

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., Erfield Arms, Broughton Lane, Altercliffe, Sheffield

DEVON

Richard Arcscott, 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 YORKSHIRE

Howard Wadsworth, Tel: 01405 860904
1st Tue, Boot & Shoe, Goudall, Nr. Snaith

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, Farmingham, Nr Brands Hatch

LANCASHIRE

Keith Westley, Tel: 01704 893215
1st Tue, Hindhead 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, Penile Hotel, Chaitburn, 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

SOUTH LONDON & SURREY

Brian Wright 0181 680 5734 Wed-Sat, 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 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

Richard Hawker, Tel: 01527 893874
1st & 3rd Tue, Wilmcote Mens Club, Stratford on Avon

WEST SOMERSET

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

WEST YORKSHIRE

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

WILTSHIRE

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

WYVERN

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



Patron: Lord Strathcarron

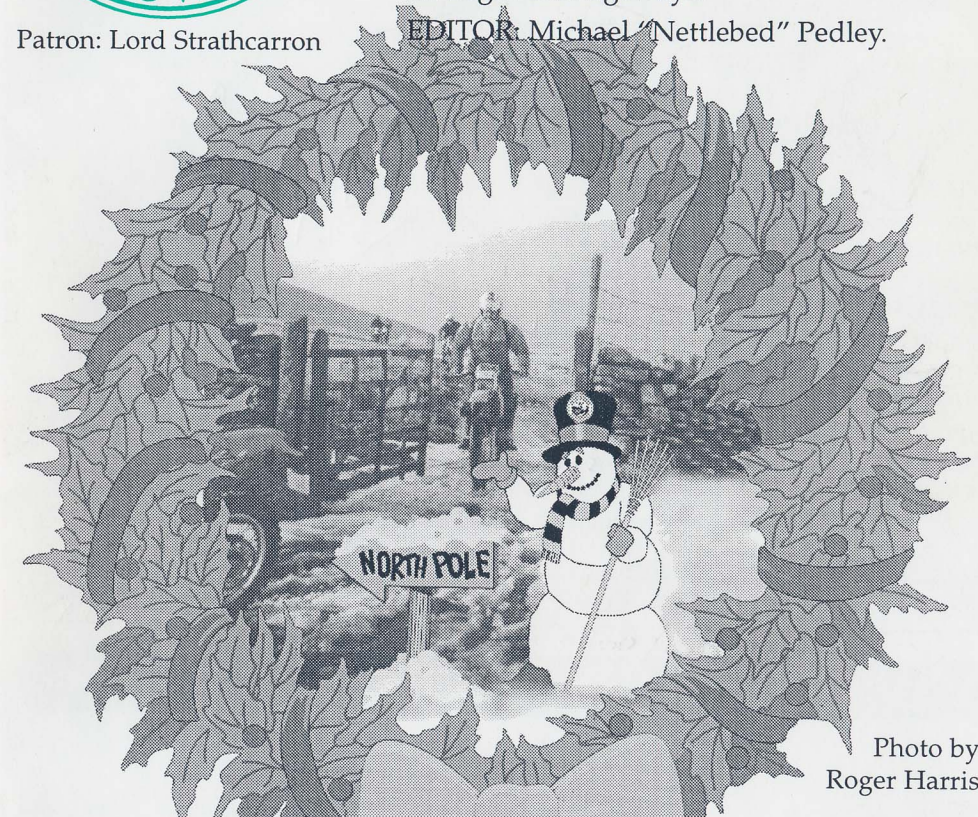


Photo by Roger Harris

TRAIL

DECEMBER, 1996 No. 220

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

EDITOR: Michael "Nettlebed" Pedley.

CONTENTS

Editor	3	Minority Interests	11
Chairman's Report	4	Reply to Mr. Thorpe	11
Membership Renewals	6	Tip	12
Calendar Comp Winner	6	Book	12
RoW Officer's Report	7	Run Report	13
RoW News	9	Letters	14

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.
- DISPLAY EQUIPMENT CO-ORDINATOR** Jeff Ward Ltd., Gretton Road, Weldon, Northamptonshire, NN17 3HY. Tel: 01536 267036 or Fax: 01536 408787.
- TRF MERCHANDISER** Rob Sawyer, 22 Gloucester Close, Weedon, Northampton, Northamptonshire, NN7 4PA. Tel: 01327 341255.

TRF, P.O. Box 196, Derby DE1 9EY.

MAGAZINE ADVERTISING

*DISPLAY ADS:

Please Phone for rates:

Alan Wilkinson, 29 Christopher Close, Heckington, Sleaford, Lincolnshire, NG34 9SA.
Tel/Fax: 01529 460793.

*MEMBERS CLASSIFIED ADS:

3 lines - FREE OF CHARGE/Trade £5

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

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

EDITOR

November's TRAIL, you may recall, contained a couple of interesting letters, one from an 'unattached' member asking where he can legally ride his splendid new XR400 and another from a new member heaping praise on his local Group (well done Lincolnshire) and enthusing over a fabulous weekend's riding in the Lake District. The message is surely obvious is it not?

You probably also read, in that same issue, about the excellent effort by our Chairman Tony Stuart and friends, in promoting the TRF at the recent Weston Beach races. And, what about that bit of free publicity courtesy of good old Motorcycle News (27/11/96) - 'if you want to ride green lanes contact the TRF, etc., etc.'. All good stuff!

Suddenly I began to think that this issue just might have a few new readers!

I was once in that position myself and thought that trail riding was simply a matter of joining the TRF, turning up at the local Group with a couple of OS sheets and a felt pen and all my problems would be solved - five years trail riding for five minutes work with a Magic Marker. Great value!

Yes, of course you must go along to your local Group but first join them on a few 'runs' with an experienced guide, enjoy yourself and then when you gain confidence and knowledge of both the law and the area perhaps try your hand at leading a run or at least part of one. That accomplished, you have now served your apprenticeship,

hopefully had a damn good time in the process and earned your right to mark up those maps.

Remember, it can easily undo years of solid work put in by a Group when some well meaning 'amateur' upsets the locals by mistakenly riding where he shouldn't. The same also applies to the experienced - when planning a trip into someone else's territory - a phone call to the Group contact on the back of TRAIL is only common courtesy and can save a lot of problems and who knows, may even secure the services of a guide for the weekend!

So, Chris S. of South Yorkshire, even if you can't get to Group meetings 'due to other commitments' give Kevin Marsh a ring on 01246 237910 and find out when the next run is and why not let us know how you get on? Remember, the 'F' stands for 'Fellowship'.

Have a nice Christmas.

NETTLEBED



TO FIT MOST TRAIL, TRIALS, MOTO'X MOTORCYCLES



FOURNALES
S U S P E N S I O N

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

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



M.R. HOLLAND
(DISTRIBUTORS) LTD.

