

## GROUPS

**BLACK COUNTRY** Chris Braznell, Tel: 0121 421 3086  
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore,  
Wolverhampton

**BRISTOL** Martin Harding, Tel: 01179 696674  
4th Mon, Keynsham Rugby Club, Bristol Road, Keynsham

**CAMBRIDGE** Richard Palmer, Tel: 01353 688344  
1st Thur, Golden Ball, Boxworth

**CHESHIRE** Tony Bramah, Tel: 0161 366 6813  
2 & 4 Mon, The Robin Hood, Buxton Road, High Lane, Hazel  
Grove, Stockport

**CORNWALL** Tony Stuart, Tel: 01208 862960  
3rd Tuesday, The Ship, Wadebridge

**CUMBRIA** Richard Smith, Tel: 015394 33470  
2nd Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

**DERBYSHIRE & SOUTH YORKSHIRE**  
Kevin Marsh, Tel: 01246 237910  
2 & 4 Tuesdays, The Angel Hotel, Sprinkhill, Eckington, Nr.  
Chesterfield, Derbyshire

**DEVON** Richard Arscott, Tel: 01803 612950  
2nd Tue, The Welcome Stranger, Bickington, Nr. Newton  
Abbott

**DORSET** Paul Jackson, Tel: 01305 72208  
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, Gowdall, Nr. Snaith

**ESSEX**  
Aelwood Finch, Tel: 01245 329118, Mobile: 0374 471251  
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, The Old Guinea, Ridge, Near Potters Bar

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

**ISLE OF WIGHT** Mark Gregory, Tel: 01983 867730  
1st Thur, The Royal British Legion, Pyle St., Newport, IOW

**KENT** Gary Westbrook, Tel: 01843 590184  
2nd Wed, Pied Bull, Farningham, Off A20, Nr Brands Hatch

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

**LINCOLNSHIRE** Alan Wilkinson, Tel: 01529 460793  
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

**LODDON VALE** Bernard Green, Tel: 01344 450289  
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

**NORTHUMBERLAND** Steve Bertram  
Tel 0850 863620 11am-6pm Tel & Fax 0191 261 9629  
1st Tue, The Beamish Mary, No Place, Co. Durham

**NORTH WALES** John Mills, Tel: 01477 534425  
1st Wed, Hope & Anchor, Evloe Place, Buckley

**OXFORDSHIRE** Kevin Lindsay, Tel: 01993 841543  
3rd Thurs, Duke of Marlborough, 1.5 miles N. of Woodstock

**PEAK DISTRICT GROUP**  
Simon Mason, Tel: 01773 713188  
1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

**RIBBLE VALLEY** Peter Higham, Tel: 01200 424947  
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

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

**SOMERSET** Kevin Parfitt, Tel: 01935 72343  
Last Thur, The Canal Inn, Wrantage

**SOUTHERN** Russ McDermid, Tel: 01703 812371  
3rd Tue, The Phoenix, Twyford, Nr. Winchester

**SOUTH LONDON & SURREY** Brian Wright  
0181 680 5734 Wed-Sat, 01797 363373 Sun-Tue  
9pm every Wed, Ewell Sports & Social Club, Banstead Road,  
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

**SOUTH WEST WALES**  
Mark Rowntree, Tel: 01792 844316  
1st Wed, Lodge Gorseinon, 7.30pm

**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

**TESSIDE & NORTH YORKS**  
David Crone, Tel: 01325 258252  
1st & 3rd Wed, 8.30p.m., Blacksmiths Arms, Swainby

**THAMES VALLEY** Don Hoaglin, Tel: 01474 704530  
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 Thurs, Wilmcote Mens Club, Stratford on Avon

**WEST SOMERSET** Ron Rickarby, Tel: 01271 326653  
2nd Wed, The Hartnoll Hotel, Bolham,  
A396 1 mile north of Tiverton

**WEST YORKSHIRE** Gordon Carr, Tel: 01729 830569  
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

**WORCESTERSHIRE** David Gunster, Tel: 01905 616400  
3rd Tuesday, Worcester Auto Club, Pendiswell Park, Worcs.

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



Patron: Lord Strathcarron

# TRAIL

MARCH, 1998

No. 235

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

EDITOR: Fred Ellison.



