

GROUPS

BLACK COUNTRY

Chris Braznell, Tel: 0121 421 3086
1 & 3 Thurs, 9pm, 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.

HERTFORDSHIRE

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, Farningham, Nr Brands Hatch

LANCASHIRE

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

LINCOLNSHIRE

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

LODDON VALE

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

NORTH MIDLANDS

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

NORTHUMBERLAND

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

NORTH WALES

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

OXFORDSHIRE

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

PEAK DISTRICT GROUP

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

RIBBLE VALLEY

Tony Broughton, Tel: 01200 423239
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE

Lynton Powell, Tel: 01743 358423
2nd & last Wed, White Horse, Shrewsbury

SOMERSET

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

SOUTHERN

Russ McDermid, Tel: 01703 812371
3rd Wed, The Ship Inn, Owlesbury, Nr. Winchester

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Trevor Gardiner, Tel: 01788 815927
2nd Mon, The Live & Let Live Pub, Harpole, nr. Northampton

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

TEESSIDE & 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
Cleckheaton Rd), Odsal, Bradford

WILTSHIRE

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

WYVERN

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



Patron: Lord Strathcarron

TRAIL

NOVEMBER, 1996

No. 219

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

EDITOR: Michael "Nettlebed" Pedley.

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Photo: Paul Bleazard © '96

David, The Lord Strathcarron on KTM's LC2 125 leads Tony Stuart down a scenic trail near the Ridgeway in Wilts - refer to article on page 12.

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

TRF OFFICERS

- CHAIRMAN** Tony Stuart, Cambrea, Worthy Hill, Trebetherick, Wadebridge, Cornwall, PL27 6SG. Tel/Fax: 01208 862960, Mobile: 0831 467273.
- DEPUTY CHAIRMAN** Brian Wright, 3 Kensington Terrace, Sanderstead Road, South Croydon, Surrey, CR2 0PJ. Tel: 01797 363373 (Sun-Tue), 0181 680 5734 (Wed-Sat).
- PUBLIC REL. OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Monmouthshire, (Gwent), NP6 6NS. Tel: 01291 650240 (Weekends only).
- MEMBERSHIP SEC.** ... Graham Stratford, 38 Thornton Crescent, Old Coulsdon, Surrey, CR5 1LH. Tel: 01737 553599.
- SECRETARY** Dave Clegg, 10 Hardwick Road, Pill, Bristol, North Somerset, BS20 0DG. Tel & Fax: 01275 373652.
- ACTING TREASURER** Alan Wilkinson, 29 Christopher Close, Heckington, Sleaford, Lincolnshire, NG34 9SA. Tel: 01529 460793.
- EDITOR** Michael Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs., BB7 4JF. Tel & Fax: 01200 445657.
- RoW OFFICER** Steve Neville, 40 The Sandpipers, Gravesend, Kent, DA12 5QB. Tel: 01474 332785.
- BMF LIAISON OFFICER** Derrick Collins, 11 Grangewood Road, Wollaton, Nottingham, Notts. NG8 2SJ. Tel: 0115 9282806.
- KEEPER OF STATIONERY** Aelwood Finch, 8 Hallowell Down, South Woodham, Ferrers, Chelmsford, Essex, CM3 5FS. Tel: 01245 329118.
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- TRF MERCHANDISER** Rob Sawyer, 22 Gloucester Close, Weedon, Northampton, Northamptonshire, NN7 4PA. Tel: 01327 341255.

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

EDITOR

I often wonder just what it must be like to be passionate about golf or even tennis. These innocent and popular pastimes can be pursued without any fear of interference from the authorities or seemingly anyone else for that matter. I have been riding motorcycles for over thirty five years now and for the whole of that time we have been pursued by authority in one form or another.

Remember those marvellous days in the early sixties when you had the freedom to go out and buy a bike of any type or capacity and stick "L" plates on it and ride it? Now, I am genuinely surprised that anyone manages - or even bothers - to take up motorcycling, let alone trail riding.

We not only suffer all the 'normal' two wheel legislation but we are constantly harassed by those who would question our freedom to carry out our legitimate and legal pastime.

We are not alone of course - 4WD's, mountain bikers, climbers, hang gliders, parascenders even canoeists and probably many others, experience similar problems and prejudice. Anyone in fact who enjoys what I would call an 'adventure' sport but others would perhaps call 'antisocial'. We can also now add pistol shooters to the list.

I always had a dream - when I got the time - of attempting to form an Association of Adventure Sports or similar, to collectively represent the rights of us all. With real weight of numbers we could be a political force - we could influence and change things rather than just fighting to maintain the status quo.

But someone has beaten me to it. The legitimate shooting sportsmen of this country have recently formed the Sportsman's Association of Great Britain or SAGB. The title is deliberately 'loose' for they hope that all those men - and women, whose legitimate pursuit is currently under attack will consider joining in the hope that for the first time we could have the power to resist those who would threaten our freedom.

Don't forget the Countryside Movement, formed earlier this year, to 'protect' the countryside from quite what - no one yet knows! Their numbers are growing.

There is another lesson we can learn from the shooters - public enquiries. Lord Cullen did not recommend the confiscation of handguns and the subsequent decimation of the sport of pistol shooting. The Government simply decided to ignore the Enquiry's recommendations! Is this still Great Britain or just another banana republic?

Think about it.

Then be positive, maybe even passionate, and go enjoy your trail riding.

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Chairman's Report

I have now started my second stint "in the Chair" and my first full year. Let's hope your confidence - and mine - is justified!

Despite the recent traumatic events, I have enjoyed the last year and now feel that I am getting more into the job and will get further with my ambitions for our Club. My primary ambition has not changed in the 25 years since I first joined. That is to have fun riding a motorbike. Road bikes are OK, but we know how to really enjoy ourselves doing something which isn't illegal, immoral or fattening!