Ask for Peter
(TRF member)

Tel: (01775) 766455



• CHAIRMANS REPORT •

A number of members have been saying that they feel that they have not been fully informed concerning the facts and details of the circumstances leading up to Tim Ley's death and the actions taken since then to discover what money is missing. They also wish to know how we intend preventing this situation recurring and also the steps taken so far to attempt to recover any of the missing money.

For a period of a couple of months I had been asking Tim for cheques for countersignature. During August Tim assured me on more than one occasion that they were in the post. Finally on the evening of Thursday the 29th August I phoned Tim's house and was told by his wife that Tim had popped out but would ring me back. He did not do so, so I tried ringing him from 9.55pm to 10.25pm with no reply. Which was strange as they have teenage children.

The next day, Friday 20th August, I got our Bank, the Yorkshire Bank in Derby, to send me a list of transactions. This showed that money had gone out of our Account in August although neither Dave Clegg nor I had signed any cheques during August.

On Monday 2nd September I got the bank to photocopy the relevant cheques and fax them to me. The cheques were made out to T. Ley or cash and bore a forged countersignature. I immediately, via faxes, drew up a new Bank Mandate showing Dave Clegg and myself as the only signatories and included with it a letter specifically EXCLUDING Tim Ley as a signatory.

On Tuesday 3rd September I visited Yorkshire Bank in Derby and was told that Tim attempted to cash a cheque on the Monday afternoon - but was refused.

I then visited the Fraud Squad in Derby, who immediately started enquiries. Unbeknown to them or me at that time was the fact that Tim's unidentified body had been found.

During the rest of that week I made several attempts both by phone and personal visits to try to discover if we had any money remaining in Building Society Accounts. Complete stonewall here as they all said that they could only give information to the signatory, Tim Ley, because of the constraints of the Data Protection Act.

On Friday 6th September, together with Dave Clegg, I obtained an Interim Death Certificate from the Derby Coroner. Dave and I then trudged around the Building Society offices again - but to no avail. I have subsequently written to the Building Societies Association, who have circularised their members and I have had notification of Accounts in our name, or T. Ley, in the Alliance & Leicester, Bradford & Bingley and Leeds Building Societies. I have written to all three, but only had a response, so far, from the Alliance & Leicester. This confirmed my suspicion that the Account, which was in the name of T. Ley, was effectively empty.

The amount remaining in our Current Account at the Yorkshire Bank was insufficient to pay our debts current at that time.

I have now written to the Solicitors acting for us with a view to commencing a claim for recovery against:

1. Tim Ley's Estate
2. The Yorkshire Bank

The law does not allow us to take action against Tim's Estate, unless we are aware that he had other assets apart from his share of the house - which we have already determined reverted to his wife on his death. We are not aware of any other assets. Nevertheless a Caveat was placed on his Estate on 1st October preventing the sale of any of his assets without our knowledge and permission.

If we can prove negligence on the part of the Bank for passing cheques without a countersignature or with an obvious forged one we WILL have a claim against the Bank. I am confident that we can do so and am sending the relevant documents to the Solicitor.

Until Yorkshire Bank have sent us all the copy cheques since January 1995, when we believe that things started to go wrong, we will not know the exact figure of missing money.

I must point out to you that whilst TRAIL is our "in-house" Bulletin, it does circulate to persons other than Club Members and for this reason I have avoided stating figures. If any of you require figures please speak to our new Treasurer, Alan Wilkinson, or myself.

Immediate steps were taken to prevent a recurrence of these losses and they were:

1. Monthly Bank Statements are sent to both the Treasurer and the Chairman
2. No Signatory (any 2 of 3, Treasurer, Secretary or Chairman) to sign a cheque payable to themselves.
3. Annual Accounts WILL be prepared for the AGM in future and they will have been audited by an independent professional.

If you think more could be done, please volunteer. The TRF, particularly because of the Tim Ley saga, seems to be almost a full time job for me. I would be most happy to delegate this recovery job to a more proficient person!

On a brighter note, TrailBike Magazine have suggested that they could publish notices of our forthcoming events or runs on their "Bulletin Board". No cost, so if you think it is a good idea drop a line to TBM at P.O. Box 9845, London, W13 9WP.

The producers of the TBM video "Trail Riders Guide", out soon, are talking about producing one on the TRF next year. I have said we would obviously like to be involved, as long as it was from the planning stage.

The Dirt Bike Show was most successful from a recruiting and PR point of view. I have approached the Organisers with a view to having a demo area inside the circuit, in addition to our Stand. Your ideas please.

I have produced a mock-up of a coloured, folding A4 TRF brochure. We are very low on literature stocks, so hopefully after consultation with others and some "fine tuning", this brochure will soon be available.

The Endurance Horse and Pony Society (EHPS) for who, in addition to the BHS, we do a lot of Horse Events, invited me as a Guest to their Annual Dinner and Prize Giving. Not only was I most pleasantly greeted by their Chairman, Oswald Hare, but when he introduced the Guests in his welcoming speech to his members, he was full of praise for the TRF and said that their events could not be held without our invaluable assistance! At least somebody loves us!

Tony Stuart

STATEMENT ... PRESS STATEMENT ... PRESS STATEMENT

The TRF Committee wish to make it clear to their members and supporters that the Club has had a tremendous response to their financial problem.

Whilst our Officers are still actively pursuing our missing funds, the Club is now in a stable financial position.

Members need be in no doubt that we are now - more than ever - committed to our cause, i.e. to be riding as many or more green lanes in the future.

Brian Wright, Vice Chairman

MEMBERSHIP RENEWALS

At the recent AGM a new category of membership was agreed.

For £30, two people living at the same address can become joint members. Both will receive full TRF benefits but only one copy of TRAIL will be sent to that address.

Unfortunately we still have a large stock of 'old' type membership forms so if you require joint membership please either:

1. Write clearly on the form the full name of the joint member or
2. Attach a sheet of paper with the details on.

Also - if you are unemployed and are working on behalf of the TRF (eg: Rights of Way work), you may be entitled to free membership - please contact your local Group Rep, who can then inform me.

Membership renewals for 1st January are vital to ensure that we can continue to PROTECT GREEN LANES.

If you wish to donate more than the subscription then this will go into the 'Fighting Fund' unless you state that it should go into current or Bursary (research) allocations. *Graham Stratford*

Congratulations to Roger Harris, winner of the Calendar Competition. Thanks to all who sent in photos. They were of a very high standard and it was a difficult choice.

Group reps have already received supplies of calendars. If anyone requires further supplies for distribution please contact Aelwood Finch, Keeper of Stationery.

CHAINMAIL

CHAINS & SPROCKETS FOR THE OFF-ROAD ENTHUSIAST



SUPER VALUE KITS

**QUALITY & SERVICE
COSTS LESS WITH
CHAINMAIL**

Sprockets & Kits for ALL
MX/TRIALS/TRAIL BIKES

TRAIL BIKE KITS

ALL MODELS	HD KIT	"O" KIT
50/80 (420)	£36.50	-
100/250 (428)	£41.50	£71.50
200/600 (520)	£52.75	£79.50

BIG CHAIN (520) conversions for MTX, XL, KMX, DR, DT, XT as 520 kit.
*DID Standard chain take £4.00 off HD Kit.