Starting Young - See page 3

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

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Website <http://ds.dial.pipex.com/trf/>

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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.*

## EDITORIAL

I'm afraid it's not good news on the R.O.W. front. We've lost the Norton Malreward appeal (see R.O.W. Officer's Report). However, we must not be downhearted, it's now time to take stock, re-group and get back onto the offensive. Every cloud has a silver lining.

If you find the print of the minutes of the last Executive Meeting too small to read, then try to get it enlarged on a photocopier or send a S.A.E. to Jonathan St. John, our new Secretary, and he will forward a copy to you. The alternative is to print larger and take up about 5 or 6 pages of the Bulletin each time the minutes are printed.

If you have trouble with your 1998 T.R.F. sticker not sticking, or decals that don't stick then try cleaning the surface where they are to be applied with alcohol before attempting to stick them on. - I bought some new decals recently and there was a cleaning pad included with them which was soaked in alcohol (not the sort you drink), but if you use meths or something similar that will do the job just as well. The object is to remove any oil or grease before you apply your stickers.

If you are reading this then you must have renewed your membership, which has helped to make our current numbers 150 more than they have ever been at this time of year. Let's not be complacent. If you know of anyone out there who has not renewed their membership, do find out why and, if they are still trail riding, convince them of the error of their ways.

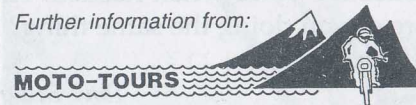
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SG12 8BG. Tel: 01920 871988.  
Active member of Herts. TRF

## FRONT COVER PHOTO

This month's front cover picture, "Starting Young", is of Phil Fawcett and his son Jamie, aged 5½ years old, on a 2-up run from Guisborough Market Place.

The photo was taken by Jen Preston  
(Roger Preston's Wife)

## Chairman's Chat

Unfortunately Tim Stevens - and the TRF - has lost the Appeal in the Norton Malreward case. See Steve Neville's report in this issue for more details.

Forgot to tell you in the last issue that in January I went to the House of Lords on the invitation of Lord Strathcarron, to speak to the Parliamentary All Party Motorcycle Group about our hobby. I spoke to them about trail riding, types of route we use and of course the TRF. They asked quite a few questions, which I believe showed interest. The invitation was again extended by me to any of their members to ride with us again, either as individuals or as a group. Hopefully spreading our name in "the corridors of power" will help our cause? Thank you David.

A TRF Member from Wales has contacted me to say that he and his wife wish to make a bequest to the TRF in their wills. They also tell me that they have friends who wish to do the same thing. This would seem to be a wonderful vote of confidence in our Club, for which I thank them very much.

Our next National Executive Meeting is on Saturday the 25th of April, the next one is on Saturday the 25th of July and the AGM is on Sunday the 25th of October.

On the 5th of March, I am holding another Meeting of all the countryside user groups here in Cornwall. This presents an excellent opportunity to discuss common problems, iron out differences and plan future actions with our friends who use Byways, Bridleways and Footpaths. It has worked well for us for a number of years and has built a good relationship as well as giving us a collective voice when needed. Any more of you doing the same thing?

*All the Best,*

*Tony Stuart*

## NOTICE BOARD

**Next National Executive Meeting,**  
Saturday 25th April.  
Next one, Saturday 25th July.  
The AGM is on  
Sunday the 25th of October.

**BMF Garden of  
England Rally,**  
Whitbread Hop Farms,  
Beltring, Kent.  
14th June

**BMF Rally**  
East of England  
Showground,  
Peterborough  
16th/17th May

**South Western Regional  
Meeting**

Saturday 4th April 1998  
10am for 10.30am start  
at Puriton Village Hall

Everyone is invited. Please  
remember that these meetings  
provide a lively forum for  
local and national issues and  
are not only open to  
Group Representatives!