Following the AGM I took the Mobile Exhibition Unit to the beach races at Weston. I wrongly assumed that I would be seeing a lot of you there keen to assist with the PR and the recruiting, but no. I was therefore most grateful for the invaluable help received from Jacky German, Dave Clegg and Roger Fowler who donated the caravan in the first place. Without their help in handing out information packs to well over a hundred people, I wouldn't have got to watch the race at all, although we were parked only a few paces away. The race is enormous fun and our visit would seem to have been very worthwhile. I will try harder to make sure that our AGM does not clash with Weston next year and be there for both days.

The response from the Groups to our cash crisis left by Tim Ley has been really excellent, as up to today, the 28th of October, we have received contributions from 22 Groups, from 1 Region, a lot of individual members and even a donation from another Motorcycle Club. I have individually thanked them all, but would like to say thank you again. Whilst the funds we now have in the Bank have solved our immediate problem, I hope there are other Groups who may still wish to support the Fellowship in a similar way.

Our depleted Fighting Fund was the concern of most delegates at the AGM and to help boost that Fund it was suggested from the floor that an individual contribution of £10 specifically to the Fighting Fund from each member was the way forward, i.e. £10 per head x 1500 members = £15,000. Can you help? Many already have! If so, your contributions should be sent to our new National Treasurer, Alan Wilkinson at 29 Christopher Close, Heckington, Sleaford, Lincs., NG34 9SA.

I have been most pleased by the positive responses that we have received from the membership so far, in dealing with our problems and aiming to secure a strong future for the TRF. They say that the British are at their best when their backs are to the wall - you guys have proved it! Well done!

At the end of October we took our Patron, Lord Strathcarron, and some of his pals trail riding on the Ridgeway. Full run report separately in this edition.

Tony Stuart

USER EVIDENCE

There is now a **User Evidence form for use with TRF "Catalogue Systems" for VRoW**. This system was described in TRAIL in June 1995 - essentially VRoW are given a **simple reference**. Completing user evidence forms then involves listing each lane reference with any observations.

I would be pleased if **all groups could obtain this form - reference 17** - from the Keeper of Stationery. I, or preferably Steve Neville, would like to hear of **group's experiences with 'cataloguing'**. I suggest that people **volunteer** to be in a **Catalogue Support Team** to help each other and prospective users.

Mark F. Holland, Hon. Nat. P.R. Officer

Winter Tip

Following Gary Watson's test of WARMFIT's Hand Warmers (March '96), just a bit more info on them. Developed in the early 80's for agricultural bikes they have been available in the UK for 5 years now. Tough, rubber mounted heaters in the ends of the bars, can take all the punishment off road riding can produce. Warmfit's electric handwarmers are still only £24.95 (inc. P&P, switch and still with a 2 year guarantee on the heaters). Cheques to WARMFIT Ltd, 1 Forester Rd., Portishead, Bristol, BS20 9UP. (01275 847570). See Classified Ads.

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NATIONAL ROW OFFICERS REPORT

Firstly please note the new address at the front of the bulletin. I have missed a couple of TRAIL magazine reports in the chaos of moving, but I now have a dedicated study for all those boxes of files generated by myself and predecessors. A candidate for scan imaging to save space?

Things are hotting up on the rights of way front. The *Vehicles on Byways* consultation has now passed it's reply date, so it's up to the DoT to digest everyone's comments and come up with some sort of sensible analysis. I was very pleased with the show of hands at the AGM showing a good proportion of members had written as individuals and/or groups to the DoT. Following my reply as TRF National Rights of Way Officer, Tony Stuart and myself met Jonathon Edwards from the DoT at the beginning of September. One interesting point was that the consultation is about byways/BOATs so all those UCRs are not included?!! The work will not be complete until early next year, partially because he is also involved in the National Air Quality Strategy (coincidentally something I'm involved with, in a professional capacity for Westminster City Council) and that is sensibly considered as being just a teeny bit more important than worrying about 4WDs creating a rut here and there.

GLEAM continue to ooze their drivel. Apparently it's OK for farmers, forestry and landowners to damage green lanes in the name of profit because it's their land (sic) and they have been doing it for centuries. Another writer said motorcycles are noisy because he heard a group of bikes for a couple of minutes when they passed him in Scotland a few years ago. Shoguns and Terranos should be used to take the kids to school, yes, producing unnecessary pollution when their lazy mothers should be walking them the half mile! Are our green lanes really being destroyed by recreational 4WD and trial bikes? Is the damage in fact agricultural and commercial use? Is the real environmental issue motorised carnage or actually encroachment,

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ploughing and destruction of hedges and walls? Are green lanes really suffering from 4WD abuse or lack of use? Write to:

GLEAM, P.O. Box 5206, Reading, RG7 6TY

and tell them the TRUTH! Then again is it worth the bother? Feedback from their AGM the day before ours was that other than a hard core of antis, most members are just miffed that a byway passes their house, when they thought it was their own private footpath/driveway.

Arguments still rage at public inquiries about historic evidence. Anti vehicular users argue that at the time of the Finance Act 1910 landowners put carriageways on maps where none existed to evade tax. More likely was the intention to dedicate a road for purposes of legitimate tax avoidance then and in the future. If there was not a road there at the time but a landowner thought he could save some tax by declaring a road then tough luck. It's now a public carriageway, he's had his tax relief.

KENT

The Drake Lane public inquiry on the 8th October went well. Evidence was brilliant. Several m/c clubs as well as the TRF gave evidence. The opposition said that we could not have used it because they had never seen any tyre tracks, but were worried that we would churn it up and squash the bunnies and fluffy foxes. We know we have used it for the past 40-50 years at least and it's become overgrown in some parts and ploughed out in others. It all transpired that they were worried about 4WDs if they start to use it - needless to say they all wanted a TRO.