**DUNLOP DISC PADS
EBC DIRT BIKE SHOES**

*KIT PRICE INCLUDES VAT, P&P
*PAY BY CHEQUE/VISA/ACCESS
COD SERVICE £4.50 extra
*GOOD CHOICE OF RATIOS
*SAME DAY DESPATCH

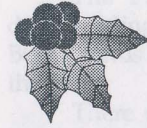


**Rental
MX/ENDURO
KITS**

**TALON
'GOLD' TRIALS KITS**

12 Coniston Road,
Old Woking,
Surrey, GU22 9HU.

Tel: 01483 726299
Phone 9am to 9pm
for personal attention



ROW OFFICERS REPORT



So often consultation with government and highway authorities goes along the lines of

"... we are going to ban/prohibit you from riding on BOAT/UCR/RuPP ... what are your comments?"

that it makes a pleasant change to comment on something positive to do with the conservation of our countryside. After all if you look at our logo it shows a green lane with the motto "Protecting Green Lanes". The consultation of the Hedgerow Regulations has been out for comment and I have written back with my ideas. Some of this I anticipated in our *Strategy for Green Lanes* a copy of which I have added to my reply. Here is an abridged copy of what I sent:

"The Trail Riders Fellowship supports the making of these Regulations since we are interested in the conservation of this much abused and neglected aspect of our landscape. Whilst we are concerned with the preservation of all important hedgerows, our specific interest lies with those hedges alongside public rights of way (PRoW). Being a motorised recreation using public highways, we are most concerned with those hedges alongside unclassified roads and byways (open to all traffic, i.e. BOATs). We believe that all ancient carriageways should be preserved and protected from improvements and destruction of

boundaries, whether they be hedges or dry stone walls. Study of the history of ancient highways generally shows that carriageways (and hence byways) had a far greater importance than footpaths and bridleways. Also there is a right to plough cross-field footpaths and bridleways (so long as they are reinstated; Rights of Way Act 1990) but there is NO right in law to plough carriageways and hence byways.

I have read the Joint Consultation paper and note that the most relevant part is in ADAS criterion 12 and 12/a. Whilst I would not question the botanical feature assessment (i.e. number of native woody species, etc.) I am not entirely happy with the distinction between a pair of hedges and a single line of hedge alongside a PRoW. Many of our byways have had hedges grubbed out from one side and the proposal in ADAS 12 does not offer any protection for the remaining hedge. However I can suggest a simple remedy. If single hedges alongside a National Trail are deemed to be important then I

IN CHAINS

HUGE DISCOUNTS

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

**TYPICAL PRICES (INC VAT & P&P)
DEPENDING ON MODEL:**

428 CHAIN KITS £25 - £32
520 CHAIN KITS £36 - £44

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

RENTAL BRACED BARS £20 - £22



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



**BREAKING VARIOUS MOTOCROSS
BIKES FOR SPARES**

01425 474800

suggest that byways be added as well. Thus the Regulations would read:

SCHEDULE 1

CRITERIA FOR DETERMINING IMPORTANT HEDGEROWS

(12)(a) The hedgerow is -

i. one of a pair of hedgerows situated alongside of and adjacent to a bridleway or footpath, within the meaning of the Highways Act 1980, a road used as a public path, within the meaning of section 54 (duty to reclassify roads used as public paths) of the Wildlife and Countryside Act 1981, or

ii. a single hedgerow adjacent to a National Trail or a byway open to all traffic, within the meaning of Part III of the Wildlife and Countryside Act 1981.

And includes at least 4 woody species, subject to sub-paragraph (b) and at least 2 of the features in sub-paragraph (c).

Headlines like "Green lane enthusiasts save old road from the plough" don't seem to happen. Rather we get headlines "Ancient lane saved from ravages of four wheel drive/biker hooligans" sells more copies of bog roll substitute.

Positive news from Kent County Council who have just produced a more positive "Vehicles in the Countryside" report than before. Much of this has been due to TRF and AWDC representations, including a presentation to councillors earlier this year.

At the end of November I was fortunate to be invited to the Country Landowners Seminar in London on the progress of their Access 2000 policy. Many speakers gave their views from the well known Tim Stevens to relative unknowns such as the Deputy Prime

Minister, Michael Heseltine. I found it reassuring that alleged problems with our activity pale into insignificance compared with those of the Ramblers. By this I mean the right to roam. The thought of hoards of Ramblers (in their usual groups of 50+) traipsing about over what the landowners perceive as their private property gets them apoplectic. The TRF/LARA has a good dialogue with the CLA at national level and I suggest that local groups contact their own CLA representatives to establish liaison there. I have a membership list which I will circulate.

The Hierarchy of green lanes is being developed in the Peak District in a similar way to that in the Lake District.

We have lost our patience with Cambridge County Council over the Glatton RuPP/BOAT traffic regulation order. The AWDC are similarly annoyed. The Ombudsman is the next step. Perhaps local members would like to contact me regarding further action.

AALSON

BRITAIN'S No.1 REPAIR SERVICE

- * ALL TYPES OF SHOCK REPAIRED
- * SHOCK MODIFICATIONS, REVALVING, SPECIAL SPRINGS
- * SPECIAL SHOCKS BUILT TO ORDER
- * NEW TWIN SHOCKS FOR TRAIL, TRIAL, GRASSTRACK & ROAD
- * THREE MONTHS GUARANTEE ON ALL REPAIRS

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

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

The Planning Inspectorate have contacted me about the Surrey BOAT 513 downgrading. Despite Surrey CC saying that the evidence is good enough for its current BOAT status a public inquiry is to be held. I'm going to demand loads of costs should/when they fail.

There was a suggestion that we rename the fighting fund. How about the Access Fund or Green Lane Environmental Fund or Heritage Action Fund. Ideas for the next exec.

Finally, one of the weapons we have to stop highway authorities imposing TROs is to try voluntary restraint. Just because you are riding a light motorcycle and have travelled 200 miles to ride a lane, **DON'T ignore them; they may include YOU.** Specifically LARA/TRF/AWDC schemes should have our logos on them plus contact number(s) and dates of expiry (usually 3 months, exceptionally 6 months) and who should be temporarily excluded.

ROW NEWS

RIDGEWAY VISITOR SURVEY

I am happy to report that the Summer Survey has now been completed successfully. Our thanks to all of the many volunteers who did a splendid job of interviewing and counting. All of the results are now being analysed at the Centre for Leisure Research in Edinburgh and we will be compiling these and writing a report, hopefully before the end of the year. The updated figures (before statistical analysis) so far are as follows:

Total number of shifts completed	192
Total number of hours	576
Number of Interview Questionnaires	892
Number of returned Postal Questionnaires from long distance users	463

During the survey shifts the following counts were recorded. These have not been adjusted for double counts and weighting factors have not been applied.