A39 to Glastonbury,  
Motorway M5 junction 23,  
North Bridgwater.

Please post, telephone or  
e-mail agenda items  
through to me before  
Wednesday 1st April.

Sally A. Madgwick, 1  
Halgavor Road, Bodmin,  
Cornwall, PL31 1BW.  
Tel: 01208 74411. E-mail  
s.madgwick@plymouth.ac.uk



**Is this the end for Nettlebed? Probably not!**

*Photo kindly sent in by Martin Greenhalgh*

**KIR TRAIL SPORT**  
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| C20   | (18" version of above)                         | 120/90 - 18  | £34.50 |
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| C14   | (hard wearing off-road tyre)                   | 4.00/4.25-18 | £31.00 |
| S27   | (good all-round front tyre)                    | 3.00 - 21    | £26.00 |
| TR1   | (Trials type rear tyre)                        | 4.00 - 18    | £32.00 |
| TR1   | (Trials front tyre)                            | 3.00 - 21    | £28.00 |
| Pirelli MT17 Trail Tyres  |  |              |        |
| MT17  | (knobby and road legal)                        | 110/90-18    | £34.50 |
| MT17  | (17" fitment in 2 sizes) 120/90-17 & 130/80-17 |              | £34.50 |
| Bridgestone Enduro/Trail Tyres  |  |              |        |
| ED02  | (road legal Enduro tyre)                       | 4.50 - 17    | £39.00 |
| ED03  | (road legal front Enduro tyre)                 | 3.00 - 21    | £34.50 |
| ED04  | (excellent for 125/200cc bikes)                | 4.10 - 18    | £38.50 |
| * Continental TKC 90 (serious front tyre) 3.00 - 21 £29.75 *  |  |              |        |
| IRC Vulcanduro Off-road/Trail Tyres   |  |              |        |
| sorry out of stock until next shipment arrives probably september!  |  |              |        |
| 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   | £6.50        | £5.25  |
| Next Day for urgent deliveries  | 2 tyres  | £8.25        | £4.75  |
| Three Day delivery as a cheaper alternative.  | 3 tyres  | £8.00        | £4.25  |
|   | 4 or more                                      | £5.00        | FREE   |
| Chain and Sprocket Kits - Next day delivery   |  | £4.95        |        |
| EAST MIDLANDS TRF GROUP MEMBER  |  |              |        |

Please phone for more detail or copy of my Free illustrated price list  
Telephone: **01949 850530** (anytime)

# RoW NEWS

## RoW OFFICERS REPORT

### Norton Malreward

On the 12th and 13th February, Tim Stevens' appeal against the Planning Inspectorate's (PI) decision to reclassify the RuPP at Norton Malreward as a bridleway was heard in the High Court in London. Our arguments were thoroughly researched. We spent almost £2000 from the TRF Fighting Fund on the best expert legal advice, not to mention some of the best minds in the area of byway and bridleway law to test the soundness of our arguments.

Members will know that this was a brave decision on Tim's part in that, should the case fail, he would be liable for costs, as much as £20,000. It was for that reason the TRF launched the appeal for pledges and/or donations so that Tim did not end up having to sell his house to pay the debt. Support was received not only by the TRF and its local groups, but also ACU and other motorcycle clubs, four wheel drive clubs, horse riders and carriage drivers as well.

After the two day hearing I am sorry to say that we lost the case. Mr. Justice Sullivan gave his decision on the 16th February. He accepted the DETR submission that post 1930 use of a RuPP would not count towards byway status if users could not trace that user back to pre-1930 use. Some hope of that, since most people born around the turn of the century who would have driven what was to become a RuPP would now be dead! The first Road Traffic Act (RTA) in 1930 made it illegal to drive a motor vehicle on a footpath or bridleway. But these only appeared on definitive maps after 1949! For some reason the judge did not seem to understand the submission made by our barrister Edwin Simpson, that if a RuPP was defined as a road other than a footpath or bridleway then *ipso facto*, the only other type of highway in English common law being a carriageway, then the RTA could not apply.