KCC has a new byway policy which by all accounts is good.

SUFFOLK

Otley byway lost to TRO after a PI. Whilst Tim Stevens made a good effort, the lack of local presence went against us. Basically the decision was that motorcycles will churn up the surface and horses and walkers won't (sic). It was the same inspector as the Drake Lane PI; so I managed to get in a few digs about that! Trail Riders may, occasionally, upset the local baron who had bought a house for peace and quiet. If you buy a house on a road do you not expect the occasional vehicle? I used to have to listen to the traffic on the A2 for 10 years until I moved. But even living in a cul-de-sac people still drive past my house. *C'est la vie, non?*

STAFFORDSHIRE

I received a complaint about TRF members using a bridleway from the County Council. I wrote back explaining that some bridleways have higher rights but are not recorded on the definitive map. I am still waiting for more details from the local group.

WALES

As for Staffs, I have written to the Elan Valley Rangers about a reclassified RuPP west of the Claerwen reservoir still being a vehicular right if it has documentary evidence. Check the Wildlife and Countryside Act 81 section 56 for clarification.

A PI has been held on 18 RUPPs at Llanfairwaterdine (no, I can't find it on the map either). One public carriage road stopped 100 yards short of the tarred road on the map but written evidence said it joined. The RuPP marking showed the lane going through a 16th Century house! Black and white Davies was the Inspector. I wonder what the decision(s) will be. We are still waiting in vain for some decent QA/QC on the decision making process from the Planning Inspectorate.

BERKSHIRE

Another section of the Devils Highway is to be TROed for the usual *carte blanche* reasons. The RA and BHS expressed concern because of parking problems. It seems OK to drive a car through the countryside to walk in it but not if you don't. Hmmm? The TRO is to be looked at in 5 years. A report is available from: Mr. A. Hurst, Bracknell Forest Countryside Service, Easthampstead House, Town Square, Bracknell, Berks., RG12 1AQ.

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FIGHTING FUND

Whilst the recent financial trouble affecting the general fund has been addressed, we still don't have a fighting fund. Not wanting to ask for more donations from the local groups I have a suggestion that local groups could "ring fence" a reasonable sum of money (say £100-£200) to be donated in case something like the Ridgeway case arises again. A fund is also needed for any ad-hoc legal cases that may arise. Plus the fact that it's a useful weapon. I'm still hoping that we will be able to recover at least some of our money but this will take time. I'll be writing to the local RoW Officers about this in the near future. Just keep on doing those horse events.

GROUP NEWS

SUFFOLK

October started off in the usual way for me, heading north on the MCC's Edinburgh Trial, along with many other TRF'ers from the rest of the country. Cars currently outnumber bikes by 2:1 on these trials, yet they're basically long trail rides with a good 'bikers' atmosphere.

It would be nice to have one of these events in East Anglia, but we'd need some guaranteed mud to make it competitive and that might cause us problems with the RoW authorities.

Contrary to any impression I may have given in a previous missive, I do not have a new bike... I just wish I had.

John, Dave and myself played away in Essex - spending an evening sniffing lubricants with a man from Castrol! He gave an interesting talk, explaining what goes into their products and why you need different types of oil for different engines. Thanks to the Essex Group for the invitation - we're just waiting for the free samples.

We have another new member (a major event in Suffolk) in Steven Ayles. He is keen to ride and learn more about the workings of the TRF which makes a pleasant change. Look out for a big Kwacker in the Bury area.

Unfortunately work and family kept me from the meeting, but a table full did turn up - well done lads. Likewise I couldn't lead our scheduled run on the 3rd, in spite of interest from Dave and new boy Steve.

Coming up, there's a horse ride to marshal on the 30th/1st December in the King's Forest and a run scheduled for 29th December. If anybody fancies a pre-Christmas run then give me a ring.

Our December Group meeting falls on Christmas Day! How about moving it forward one week to the 18th?

We've come to the end of our 1996 horse event and run calendars so we need to get organised - in time for the next meeting if possible.

Richard May

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EAST MIDLANDS TRF GROUP MEMBER

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DAVE CLEGG - WHO OR WHAT IS NEXT?

The general "gist" of the following sounds familiar: law abiding citizens rights being eroded. The only difference being the urgency and even more hysteria than we TRF'ers are used to. (Don't want too much doom and gloom in TRAIL do we?) But with both the media and the politicians working themselves into a frenzy of excitement of misreporting and vote catching - *Who or What is Next?*

(No doubt I'll offend someone, with a political axe to grind, but I know there are some TRF members with interests other than TRF'ing and who might not have heard about the SABG).

Keeping a low profile, turning the other cheek, has failed. On the line is not only fullbore pistol and revolver ownership but ALL shooting sports and beyond them, many other sporting and leisure pursuits. Indeed, anything no longer deemed politically correct by a noisy hysterical group of social terrorists currently leading all the political parties by their noses. We have NO friends or allies in Parliament. If your shotgun, fieldsport, stalking, fishing or hunting leaders tell you that your sport is safe, they are either naive or incredibly stupid. Just look at the written agendas and manifestoes of all the parties scrabbling for votes at the next election. You have, or will all become nothing more than a political expedient.

THE SPORTSMAN'S ASSOCIATION OF GREAT BRITAIN was formed on the night of Saturday 19th of October in a packed Pavilion at Bisley. Within three hours over 400 people joined. The object is simple... to finally create the unanimous sporting lobby of which we have heard so much in the past seven months. Whilst the anti campaign relied largely upon children signing something they may not have understood, we are comprised of paid members and have far greater credibility in the eyes of prospective members of Parliament. For a paltry £5 you can join and add your voice to this swelling body of very angry people. We do not ask you to leave your other associations, just to join us as well. More importantly, you must RECRUIT. YOU HAVE TWO WEEKS IN WHICH TO HELP US ACHIEVE CRITICAL MASS. If it becomes necessary our constitution allows us TO FORM A POLITICAL PARTY, not with the hope of winning seats, but as a single issue spoiling manoeuvre.