Total number of walkers/joggers	4217	Total number of cross country vehicles	79
Total number of cyclists	1052	Total number of private cars	146
Total number of horseriders	150	Total number of agricultural vehicles	36
Total number of motorcycles	79	Total number of dogs	761!

Excerpt from report published by The Ridgeway Office, Countryside Service, Dept. of Leisure & Arts

SUFFOLK GROUP

The bad news and the bad news. As reported in the last TRAIL, the Otley PI was lost. Many thanks to Tim Stevens for all his efforts on our behalf. Some of us thought that this could be the turning point for Suffolk CC TRO policy, but unfortunately this result will probably just reinforce the local prejudices. I've also received confirmation of another TRO on a green lane between The Red Lion on the B1078 and Tollemache Hall on U4418. As usual the TRO was applied at the same time as the byway order was confirmed due to typical pressure from the residents.

Merry Christmas and a Happy New Year on the trails that are left!

Richard May

GRIZEDALE FOREST TRO

I lead a run in the Lake District recently. Three riders from the Lancs. group had a great day. Andy Peters on his KMX, Ian Wright and myself on XR250s. We sampled the pleasures of Walna Scar Road and Park Head Road near Coniston. Great, but certainly a challenge.

As we 'dropped out' of Grizedale Forest onto a forest road we were surprised to meet a 'convoy' of about 12 4x4s. We were being flagged down and as sensible road users we obliged. We were introduced to a Forestry Commission Warden. It turned out that the lads in the 4x4s had spent the day repairing the road in the forest. He asked if we belonged to an organised club. We told him of our TRF membership and pointed out the 'badges' on our bikes. He asked what direction we had come from and if we knew of the TRO (a Traffic Regulation Order, for those who don't know). I said that we were aware of the TRO in the forest. We understood that it applied to a road which turns N.E. towards the Visitors Centre about 1km east of Low Parkmoor. WE WERE WRONG! The TRO also applies to the road leading N.E. out of High Nibthwaite. This means that there is no entry to the forest on the west side of Bethacar Moor. The TRO is expected to operate until November 1997.

I apologised for our misdemeanour. The Warden was extremely polite, courteous and understanding. He also said that there appeared to be a misunderstanding about this TRO and asked me to inform the members of the user groups I have contact with, the Lancs and Ribble Valley groups of the TRF. At the Lancs group meeting, Phil Lord who is active in RoW work suggested I write to TRAIL.

P.S. If anyone is interested in lane repairing in the forest contact the Forestry Wardens at Grizedale direct. LARA may also have some information about the dates they will be working on the lanes.

See you on the green stuff, Alan Hodson, Manchester

POA	Doctors Lane, Eccleston, Chorley, Lancs. PR7 5QZ.
Racing Supplies	
SHOP Mon-Sat 9am-5pm. Phone till 9pm	
Tel 01257 450660/453385	
FOR ALL YOUR ROAD/OFF ROAD NEEDS	
18ltr fuel tanks £155	Renthal Handlebars £26.50
Acerbis Bush Guards £42	Renthal Grips £6.10
Polisport Bush Guards £25	Scott Grips £5.75
Fender Bags £14 - £22.60	Scott Goggles £19
Scott 6 Day Bag £37	Oakley Goggles £19.75
Acerbis Hi Tec Bag £42	Headlights from £23
Answer Tool Pack £26.50	Rear Fender/light £16
MDS Helmets off £50	Rear light/no. plate £8
AGV Helmets off £55	Time Card Holders £12.50
EITE Gloves £14.75	Exhaust Packing £4
Wulf Gloves £15.75	Enduro Jackets £88
AXO 8 Gloves £25	Wulf Boots £78
Answer Gloves £18	SIDI Boots £130
Emergency Cable Kit £4	Spares for Boots, Goggles, Helmets, POA
Spark Plug Holder £1.95	AXO Knee Guards £15.75
XR Twin Air Filter £9.50	AXO Elbow Guards £24
XR Frame Guards £23.75	
MAIL ORDER SPECIALIST	
RING FOR FREE CATALOGUE	
	
	

BRECON BEACONS

- B & B from £16.00 •
- *Most rooms en-suite with colour T.V.* •
- Ample parking •
- *Licensed* •
- Pubs and town 2 minute walk •

Beacons Guest House

16 Bridge Street, Brecon,
Powys, LD3 8AH.

Telephone: 01874 623339

*We welcome old
members and new!*

MINORITY INTERESTS

Referring to your editorial Nettlebed, in TRAIL 219, I despair at the sheer weight of force which is sometimes brought to bear on those pursuing minority interests. Imagine officialdom passing a law which makes me not only stop my trail riding, but requires me to hand over my little KLR, plus my Sunday roadster, plus my cherished Manx Norton, or Vincent, or whatever; and assures me that they will be dropped into the smelter!

If I'm good, I'll be able to buy a new moped, so long as I keep it at the Test Centre and only ride it there!

The analogy for pistol shooters is all too close. I just missed the MPs speech in the house which likened the pressure put upon members to the tactics of a lynch mob. There does however seem to be a supportable view that the large waves of public opinion are only generated by newspaper campaigns. Perhaps we can learn from this and form opinions via local press releases whenever we have something good to say. At all costs, keep up the invaluable work done by our own publication TRAIL and just hope that members don't contribute too many 'own goal' articles as sometimes appear; there's an odd one in the last mag! But then what a delightful recount of a delightful day followed from Roger Preston. Now what was that saying about sword and pens?

Geoff Crossland, Harrogate



REPLY TO MR. THORPE

"Isn't it amazing how biggotted the uninformed can be. Mr Thorpe, from Widnes, I'm talking to you.

The article 'Riders in the Skye??' was sent for publication unknown to me, or it would certainly have had my name against it. It was written for inclusion into the Glos. Group Newsletter, and I didn't presume that it would be of 'National' interest. Someone else obviously did. This trip to Skye was planned and researched for about nine months before we went, and I would like to draw your attention to the following:

I lived on the Isle of Skye for five years, and all the trails we rode were known by me, and information to find them was given to me by local people whilst I lived there. The locals are quite happy to see trail riders around the place and it often led to having 'a wee dram' from time to time.

The local Police, in Portree, were aware of our visit and of our numbers, before we arrived, and of our intentions.

A member of the local 4WD Club gave me information on the trails that I hadn't previously ridden, and being a member of the local constabulary, I was quite

happy to take him at his word.

Some of the trails we used are marked as old military roads and are in use by some, though not many, of the local landowners and shooters - wildfowl and deer. Because of the sparse nature of the land and the dispersion of the communities all the routes we used were going from one public place to another. Have you ever been there Mr. Thorpe?

During the time that I was a resident of the island I used to take part in the training exercises that were held by both the mountain rescue and the coastguard. I have the dubious 'honour' of being the first trail rider to use a motorcycle on an active mountain rescue search, when I acted as a radio link man on the top of a small mountain, at the request of the local Police Inspector. He believed I was the person best suited to go alone onto the hillside and to be able to quickly get to the top to establish radio communication for parties on either side. He was quite correct, and I enjoyed the challenge!