The judge was critical of the PI guidance which confused the user evidence issue and also the way in which both inspectors made their decisions at the two inquiries. Unfortunately that was not enough for us. We also tried to have costs waived because of the number of questions that this case raised about the lack of clarity of the law. Why should a member of the public risk his money to redress the shortcomings of statute law? As we know, the case was taken in the public interest. The judge rejected this even though in a previous case where a local resident objected and lost to an appeal against a byway, the costs were waived. Objectors wanting to downgrade byways don't seem to be treated in the same way as people who want to upgrade a bridleway. Didn't George Orwell say in Animal

Farm, "All animals are equal, but some animals are more equal than others".

Judges tend to maintain the status quo especially when it involves another quasi judicial organisation like the PI.

One should not be too downhearted over this decision. We are certainly no worse off than we were before. What this means is that any RuPP we ride/drive MUST have some foundation of historic evidence pre-1930. I cannot seriously believe this has to be in the form of an octogenarian trail rider. Rather, we need documentary evidence such as enclosure awards, tithe maps or Finance Act 1910 to show pre-1930 carriageway rights existed. Don't forget that horse and carriage use post-1930 is also useful, as is possibly bicycle evidence, because they are carriages but obviously NOT motor vehicles. My advice is "don't ride a RuPP (or an incorrectly defined bridleway that is not also a UCR) unless you have some historic evidence to back you up. All is not lost and the fight to preserve our heritage of green lanes goes on; we are the protectors of the environment.

However, our immediate concerns are the legal costs. Therefore, we are calling in the pledges so generously made by over 200 individuals, organisations involved in motor recreation and equestrian clubs. I have circulated a report similar to this one and a return form with sae to this purpose. Many thanks to Ian Roscow but I would also appreciate some additional help with processing pledges and other RoW work. I am looking for volunteers to help out, perhaps on the last Sunday of every other month?

### Vehicles on byways consultation

Tim briefly mentioned the result of the vehicles on byways consultation which was announced on 5th February and after 18 months since it was first circulated. The Secretary of State for the Environment, Michael Meacher made a statement which to quote the press release said: "*Local authorities must have all the powers they need to protect their local environment from damage caused by off-road vehicles. Motor vehicles on byways can cause considerable localised damage. There may be a need for better management of byways at local level. We therefore: acknowledge that there may be a case for changes to the road traffic regulation powers of highway authorities. We intend to consider whether the scope of the circumstances for making traffic regulation orders should be widened to include nature and landscape conservation. We also intend to look at the scope for streamlining the procedures surrounding traffic regulation orders; are publishing today a practical guide to managing vehicles on byways Making the Best of Byways. Copies are being distributed to highway authorities and others with an interest; and wish to encourage the promotion of codes of conduct for members of vehicle groups. However, we have found no compelling evidence of widespread problems being caused by recreational use of motor vehicles on byways and have concluded that there is no case for a general ban.*"

That, in 1996, the former Department of the Environment and Department of Transport started the consultation exercise solely because of alleged concern about

damage and disturbance caused by the inconsiderate use of motorised vehicles on byways, was not entirely true. We understand that it was prompted because he was wined and dined by GLEAM's Chairman.

The encouragement of the promotion of codes of conduct for members of vehicle groups and the LARA/CLA rapid response system where members report incidents of conflict between vehicle drivers and landowners and managers were important factors on our side. Very few incidents had been reported, further supporting the view that problems are localised.

The part of the statement on TRO's being extended for nature and landscape conservation is perhaps of concern if it is misinterpreted. After all byways are about vehicular usage; that's why they are there. Shortly after the Vehicles on Byways consultation came out in 1996 there was another consultation on Traffic Regulation Orders. I wrote a response outlining the current problems with TRO's but have heard nothing. Perhaps now that we have had our hobby threatened and relieved because there was no significant problem, DETR, the government and the Countryside Commission will listen to us? I think it's owed to us.