✂ Sportsman's Association of Great Britain, P.O. Box 1689, Bradford, BD8 9YQ.
MEMBERSHIP APPLICATION FORM

Surname Forenames

Address

..... Postcode

Telephone Fax

Date of Birth (if under 18 years of age)

I apply for membership of the Sportsman's Association of Great Britain and agree to abide by its Constitution & Rules. I wish to register my protest against the proposed legislation to restrict participation in shooting sports. I agree that the Association may keep my details on computer and that the Association may rely on the exemption from registering under the Data Protection Act. I enclose my Membership Fee of £5 (£1 for Junior Members under 18) made payable to SAGB.

Date Signature

MAG-BMF-ACU ANTI-THEFT INITIATIVE

SUPPORTED BY THE TRF

This group of people move amongst competitors at ACU meetings with the approval of the Clerk of the Course to ensure that all machinery has an intact engine and frame number. This is because of stolen motorbikes being raced at competitions, either as engines in sidecars, (quite rampant as reported in MCN) or motocross/trial/enduro machines not having registration number plates. According to the vehicle manufacturers, all engines and frames have a number indented in one way or another. If this number is disturbed or modified in any way it would become obvious, such as to be brought to the attention of the Clerk of the Course. The Clerk would then take whatever he/she felt would be sufficient action to stop that competitor from competing, unless a reason could be given as to why the numbers were deleted/missing/modified.

So far, mainly road race club meetings have been targeted with success and the move now towards dirt bike machinery has taken its initial steps. As members of a dirt bike club, volunteers are required nationwide to attend meetings when needed. This register of volunteers is growing rapidly and regular training sessions are run as and when they are required. One perk is free entry to race meetings.

For further information please contact either Alan Bridgeman (BMF Security Officer) on 01252 713876 or his deputy John Alexander on 01243 264094 and mention the TRF (affiliated to the BMF).

Tim Gooderson, MAG ATI Liaison Officer (South East)

NEXT

NORTHERN REGION MEETING

27th November 1996

starting at 8.30 p.m.

at The Hopper Inn

(on the A59 East of Blubberhouses Moor)

All Are Welcome

PEERS RUN

please also refer to front cover picture

We met on the last day but one of October at an Oxfordshire pub not far from The Ridgeway. We were very lucky in picking the best day of the week.

Our guests were our Patron, Lord Strathcarron, who arrived on a brand new DR350SE, courtesy of Suzuki. Viscount Addison, who arrived on his BMW 1100GS. The Earl of Liverpool on his BMW 1000GS and Lord Fairfax of Cameron, who arrived in a Granada! Unfortunately the Earl of Westmoreland, Peter Butler MP and Roger Barton MEP were unable to join us this time, but maybe on a future occasion?

Our group comprised Neil Hennion, the Swindon Group Chairman, on his ego boosting new DR with the 385 conversion, Trevor Watson also from the Swindon Group on his DR350, motorcycle journalist Paul Blezard on his beautifully prepared XR600 (there for the Daily Telegraph, etc.), and yours truly on Si Melber's CRM250.

After coffee we set off with Lord Strathcarron on the DR350SE, Viscount Addison was persuaded not to risk his 1100GS and rode my KMX, Lord Fairfax was on a borrowed KTM LC2 and the Earl of Liverpool was keen to get his 1000GS dirty!

The morning was dry and went well with lots of lanes and very little tarmac within

striking distance of the pub. Lord Strathcarron changed to the LC2, which is only 125cc and very light and easy to manage, as he had been having a bit of a struggle with the DR which was on trail tyres.

After a very cheery lunch we set off again, this time with the Earl of



Photo: Paul Blezard © '96
A good selection of bikes: Left to right: The Viscount (Bill) Addison is astride Tony Stuart's KMX200; (Eddie) The Earl of Liverpool with his own BMW GS1000; (Nicholas) Lord Fairfax of Cameron with KTM LC2 125 and run leader Neil Hennian.

Liverpool on my KLX250. We had some rain in the afternoon which added to the interest, particularly for our guests. Both Lord Fairfax and Viscount Addison had involuntary get-offs - the latter in a most impressive way - well up to his own Paris-Dakar standards! At the end of the afternoon it was back to the pub AGAIN. This time for tea and biscuits. We did a lot of bike swapping in the afternoon, with some of us riding up to 6 different bikes.

Hopefully our guests enjoyed themselves as much as we did. They were excellent company and jolly good sports and I hope they may risk coming out with us again, either as a group, or turning up for Group runs in their own home areas.

By the end of the day the tally of falls was, Peers 3, commoners NIL. Our unblemished record was only saved by the timely intervention of your National Chairman who was on hand to prevent the Swindon Chairman from a certain fall - WHILST STATIONARY!!!

Tony Stuart

IS IT HIGHWAY OR HIGH WAY?

Ernest Metcalfe is a gentleman, Yeoman farmer at Cotterdale.

On the 98 Landranger is the classic 8 mile long High Way, running N. Westward from near Hawes. It has been the only RUPP marked on 98 by O/S for years. The other 200 or so that we use are only signified as B/W, F/P or some not at all!

About 3 years ago, we in West Yorks Group contacted Ernest and his neighbour for permission to erect a seat in memory of Eddie Wilkinson, one of our pioneer members.

We all know that there's "nowt wrong wi reight folk". They allowed us

to make and put up "Eddie's Seat" in a magnificent situation by the lime kiln on Cotterdale End, with panoramic views S.E. down Wensleydale - over Hawes and beyond.