For people who don't recognise the name, I am the same Martin Chandler that used to be in the Bristol Group many years ago. I now live in North Gloucester and I am the Chairman of the Glos. Group TRF. I have been a member of the TRF, on and off, for nearly twenty years.

Mr Thorpe - I think you might like to wipe the egg off your face, before it sets."
Martin Chandler

TIP

The best mirror I have found for trail riding is the Moto Fizz Radical. Available from MPS, Devon, Tel: 01626 835835 - 24 hr answerphone. Their part number MF-AU-RAD at £10.99 each. They have a swivelling head, a ball joint at the base and thus easily move for spills, getting under fallen trees, etc.

Mark Holland, Glos. Group

BOOK

Mapping the World - The history of the Directorate of the Overseas Surveys 1946 to 1985. Written by a recently retired director of Ordnance Survey, which is where the DoOS ended up. The author draws on personal experience and records held at Kew of events that formed the service. Even in the 40's staff were being sent to far parts of the Empire to survey for map making under the guise of Foreign Aid. Some of the tales have the 'Boy's Own' hero feel - a good read.

Written by Alastair McDonald and available from HMSO, libraries or good book shops. ISBN 0 11 701590 3

Information taken from "Hampshire Lanes"



RUN REPORT



LOCAL LANES

The weather forecast was awful - gale force winds, lashing rain. At the Duke of Marlborough I found various riders, some had helpfully rung beforehand so I expected them, some had not, but all roughly ready to set off. Perhaps keen to try at least some solo riding that day, Philippa took Brian's Honda, with electric start, for a quick spin around the car park before joining Jill as pillion for the ride.

Setting off promptly at 9.30, we were waylaid within 3 miles by a puncture to Brian Williams' bike. What to do - use up a tube of Tyreweld, fix the tube, change the tube? Brian's solution

was simple - change the bike! As he lived nearby he went home, got another bike and joined us out near Leafield.

We came across several groups of horse riders during the morning - maybe putting the clocks back had brought them out in force? Hooves passed wheels without any difficulty; one group of riders even told Harry where to go (in the nicest possible way!)

The overnight rain made the surface very greasy in parts but it didn't deter Andy Collins from pushing on, seemingly determined to try out both his new machine and his body armour too! I had some difficulty keeping traction; I will have to move away from trials tyres. (What will Gerry say, Mike?) No such problems were experienced by Jill who rode the lanes with great skill despite (surely not because of?) having a passenger. Only once did they have a particular problem, when a very large rut got the better of them.

The route covered was all within the 164 map: both ways along lanes 8, 61, 9, 10, 11 and lanes 12, 5, 4b and 4a (both ways), 2 and 7a-g. In all it took us two and a half hours to cover 44 miles. The ride finished back at the Duke of Marlborough in time for lunchtime opening. The chef passed around Yorkshire puddings and gravy for us to tuck into, so the familiar hospitality of chips at our meetings may not be too difficult to reinstate. As we headed the short distance to our homes, Jill set off home too - to West Yorkshire!

Mike Hallam

Taken from Oxfordshire TRF

No. 13 Newsletter

KIB TRAIL SPORT

Off-road Tyres and Accessories by Mail Order

Barum Trials, Trail & Enduro Tyres		
C20 (good all-round Trail tyre)	130/80 - 17	£41.50
C20 (18" version of above)	120/90 - 18	£34.00
ED91 (serious Enduro tyre)	120/90 - 18	£36.00
C14 (hard wearing off-road tyre)	4.00/4.25-18	£30.00
S27 (good all-round front tyre)	3.00 - 21	£25.00
TR1 (Trials type rear tyre)	4.00 - 18	£32.00
TR1 (Trials front tyre)	3.00 - 21	£27.50

IRC Battle Rally Trail tyres (Road Legal)		
BR90 (T61 or MT17 equivalent)	4.00 - 18	£37.50
BR90 (excellent front tyre)	3.00 - 21	£28.50
BR92 (90% off / 10% road tyre)	4.60 - 18	£42.50

IRC Vulcanduro Off-road Tyres		
VE33 (std fitment to pre 96 XR Honda's)	110/100-18	£39.75
VE33 (excellent for 17" wheeled bikes)	4.60 - 17	£36.00
VE32 (superb front off-road tyre)	3.00 - 21	£29.50

Trail & Enduro Bike 'O' Ring Chain/Sprocket Kits
All kits supplied with Quality 520 'O' ring chain cut to correct length Hard wearing Steel Front and REAR sprockets. - £59.95
All prices include VAT

Carriage Charges	Next Day	3 Day
Two delivery options, either 1 tyre	£6.25	£5.00
Next Day for urgent deliveries 2 tyres	£6.00	£4.50
Three Day delivery as a cheaper alternative. 3 tyres	£5.75	£4.00
4 or more	£5.00	FREE
Chain and Sprocket Kits - Next day delivery	£4.75	

EAST MIDLANDS TRF GROUP MEMBER

Please phone for more detail or copy of my Free Illustrated price list

Telephone : 01949 850530 (anytime)

LETTERS

ANDORRA BY THE BACK DOOR

Next time you are flying to Benidorm or Majorca, or wherever, ask the cabin crew to let you know when you are over the Pyrenees. You'll easily recognise it when you see all those huge mountains- the ones with patches of snow and all those ribbons of brown tracks winding around the contours. Tell the pilot you want to get off here, but don't forget to take that pack-away bike with you in your hand luggage!

This is the area of North-Eastern Spain around Andorra, being part of Catalonia. Super smooth high speed mountain tarmac with plenty of hairpin bends (and Armco), and great trail biking roads, and wall to wall sunshine (if it isn't raining).

In short, a **biker's paradise**.

We went for two weeks at the beginning of September, by way of riding through France, camping on the way, and crossing into Spain by the Col de Peyresourde and the Coll del Portillon into the Vall d'Aran. We made our base at a camp site at the small town of Sort, which we had visited some two years ago, and where we knew we would not need for anything in terms of comfortable living! (so far as you can be comfortable whilst camping). Perhaps the only niggling thought in the mind was the similarity of our campsite location to that a couple of hours away at Biescas, which was very recently washed away in a freak flood - beside a wide, fast flowing river fed from the torrents in the mountains.

Trail riding

Our trail riding began with a very gentle foray to explore the Vall d'Aran on an unsurfaced road about 24 miles in length, in the area of the ski slopes around Beret, thankfully bathed in warm sunshine at this time of year! Being a Saturday, we soon found out our mistake - all of 4x4 Barcelona, plus a few marauding French, use the road to practice their Carlos Sainz techniques!. However, we managed to keep out of their way and enjoy the scenery at the same time. The following days were filled with more trails around Sort, all of them spectacular in their scenic content, some following high contours along the sides of mountains above deep forested gorges, others out on the mountain tops with wide open views and wonderful sky-scapes. When one considers the height above sea level of just about all these routes is between 6000 - 7500 + feet, and then think of our highest mountains in the British Isles being a measly 4400 feet, it is a totally different bike game.

