood for some sport? We swoop down to Gayle village, where a broad ford short-circuits the bridge. A piece of cake? The absurdly-shallow limestone bottom is as slippery as glass. Elderly locals leaning over the bridge enjoy the spectacle of cocksure riders coming wildly unstuck!

Turning our wheels for Buckden once more we climb over into the well-wooded Langstrothdale Chase. The sharp zig-zags of the valley road bring us unexpectedly to Hubberholme. Sturdy as the countless generations of dales-folk who have worshipped there, its tiny church has withstood the storms and conflicts of 800 winters. Inside, the

walls are still of rough-hewn masonry. Ancient iron candelabra hang from the roof.

Rapidly, the evening is coming on. The scent of the Pennine autumn is in the air; a nostalgic smell of dying heather and woodsmoke. We order supper at the picturesque George Inn—farm eggs and home-cured Yorkshire ham, with mild Wensleydale cheese to chock in the corners.

There is more—much more of the White Rose rooftop for us to explore. And tomorrow is another day.

One of the picturesque cascades, above the White Lion Inn at Cray



where gaunt ribs of limestone break through the wiry cotton-grass. Here, there are more sheep than folk!

We branch left through a cattle grid; an unsurfaced road zig-zags skyward. This is Stake Moss, over 1,800 feet above the sea, one of the classic trials hills of Britain!

"T" Stake" may look fearsome to the novice, but keep a good fistful of throttle and you'll nimbly dodge between the rock outcrops. The 1 in 5 bits are too steep to be boggy.

And wasn't it worth it! Crest the summit and the surface magically improves. The road ahead sweeps grandly across moorland skylines. There are no cars, no picnickers.

So now you can find out what it's like to go fast on the rough. You feel your model kick and buck, a live thing in your hands.

Spray flies up from the occasional watersplash.

Suddenly Raydale lies at our feet, a dalehead pattern of lush pastures and water meadows. We glimpse a distant lake: Semerwater.

Semerwater has a strange and terrible legend. Once, the story goes, a prosperous but wicked city stood in Raydale. One winter's night a homeless stranger came to this city and begged for shelter. The inhabitants drove him out. But the stranger was Christ and He called down the wrath of Heaven. A great storm came and the city was engulfed by the waters.

Morbid fancy? All legends have a basis of fact. Remains of lake dwellings, 5,000 years old, have been discovered beneath Semerwater.

Wensleydale is broader and

Rod Butterworth at the 1956 Rossendale "Enduro".

For those who don't know it's a Puch.



## CLASSIFIED

**PROVENCE B & B** Wonderful views, weather and food. The best biking in Europe, road or trail. TRF Members. "La Traversiere", Route Du Vieux Village, 26110 Condorcet, France. Tel/Fax: 75 277568.

**KAWASAKI KDX125 "J"** reg, good condition, has seen little use on green lanes. Priced to sell £950. Tel: Essex 01245 329118 or 01376 520394.

**KLX250R "L"** reg, new chain and sprockets, taxed, lady owner, v. little use. £2150 ono. May p.x. KLX650. Tel: Leeds 0113 250 7223.

**YAMAHA DT175MX** 1985 (C), white, approx. 18000 miles, t & t, £545 ono. Tel: Chester 01244 533855.

**SAMMY MILLER TL150 HONDA** chrome frame. 1979, only 700 miles. Excellent condition, £850. Tel: Hants. 01256 397629.

**SUZUKI DR200 "F"** reg, just had complete overhaul, with spare tank and other trail bits. Good condition. 12 mon ths MOT. £1150 or part exchange XR250. Cash either way. Tel: 01200 445657.

**WANTED!** 40 litre Acerbis tank to fit XR/XL600, or may consider XL600LM tank if cheap. Tel: Jon 0181 398 1574.

**FOR SALE** Scott Enduro jacket. Med. Purple, yellow and green. Kevlar shoulder/arm pads. £45. Dunlop Trial Max tyres 90/90/21, 130/18/17. 100 miles from new £40 pair. Tel: 01332 874947.

**HONDA XR250RF.** 1985 "C" reg. Good condition. Long t & t. Recent Metzeler enduro tyres, X-ring chain and sprockets. Green lane use only. £900. Tel: 01773 745843. (Answerphone most days, human most evenings!)

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