Many of you will have stopped there for a 'blow' as the climb to the lime kiln is quite a ride although only a mile from tarmac.

A year or so ago Ernest Metcalfe asked us to go and see the damage that was being done to his pasture by recreational vehicles, churning about, far away from the wall, which is taken to be one of the boundaries of the route.

Two of our members, Sam and Garry met Ernest on High Way and sure enough there was quite extensive and unnecessary damage as far as 60 yards across his grazing land.

Ernest is not at all negative and doesn't deny our right to pass up and down High Way. So what could we do to help his situation.

On a 'spare' Sunday in June this year, we had a club social day to take Eddie Wilkinsons' wife Helen for her first visit to Eddie's Seat, and afterwards for 26 of us to enjoy a big farmhouse dinner at "Blades" nearby.

Ernest offered to take Helen and another girl with new hips up to the lime kiln in his Landrover.

We suggested that we could put in marker posts, request signs and direction arrows to indicate the line that should be used and to give Ernest some right to challenge anyone he

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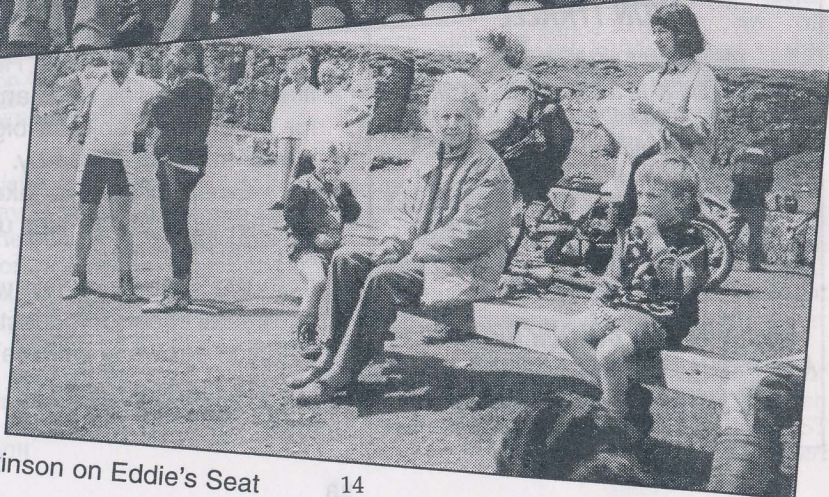
found making an unreasonable mess on his moor.

When all this was agreed, Helen offered a generous donation to our Group to fund the cost of the materials.

This 3rd weekend in September, we've been and fixed the job. Sixty 5'6" long tanalized posts have been persuaded eighteen inches into the ground, with request signs at top and bottom of the hill to keep between the markers and the wall. Forty red direction arrows too.

Do we think that 20 feet is enough

Some of the West Yorkshire Group on Eddie's Seat



Mrs. Wilkinson on Eddie's Seat

width for us on a straight climb? I know it gets quite moist up there sometimes, but I don't recall needing any more than 4" myself. I believe that the statutory width for a bridleway is 3 metres (10 feet) and we're often grateful to have less. I reckon that Ernest has been more than generous. I shall meet him again, so you lot out there, don't make grief for those of us who are trying.

If you can't keep inside the 20 feet that we have - stay away.

Thanks to Helen, Brian and Nigel.

Wainwright, Tel: 01535 644568

CAMERAS FOR TRAIL RIDING

In response to last month's article I should like to sing the praises of my trusted little yellow Minolta Weathermatic. I bought this after several cheaper models ended up letting me down because of the rough treatment they have had to endure. Being a regular Mountain Bike Rider, (before I saw the light) cameras have had to endure being dropped, even into streams. My little yellow compact

has stood the test of many an adventure and is still performing well after 6 years.

Armed with my trusted camera I took a photo of TRF Teesside and North Yorkshire rider Daniel Gill seen riding away with his bride on his 1960 AJS. A recent convert, like myself, Daniel made sure that the TRF got a plug in the local paper when it mentioned his interests. His wife Margaret is quite keen on his love of motorbikes. I only hope I can persuade her to join my better half in completing the Coast-to-Coast again next year. Our thanks to the organiser for a memorable weekend with plenty of snaps to remind us of a great time.

Roy Taylor, Brompton on Swale, N. Yorks.



For the benefit of ALL TRF members, the

NEXT NATIONAL EXECUTIVE MEETING

is Saturday, November 30th 1996

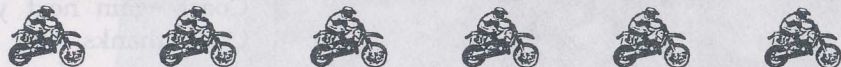
at 10.30 a.m.

The Barn (P.H.), Hockley Heath, Solihull, (A3400, M40 - M42)

AGENDA

1. Minutes of last meeting & matters arising
2. Officers' Reports
3. Co-opted Officers' Reports and Progress Reports:
 - Equestrian Event Liaison
 - TRF Trail Riding Book
 - TRF Internet/Web "Page"
 - Dirt Bike Show 1996 TRF Stand
4. Fighting Fund and re-establishment of Bursary Fund and Fund Raising
5. Groups: Group Returns: 1997 forms will be available for all Group Reps.
6. CLA Meeting report
7. RoW: Current situation with DoE/DoT Consultation. TRF Pro-active lead.
 - Group Map Controllers to info Steve Neville
8. Revision/update of TRF Publications. Sub-committee to report
9. TRF Membership Drive: National Advertising (is everyone trying to "Get One In"?)
10. Discussion of Motions Deferred from National AGM
11. A.O.B.

Full Agendas will be available on Saturday.