The trails themselves vary in make-up from the hard packed surface, to the deeply rutted mud surface, to the loose stony/rocky surface, to the slippery when wet snotty surface. Most of them are quite wide - say ten feet plus - but those that

are high up on the contours do not allow for too many mistakes if you consider the drop off the side may run to literally hundreds of feet! The best way is to take the time to travel at a comfortable pace and to enjoy the fantastic surroundings, but if the Enduro kiddies wish to practice, they could do worse than to join in the fun of a week-end, mixing it with the 4x4 brigades! Nearly all the tracks we rode in the five days at Sort were over twenty miles in length, and it is easily possible to string hundred mile runs together with hardly any farmac whatsoever. There must be weeks full of trail riding to be done in the area of Sort without any repetition.

The highlight of my trail riding in this holiday was the entry to Andorra from Alins via Tor and the Coll de Cabris at 7545 feet above sea level. The beauty and the silence, the splendid views, the circling birds of prey, eagles, buzzards and even vultures, for me this is 'Andorra by the back door'. Anyone who has gone in by the front door -from La Seu d'Urgell with its fume choked, snarled up queues - would readily appreciate the difference!

In actual fact, there are more unsurfaced roads into Andorra than just this one, but time did not allow us to explore this further, anyway, the rain came slashing down at this point, for the only time in our two week holiday. Consequently, it was a very wet and cold ride on the mountain (tarmac) road, N260, back to Sort through a typical mountain region storm, a distance of nearly 40 miles on what is a beautiful race track of a road under normal circumstances.

After staying in Sort for six days, we decided to start our onward move towards the coast for the return ferry from Bilbao, moving to Boltana first. Again, it was the N260 we used, the most notable part being the 22 miles following through the gorge south of Castejon de Sos, known as the Congosto de Ventamillo. The day we stayed at Boltana, we took the chance of doing a round trip with about 40 miles off road, simply by way of change, you understand!, and came back down the Congosto de Ventamillo again.

What else to do

The roads in this area of Spain are generally superb, with smooth tarmac and long sweeping bends in the wider valleys, or tight hairpins in the mountains, and all with spectacular scenery, but little traffic at this time of year. The best tarmac routes have to be those up in the mountains and down in the gorges, and the route N260 from Andorra to Biescas takes in the lot! Every biker should get there, whether on a pocket rocket, low-rider, Wing or a trail bike. If you can't enjoy your riding there, then you never will anywhere.

Amazingly, we saw very few British registered bikes out there, unless we missed the Brit. hoards by keeping to the off road sections!

For those who care to imperil their lives away from tarmac, there are a variety of other pursuits available at centres along the Vall d'Aran, ranging from white water rafting/canoeing, 4x4 hire, national parks - there are supposed to be bears and wolves still at large! - mountain biking, etc.

Anybody wishing to stash away a few necessities for the dark days of winter, there is the Aladdin's cave attraction of shopping in Andorra - Grant's Whisky at £4.50 a litre local tax paid is typical, and is cheaper by a long way than so called duty-free. Not only that, but I understand you are allowed to bring 10 litres of local tax paid spirits through customs, compared with just two duty-free! Other goods - cameras, electrical goods, and the like - are all worth investigating, and as we ploughed through the rain it seemed there were absolutely hundreds of shops dealing in bike accessories, leathers etc. Just how much you can carry on one bike has yet to be established! While you're in Andorra, check out the traffic control - it seems to be in the capable hands of kids still in their teens, mainly girls in a maroon type school blazer - the signals and gestures must have been learnt at the Simon Rattle School of Orchestra Conducting!



Obviously, another favourite pastime is keeping body and soul together with the right amounts of refreshment, and to this end we (re-)established a rapport with Miguel Escriba, the restaurateur at Les Brases in Sort. We had visited his restaurant two years ago, and were impressed then, but it has continued to go from strength to strength, and we had an excellent three courses, plus extra side dishes, each night, complete with bottle of wine, ending with coffee and the brandy and port bottles, from which to help ourselves. All for 1600 pesetas per person - unbeatable! And the servicewell, eat your heart out, Ronald MacDonald!



The bikes

My bike is the BMW R80GS with a Paris - Dakar kit to bump up the range to well over 300 miles between fuel, and Givi luggage. Tyres are the excellent Avon Gripster for long mileage life, combined with good road holding and reasonable off road ability. The accompanying bike is a Honda Transalp with soft luggage and top box, running on OEM trailwing tyres, fuel range working out at about 170 miles, overall.

Although we tried it, it is not advisable to off road either bike with the full weight of luggage and camping gear; set up base first, then trail ride.

The only problem incurred was with the R80GS, when we were on a track leading from Nowhere Much to some other Place Not Quite So Big, a distance of some 22 miles at an altitude of about 6000 feet up the mountain side, just past the ski slopes. Coasting round a slight bend the ignition cut out, and puffs of blue

smoke from underneath the plastic petrol tank caused some alarm! The cause was a burning out of the block connector which joins the ignition switch to the main wiring loom. Some two and a half hours of removing fairing, tank, seat, etc., and binding the exposed wire with insulating tape, by-passing the connector, eventually sorted the problem.

Over the course of the two week holiday, I came to the conclusion that my bike is ideal for all my riding needs in every respect except one - the maker's name should ideally be Honda or Yamaha, anyway, Japanese - then it might be better



made! I have owned BMW's continuously since August 1980, a total of four bikes, and only one of them almost trouble free. The concept of the R80/100GS is right for all day comfort, for touring and great distance work, ease of maintenance and classic styling, but they have lost ground in the reliability stakes by comparison with the Japanese, and the cost of service items like filters is staggering.

Besides, what can you say about a design team which comes up with switch gear like you find on the BM - the biggest design failure since God gave the world slugs - is that the team also responsible for the freebie wallet given away at the launch of the R1100RT? It appears to be made for any suit except those made under the BMW banner, it certainly doesn't fit my 'Marrakech' suit, and neither is the wallet waterproof, it only looks like it.

The Japanese have vastly improved their game when I consider the quality of my wife's Virago which is infinitely superior to the BM. As for the "Bricks", BMW should have kept right Out of that arena, but I digress.



Getting there and finding your way about

Crossing by P&O ferry from Portsmouth to Cherbourg, we made our way down through France and into Spain using the old Michelin maps which we have gathered over the last decade or two. This has been our traditional annual route for Iberia, but I have to say that it is becoming a bit wearing after the number of times we have done it, and what with the good deals available through the biking press, it is becoming a more attractive proposition to go direct to Spain and spend more time there. The ferry times are a bit long for the outward journey though - two nights on board is not really acceptable in my book.