Bedtime Reading for RoW Officers

There is a new book out called "Tithe Maps and Apportionments of Mid 19th Century England and Wales". A cartographic analysis and County by County catalogue by Roger Cain. Cambridge University Press.

Price £135.

LETTERS

WHERE TO GO AND WHERE NOT TO GO!

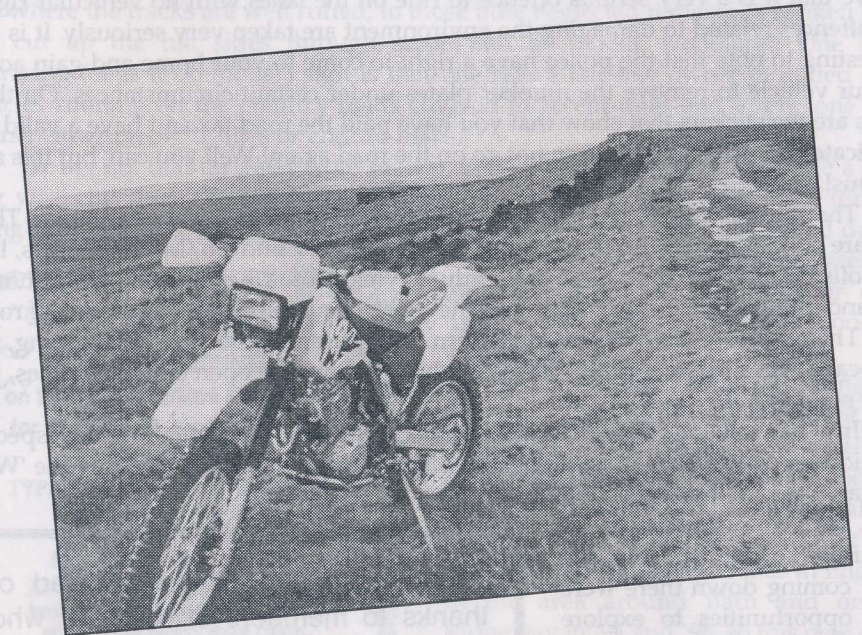
As part of the silent majority, I have been a member for a couple of years, but never got to a meeting due to other commitments.

I am a newcomer to the sport, although I have ridden road bikes all my life and have a familiar problem; where to go and not to go!

Has anyone written anything on the subject? We see "Ramblers Guided Walks" aplenty in bookshops, but trail riders aren't normally welcome where ramblers ramble; indeed I encountered one the other weekend on a legal route and he swore at me and waved his stick!

The photo is of my XR400R at Stanage Edge, near Ladybower Reservoir.

Chris Suddes, Sheffield, S. Yorks



A TRAIL RIDING EX-PAT IN GERMANY

I thought I would write an article about trail riding in Germany, but it would be a little short. Generally speaking there isn't any. Next subject?!

First, however, I would like to thank those friends of mine from England who appreciated my help in introducing them to Trail Riding. We of course did it the *real* way, no more than 20mph, trail/trials/enduro tyres, open face helmets and wax cotton jackets, etc. We had fun, talked to a few interesting farmers with differing views from ours and formed lasting friendships; with the riders not the farmers I hasten to

add. I sold my XL185 and the XR200 (the Best Trail Bike ever?) before I left England since it would be very difficult (read expensive) to register them on German number plates since they were non-standard; tyre sizes, mudguards, lights, etc. All those things you all modify in the UK to make them perform better, we can not do in Germany. What of the UK in the next few years, fight now before it is too late! Give the BMF, MAG and the FEM your support now!

In what was West Germany there are really no unsurfaced roads with vehicular rights of way left. Most of what were their 'Green Lanes' were closed to vehicles soon after the WWII I believe. They are now reserved for walking (slow), cycles (hard work), mopeds (if you have to!), horses (fancy riding something with a mind of its own, but then my Ural outfit was like that, ask Fred!) and agricultural vehicles (environmentally friendly?). There are many such lanes around, they would have been wonderful for trail riding, tough! There are, it is true to say, a few unsealed small country roads around, but with a well maintained surface of gravel/sand mix. I also believe that it is a very serious offence to ride on the lanes with no vehicular rights. The offences related to damaging the environment are taken very seriously. It is also interesting to note that the police have a right to come to your home and gain access to your vehicle to remove the number plates under certain circumstances. On these plates are the stickers that show that you have paid the road tax and have a valid test certificate. No plate, and you can not go on the road again! Well you can, but it is a bit obvious!

The trailies you see over here near Aachen in Germany make me smile. There they are all kitted out with those awful garish coloured Enduro/MotoX clothes, little tool rolls on the rack, bum bags, real enduro tyres, MotoX helmets, but everything is new and immaculately clean. They have never been out in the rain, let alone 'off road'.

There is however evidence in the form of noise and the occasional sighting, that the local yobbos ride old MotoX bikes on the tips from the open cast coal mines, that really sounds fun!

In what was East Germany the situation may be a bit different with respect to trail riding. I suspect the many unsurfaced roads there will now be having the 'West' German restrictions placed on them, but I do not really know. Certainly at the time of the 'Wall' coming down there were great opportunities to explore the unsurfaced roads in old 'East Germany'. The East of Germany is a long way from here, signs on the autobahns that say 'BERLIN 650km' are a little daunting. So you want to ride your little trail bike to and from the trails eh?

Southern Holland does

I would like to give a load of thanks to members of the TRF who sent words of "Get Well Soon" and especially to those members who have travelled considerable distances to visit me. I am on the road to recovery, but it may take a long time.

David Dyer,
West Somerset Group Rep

look a little more interesting, there are also some hills up to around 700m high. There are unsurfaced roads on maps that do look to be passable with vehicles when sought out. There are no specific traffic signs on many of them restricting vehicles, but I have not looked up the law yet. There may well be a Dutch law that prohibits the use of vehicles on all unsurfaced roads even if there are no signs! There were certainly no tyre marks on the surface from anything else than farm vehicles.