Once in Spain we were able to use the small local maps which come in the back of little guide handbooks in the Editorial Alpina series purchased from tabacs



and camping shops in the area. These are good for finding the off road sections, whereas the Michelins only show some of the unsurfaced roads of greater importance, and the scale of the Michelins is such that many of the tracks, and the villages they serve, are too small to appear. Many of the villages served by these tracks are now deserted, presumably the population moving down from the mountains to somewhere more accessible and sanitary, but the roads are still there, open for use.

As for the language, there are two tongues spoken in Catalonia, but not by me - I am ashamed to say that in all the years of foreign touring, I have not bothered to take up a second language. However, I still say that should not stop anyone from getting on their bike, travelling the continent, and enjoying themselves. As they say, life's not a dress rehearsal and its too short to sit at home and miss out all the good bits - get out there and put yourself about a bit!!!! Neither do you need to have all the arrangements made for you by paid organisations, it is simple to do for yourself, and costs a lot less.

Richard Hawker, West Midlands Group

DEFINITION OF A MOPED

What an interesting letter from Peter J. Ballard in the November issue of TRAIL. It is most unusual to hear of a country where green lanes are even harder to come by than in the UK.

Although Peter, from his comments, feels that trail riding on a moped is not really practical, I wonder if he is aware of the continental definition of a moped as opposed to the UK definition?

In this country a moped has to be under 50cc and restricted to a maximum speed of 35mph - which means a power output of 3bhp or less. In continental Europe, the only restriction is the one concerning engine size - there is no power output restriction. Therefore, you get 50cc machines producing much more power than UK mopeds. For example, according to my "Observers Book of Motorcycles", the Cagiva Cocis 75, a very nice looking Paris-Dakar replica, produces 9bhp from 50cc; the Casal Super Boss K168T produces 5.3bhp and the Fantic Caballero produces all of 10bhp. All these machines are very light

THE WEST SOMERSET HOTEL

When thinking of visiting Somerset or Exmoor, try us for your accommodation requirements. We are experienced in hosting TRF members and can offer comfortable accommodation for up to 22 riders. Wholesome food in substantial proportions and secure parking for your bikes in our own courtyard which is locked through the night.

*All this for £15 per night B & B,
half board £22.50 inc.
3 course Evening Meal*

Contact us at:

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

- between 167lb and 200lb - and have top speeds as high as 60mph. There are many more of this type - either 50cc trail bikes or bikes with higher than normal ground clearances to cope with the many "unmade" roads in their native countries.

Obviously these machines are not going to be anybody's first choice for trail riding, but beggars can't be choosers! German "green lanes" would appear to be akin to English bridleways - just supposing that it was legal to ride mopeds on our bridleways. Would you not bother, simply because you could ride them on a 50cc only? I think I would acquire a Derbi Senda (50cc, made in Spain) and enjoy 25000 miles of bridleways.

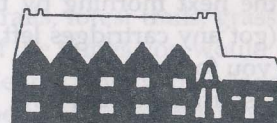
And who would know if the machine was derestricted? Also, it mustn't be ignored that all these continental 50cc bikes are all "sleeved down" versions of the 80cc machines so popular over there for insurance purposes. Irresponsible riders could fit the larger barrel to the moped and enjoy up to 14bhp.

Although, of course, no self respecting English trail rider would indulge in such illegal and anti-social activities.

Now then, mopeds on bridleways. There is one to think about. What do you think the chances are of persuading the DoT to amend the rules? The Labour Party are promising us "freedom to roam" - what could be more harmless and inoffensive than a moped?

Paul Atherton, Ribble Valley Group

AVON TYRRELL ESTATE IN THE NEW FOREST, HAMPSHIRE



AVON TYRRELL

**TRF MEMBERS WELCOME, EXCELLENT
NEARBY RIDING IN HANTS., WILTS. & DORSET.
FULL-BOARD ACCOMMODATION IN AVON TYRRELL
HOUSE, SELF-CATERING IN MOBILE HOMES
& CAMPING WITHIN THE ESTATE.
SECURE GARAGES & WORKSHOP, MANY ON-SITE
ACTIVITIES INCLUDING FISHING, ARCHERY,
CANOEING, SPORTS FACILITIES. MIN. GROUP SIZE
6, OFF-SEASON DISCOUNTS.**

**CALL NOW FOR COLOUR BROCHURE:
AVON TYRRELL BRANSGORE, HAMPSHIRE, BH23 8EE
TEL: 01425 672347 FAX: 01425 673883
TEG. CHARITY NO. 306066**

THE ISLE OF WIGHT GROUP IN EAST SUSSEX

Thanks to the efforts of Peter Woodford (the original instigator and copyright owner!), each year the IoW Group sets out on a weekend camping trip "under the stars" so to speak, where we carry all our gear on our bikes and travel how they used to "in the good old days".

In previous years Peter led us to the Ridgeway and did us proud with a great weekend's riding and that special "camp fire spirit". However this year I thought it was my turn to plan a trip.

The local group reps were duly contacted and requested to mark maps etc. (thanks Bevis and Steve), it helps to know where to navigate.

So on Saturday the 22nd of June we caught the Ferry to Portsmouth and set

out through Petersfield along the South Downs Way onto sheet 198 (Brighton) to sample what Sussex had to offer.

The only problems encountered were a blocked lane sheet 198 New Erringham Farm and an irate mountain biker on the South Downs Way (sheet 197), who apologised when corrected about his error! We were not challenged the whole weekend.

We navigated across Brighton onto sheet 199 Eastbourne and Hastings, where in the evening we rode Comp Lane and Robin Post Lane and thought about a place to camp. (I found it impossible to pre-book a decent camp site, who did not want to charge the earth at any rate!)

In Hailsham we found a Garage, fuelled up, purchased a couple of mini grilles and asked for the recommendation of a local camp site, the locals were very helpful and suggested Pevensey Bay as a likely area, so off along the B2104 we quickly came across a privately owned caravan site. I popped in to ask and the proprietors made us most welcome. We had all we could wish for, a small shop, (help yourself to the chocolate and leave your money in the margarine tub!), a loo and running water (from a stand pipe across the field) - bliss.

A good cook up followed, although it was a pity about my vege burgers. Impacted by 150 miles of trail/road work, they ended up in one big stodge at the bottom of the box (don't think I will buy any more of these!!)

Tents pitched we all drifted off to sleep serenaded by a group of Brownies singing camp side songs (now where did I leave that shotgun!) only to be rudely awoken the next morning by the local cockerel (got any cartridges left for that shot gun you found!!)

Sunday started at 8am as I led our group to meet Steve Neville at Jarvis Brook railway station. Steve gave up his Sunday to lead us around, thanks. To be honest I never knew the lanes on sheet 199 were so good, especially packed out with camping gear! I came a spectacular cropper twice on Sunday, though thankfully lived to tell the tale.

A stop for a pint of Kalibur at a boozier in Chiddingly ended the day, a haunt for bikes on a Sunny Summer Sunday. Somehow a dirty XR200 packed with camping gear looks somewhat odd parked next to a bright yellow Harley,

Sprockets & Chains

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

B&C
express

Station Road Potterhanworth
Lincoln LN4 2DX

Phone 01522 791369 Fax 794262



it's petrol tank three times the size of my engine!! The "worst part" of the weekend came with the trip along the A27 from Polegate to Portsmouth, an absolute sod on an XR200 (should have borrowed that Harley!)