Now Belgium looks *very* interesting. A good start, they actually put unsurfaced roads on their maps. They are described as 'Routes with Poor Trafficability'. That is more like it! There are enormous areas of Belgium covered with forests and farm land in lovely rolling countryside. These areas could swallow up the English Lake District. Areas like the Ardennes are typical, these are within one hours journey of here. The lovely old town of Spa, famous for its motor racing circuit now, as opposed to its hot mineral water springs, is on the edge of the Ardennes. I have the maps and have surveyed the ends of some of the lanes. They vary from lanes through rolling forested hills where the tracks are well rutted, to those little neglected remains of sunken lanes that cut up the hill sides through scrub and deciduous woodland. One other promising (or is it ominous?) sign is that one sees a fair few owner modified 4 x 4 vehicles running on the country roads covered in recent mud and a few lone 'trail riders', either on big trailies or enduro bikes.

We are not that far away from France, at least it will be possible to have a good long weekend there. France is, at the moment anyway, a wonderful place for trail riding. The lanes are nearly all open apart from where restrictions are placed during the hunting season. There are no gates and little problem from the locals or other users. Also the wine and food is wonderful.

What am I doing about trail riding? Oh yes, I am building a light weight trail outfit based on a KLR650. It is somewhat lighter than the previous much modified Ural outfit I used to run, couldn't really be heavier! My wife enjoys trail riding with the outfits. We did a few miles in England in the area around Bath and on the Ridgeway in '94 and '95, so this new outfit should suit us. The outfit should be up and running next year, on UK plates of course! Once I get organised and am still in the area, perhaps we should have a long weekend or even a week TRF do. We are only 250 miles from Calais.

PS: Please keep the lanes open until I return - I will be back.

Happy Trail Riding, Peter J. Ballard

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"RIDERS IN THE SKYE???"

Reading "Riders in the Skye???", TRAIL No. 215, I had to check the front cover to assure myself that TRAIL was the bulletin of the TRF, The National Club for all who wish to ride Legal Motorcycles on Legal Carriageways. Apart from the large groups activities on "The Playground", I doubt if any of their riding away from tarmac roads was with lawful authority. Vehicular rights of way in Scotland are acquired through long uninterrupted vehicular use as in England and Wales but differ in that rights are lost through 20 years non-use. Rights of way must link two public places.

Consider which of the routes described could be legal.

The bog trotting and mountain climbing activity described in the article is the sort of irresponsible behaviour that sets the public and landowners minds against trail riders.

The un-named writer is considering a return visit to ride the routes he has not left his mark on.

Perhaps the locals will be more aware next time and an arresting feeling of the collar will result.

John Thorp, Widnes, Lancs

IT PAYS TO ASK

Whilst on holiday in Scotland recently, I was out trail riding and came across an open gate which told me Only Authorised Vehicles only!

I decided to try and find some authority and so stopped at the first farm building I came across.

Plenty of noise came from the sheep dogs (13 of them) and a face appeared at the kitchen window with directions to go round the front.

At the front of the house I met Ian Stewart who turned out to be the manager of a 40,000 acre estate of sheep and deer and bogs and rocks and open moorland. I asked if I could have permission to travel past his farm and he told me that it was no problem on his bit but further up the glen I would meet with problems, but come in for a cuppa and tell me what you're doing.

So in I went and I talked about the TRF and what good it tries to do and what great times I've had trail riding - he was very keen. He rode a road bike and indeed was an instructor in his local town but had never ridden off road.

There's the bike I said - off you go! He was a bit daunted by this so he suggested that he went up the glen on his 4 wheel drive quad and I followed him on my old XL185! Well, I'm not that good but I said let's give it a whirl. So off we went, him leading up the glen with me trying to follow across bogs and rocks, streams more bogs, rocks, stones, etc. Totally virgin country. No tracks, just plenty of bogs. It was great, I sweated and strained until I finally misjudged a jump and got totally stuck in yet another bog. Ian hitched his tow rope on and pulled me and the bike about 50 yards through bog till we reached hard ground. I was lathered. It was so hot (yes, Scotland), trapped in a narrow glen with no wind. After a break I then spent 30 minutes kicking the bike to start, etc. This was a definite advert for electric starters as far as Ian was concerned.

We headed back to the farm. Ian rode some of the way and I was treated to dinner and tea and we talked. What an excellent day - good weather, good riding - hopefully a new member - so sometimes it does pay to ask!

Roger Preston, N. Yorks and Teesside

REPLY TO RICHARD MAY

In answer to Richard May's question - page 8, October - to the best of my knowledge - if there are no signs at a legitimate entry to a lane then the TRO cannot be enforced in that direction. It is possible to have a one way TRO. However, missing signs at some entries does not invalidate the force of signed entries.

Mark Holland, Glos. Group

I WISH I HAD JOINED YEARS AGO

I joined the TRF in June of this year and my oh my how I wish I had joined years ago.

Since I joined the Lincolnshire Group I have been made to feel very welcome. We have been on several evening runs throughout the summer starting out from Newark, Melton Mowbray and Sleaford which were great fun and usually finished off with a pint or two afterwards.

Then at the August club night I found out that Pete Spence was organising the annual trip to the Lake District, so straight away I wanted to go. But bearing in mind I had never been out of Lincolnshire on my bike it did cross my mind how I would cope.

But everyone said "You'll be alright" and "We'll help you pick your bike up" so with this confidence I duly booked my place and started looking forward to the trip.

A week before we were due to go and I was making arrangements to borrow a trailer to transport my bike the 200+ miles to the Lakes, the phone rang and a member I hadn't met before said he had a very lonely XT350 with a whole van to itself which would love the company of my KMX200 for the journey (thanks Philip).

So the Friday afternoon of the first weekend in October arrived, Philip picked me up and off we went.

We were all staying at the Heaves Hotel just South of Kendal. Nine of us in all - eight from Lincoln and a character called Roger Masheader from Lancaster who was to be our guide for the weekend on his trusty Honda something or other (thanks Roger).

Saturday morning came with blue skies and bright sunshine and after a good old fashioned English breakfast we got on our bikes to start the day.

Now on the previous evening four "die-hards" Stewart, Steve, Pete and Keith decided they would like to do the whole of Gatescarth. But Roger advised me to give the most difficult bit a miss and so who was I to argue? So we split up into two groups - the die-hards going by road up to Shap and starting Gatescarth from the North end and we (Roger, myself, Philip, Mike and Paul) who had all done Gatescarth before, went on an "easy" route doing one or two other lanes and then meeting them half way

up Gategarth. As we turned onto the first lane I can remember thinking - "They call this the easy route!". It was very steep - very rocky with water running down between the stones and no soil in sight! My learning curve was fairly steep that Saturday morning. I remember at the end of that memorable first trail we came to a river crossing where another group were crossing (from Sheffield I think). Now when I arrived they had already crossed and one of them was wringing his socks out! My turn came to cross and I managed to stay dry as did the rest of our group - the water nearly up to the spark plug on the KMX! From there we headed toward Gategarth where we joined the others from whom I got the impression wished had come with us!

We rode as a group for the rest of the day riding over the Garbon Road and various other trails around the Grizedale - Windermere area before getting back to the Heaves after 6.30 p.m. absolutely worn out.

Sunday morning dawned dull with drizzle and we headed off into the Yorkshire Dales where there was lots of mud to go with the rocks and yes after managing to stay aboard on Saturday I did get to taste the mud on Sunday, but Keith had a good laugh anyway as he was following right behind me! We rode as far as Hawes where we had a pub lunch and then back to Kendal through lots of muddy, rocky lanes. As someone once said - "Best fun you can have with your clothes on!"

Anyway we loaded up and headed back home into the real world. Monday morning was I stiff? - you bet I was. Was it worth it? YES!

Thanks again to our guide Roger and to Pete for organising and to everyone else for making it a very memorable weekend and I look forward to many years of TRF membership.

Stuart Alford, Lincolnshire

Ed - This sounds like a good group to join. If you feel that your trail riding might be lacking something and you aren't involved with a local group you might find a lot of help and enthusiasm. What do you think Chris Sudders? - there are books on trail riding - now unfortunately out of print and they wouldn't tell you everything.

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STU'S TIPS

I see so many riders struggle to put their bikes on the side stand and stop them running away when confronted with opening a gate downhill. The solution is quite easy, by fixing a rubber band made from an old inner tube onto the handlebar grip (right side).

Then when you need to stop your bike running away downhill take the rubber band and stretch it over the front brake lever, hence applying pressure to your front brake and stopping your bike from moving!

ALSO

When washing and drying motorbike boots you will find it easier if you place your boots over some plastic cones (like the ones you see when road works are in operation). This way makes using the power washer on them easier, as they don't move and it makes the drying out time quicker!

Yours, The KLX Kid Stu

CLASSIFIED

HANDWARMERS For warm hands on the trail, install electric heaters in the ends of the handlebars. 12 volt (6 volt, 1 heat available), low powered, each heater on high setting is equivalent to an indicator bulb, on low half that and are suitable for on/off road bikes. Complete kit includes switch, two year guarantee on the heaters. Priced at £24.95 (inc p&p). State model, year, length of handlebars, cheques to WARMFIT Ltd., 1 Forester Road, Portishead, Bristol, BS20 9UP. (Tel: 01275 847570).

YORKSHIRE DALES Cottage sleeps 4/5. Short breaks or weekly, bike lock up, pub & shop 50 yards. Tel: 01969 622498.

SUZUKI DR350S 1990 model, big bore kit fitted. High lift cams, re-worked front forks, up market rear suspension, green lane use, T & T, good condition, £1375. Phone: 01734 884910 (Berks) eves/weekends.

HONDA XL185 taxed, MOTd, "W" reg, good engine, average body, £400 to good home. No offers. Tel: 01477 534425 (M6, J18).

BREAKING KAWASAKI KL250C2 Everything except engine, nice pipe and seat. May swap for DR400 bits. Phone Jon 0181 692 7021 or mobile 0956 285534.

YAMAHA 250DT long MOT, many new

parts, very reliable, £475, Tel: 01483 272349 Surrey.

KAWASAKI KLR600 "G" reg, T & T, new rear shock, 21000 miles, £1550 ono. Call Vince 01784 249227, Heathrow.

HUSQVARNA CR250 Enduro/green laner, "N" reg, excellent condition, taxed, etc. Rides beautifully light and well balanced. £1690 ono. (1992 model). Tel: 01734 732370.

SUZUKI DR200 "F" reg, excellent condition, long MOT, £1050. Will part exchange XR250, cash either way. Tel: 01200 445657.

KE175 1982 "Y" reg, good condition, many new parts, MOT June 1997, 9K, ready to trail at only £425 ono, contact Simon on 01243 864717 (Bognor Regis).

SUZUKI PE175 "W" reg, twin shock, mint condition throughout. Just spent over £700. 12 months MOT, can only go up in value, £750. Part ex XR250, cash either way. Tel: 01200 445657.

YAMAHA DT175 Long MOT, 10000 miles, £595. Tel: 01248 354618 after 6p.m., North Wales.

YAMAHA IT175 10 months MOT, £500. Phone 0117 977 8214, Bristol.