The most "important part" was to follow up our run with signed user evidence for ours and the local groups records, sent to Bevis on our return. Lastly thanks to my XR200, it ran perfectly kissy-kissy (I was tempted to chuck it into the Solent and get on the Ferry on foot after all that road work, but, I simply love her too much, PS don't tell the wife!) and of course Bevis and Steve for all their time and trouble.



Mark Gregory, IoW TRF

PICOS DE EUROPA

I thought I must write to tell all you trail riders out there what you are missing, having just returned from The Picos.

We, that is my son Philip, Alistair, Trevor and Denny, all went with George Cherry of 'Moto Tours' in May of this year. To stay in the quality of hotels and the price of meals provided with Moto Tours, you could not do it cheaper yourself.

The area is an absolute paradise for all you trail riders out there. I went myself a few years ago and only found one trail. With George as our Guide there was more than enough for 7 - 14 days hard trail riding, with more still to be found.

The first few days were spent in Posada de Valdeon and the surrounding area. If you are going to go in May or before, be prepared for snow at high level.

The next few days were spent in Potes, at a different hotel. The weather by this time way hot and the trails never ending. There was a varied terrain including rocky trails, forest trails, grass tracks, river crossings, muddy patches, etc. In fact most of the things you would find in the U.K.

George is very knowledgeable about the area and although he could not be described as a young rider, he certainly rides very well and is so enthusiastic about what he does, you cannot fail to enjoy yourself.

It is almost impossible to find detailed maps of the area in the U.K., but once in the Picos you want to be looking for a green map by Miguel A. Adrados, Picos de Europa, they are readily available.

So if you get the opportunity get yourself out there and enjoy the very best in trail riding.

Dennis Wardle, Tyne & Wear

LAST OF THE SUMMER WINE OR WRINKLES IN WEST SOMERSET

For some eighteen months now the Southern Group have organised a monthly midweek ride which has been well supported by fortunate retired members.

This midweek activity was extended for October into a two day ride in West



Somerset. The Foresters Arms at Dunster was the accommodation for this venture where seven members assembled on a Tuesday afternoon.

The first full day's riding was to the East and South of Dunster and included the ridge along the Quantocks with it's superb views to South Wales, the Mendips and distant Dartmoor. The going was an excellent mix, from the greasy Black Monkey Lane, fords at Halse Water and Coombe Lane, and the slippery rocky climb of Coombe Lane to Whitefield.

Few problems were encountered other than a garage which refused to sell petrol to motorcyclists, a lane totally blocked by a tractor at Woodadvent Farm near Roadwater, and a puncture at the foot of Greenland Lane, the last lane of the day, at 6p.m. as the light was fading.

The second day, trouble free, saw a change of direction to West and South of Dunster, and a change of leader from Mike May to John Sapsard. Also there was a change in the terrain with steeper climbs, larger rocks, and the open moorland across to Porchester Post.

The climbs included Putham Lane up to Wheddon Cross, Tarr Steps up to Hawkridge Common, Barlynch Woods up to Louisa Gate, and the crowning glory of Bury Hill. With the exception of Bury Hill (which for some required a bit of manhandling over the rock slab) climbs were accomplished unaided, an excellent performance from a group with an average age near 60 years including one lady member and all more accustomed to the flatter lands of Hampshire.

Thursdays final outing was an evening visit to Dave Dyer, now home and recovering from his serious injuries. Best wishes Dave for a full recovery.

Machinery used ranged from a Kawasaki 125, through XR200 and XR250, 250KLR, to DR350. Food and accommodation were good value for money and suited to the venture. On Friday morning when loading for the return home there was only one question raised. When is the next two day run?

Mike May, Southern Group

RESPONSE TO DAVE CLEGG'S ARTICLE (November)

Having just rejoined the TRF after a long break from riding and membership I did not anticipate that I would be writing to "Trail" (or the Bulletin as I knew it) so soon. But after seeing the contribution from Dave Clegg the Secretary on page 10 of the November issue I just had to.

First a question. Given the TRF's current financial problems did the SAGB pay for their full page ad?

It is wholly inappropriate that the TRF mag should be used to perpetuate the deceit of the SAGB. This seedy organisation is so proud of its aims that it includes nothing in its title that relates to the ownership of machines designed to extinguish life. The ravings in the piece succeed in only reinforcing the perception that those owning such equipment are not quite "compos mentis".

The writer refers in a derogatory manner to those with "a political axe to

grind" and then later talks about forming a political party. Watch those sparks from the spinning grinding wheels.

The writers' support for the murders in Dunblane, illustrated by his attack on the surviving children was disgraceful. Surely it can not be TRF policy. It is an undeniable fact that the person responsible for this massacre was a member of an official gun club, just like those in SAGB and an ally of the writer.

I have rejoined the TRF because I want to ride green lanes and help preserve their use. Not to retain the unfettered use of weapons that could be used to harm my family and fellow TRF members. Dave Clegg contends we have no friends in Parliament. Maybe he should read the item on page 12 of the very same mag. Of course the TRF has friends, of course there are bikers in Parliament. He then refers to the political parties manifestoes. Illustrating his lack of understanding of how political parties and Government works. Firstly it is too early for manifestoes and secondly policy development and subsequent legislation depends on accurate information, research and statistics, effective argument and lobbying. If the TRF can develop these it will prove a lot more effective in protecting green lanes than arguing the retaining of the ability to kill children in school will. Honest.

Roy Maddox, Leicestershire



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.

BRENDAN CHASE B&B Lake Windermere. From £14.00 each x 4 sharing. Bike lock-up. Parking. All rooms C/H, CTV, H & C. Pub & Grub handy. Tel: 01539 445638.

SUZUKI DR200 "F" reg, excellent condition, long MOT. £1050 or part exchange

XR250/KDX200 or whatever. Cash either way. Tel: 01200 445657, Lancs. Can deliver.

HONDA XL185 Good condition, rebored, £450. Tel: 01256 397629, Hants.

SUZUKI DR400S 1981, excellent condition, 12 months MOT, taxed. £695 ono. Tel: 01452 728067.

YAMAHA XTZ750 Super ten. blue & white. "H" reg, nice condition. Akront rims stainless spokes. £2250 ono. Consider KDX200 in p.ex. Tel: 01530 411372.

SUZUKI PE175 "W" reg. Twin shock, mint condition throughout. Just spent over £700. 12 months MOT, can only appreciate in value, £750 or part exchange XR250/KDX200 or whatever. Cash either way. Tel: 01200 445657 Lancs. Can deliver.

HONDA XL185S "W" reg. New tyres, shocks, etc. Long MOT. Great original little Traily. £375. Phone Bob, Oxford 01865 62226.

THREE BIKE TRAILER Only £80. Tel: 01254 823893 Lancs.