### A European Green Lane Federation

Green lanes are not unique to the British Isles. Many a pleasant vacation has been spent by TRF members in Europe, in particular France on a variety of *chemins verts*. Now that we are all under threat not only from our own governments but also from the EC in Brussels it seemed about time we European vehicular green lane users got together to look at common ground, common problems and mutual help.

So it was that a UK delegation consisting of Tim Stevens, Andy Bush and Richard Bridge (AWDC) and myself, travelled to a suburb of Paris, Rueil Malmaison, to meet in a hotel. There we met delegates from France, Belgium, Portugal, Spain and Italy from both 4 x 4 and motorcycle clubs. The first challenge was language. It appeared that French could be spoken by slightly more delegates than English so French it was, with occasional forays into English.

It was interesting the amount of common ground that we all have. Access problems and bigotry, both from other users (*les pietons par exemple*) and governments. One of the Belgian delegates explained that it was now illegal to use a motor vehicle on a green lane in the *Ardennes* unless you have a hunting licence. It's OK to use a motor vehicle to go and kill something but not if you just want a pleasant ride in the forest! And you thought our legislators came up with some cretinous ideas? Needless to say Belgian trail riders now have hunting licences.

As a consequence of the weekend we have now formed Code VER Europe. This is an obvious way to ensure that EC legislation does not work against us. It's early days yet but lets hope we can make something of this initiative.

### Yorkshire

It is rare that one gets reports of motorcycle use causing excessive surface

damage on green lanes but I have had reports that three routes are in need of restraint, certainly following the winter's wet weather. The lanes in question are Foxup Moor, Great Wold and Highway. Having personal experience of the former I can see the problem. Zero work by the highway authority to carry out any maintenance or drainage whatsoever has not helped.

Much of the overuse has been caused not by the TRF but by another club the Manchester 17 who I am reliably informed have riders with motocrossers riding the road. I have also been told that the groups are from 10 to 20 strong and re-use the route continually. If there are any members of the TRF who can deal with the problem before we get the usual flak from the highway authority and anti-vehicle groups it will be in all our best interests.

The solution is perhaps to think about voluntary restraint but also to mark out the routes properly. Easier said than done perhaps.

### Surrey and East Sussex

I am not clear as to who is representing the TRF in Surrey and East Sussex. The latter is looking into RuPP reclassification and we need to make sure that we are talking to the highway authorities. Whilst these two counties are adjacent to my home county of Kent and I have liaised with these counties in the past I don't need to take on more rights of way responsibilities. Please let me know.

### Translation to picture...

"Hey look Guy, more motorbike tyre tracks"  
"Ah! That's why there is not more wildlife"

Steve Neville



# B.M.F. Photo Competition '98

This **FREE to enter** competition is held annually at the BMF Show and entry is open to anyone except professional photographers.

**This year the Show is to be held on Sunday 17th May.**

We are not looking for expert quality photos, the main aim of the competition is fun and possibly some motorcycle interest - although this isn't compulsory.

Prizes will be awarded for the best photograph in each of four categories and you may enter photographs into any, or all categories up to a maximum of six in total.

|                  |                    |
|------------------|--------------------|
| Categories are:  |                    |
| • 1997 BMF Show  | • Motorcycle Sport |
| • Scenic/Touring | • Humour           |

Colour or black and white prints will be accepted and should be mounted onto white card or paper with your name, address and phone number on the back. No slides.

Entries to be brought on the day to the Photo Competition office (next to Lloyds Bank, behind the Grandstand) - entries close at 2.30pm  
 OR they may be sent at least two weeks in advance to:  
 Geoff Dutton, 15 Milton Close, Hawk Green, Marple, Cheshire, SK6 7JT.

**£50.00 first prize in each category plus prizes for the runners-up.**

Judging will take place at 3.00pm followed by presentation of prizes. We are hoping that Don Morley, a renowned photographer in the motorcycle world, will be able to judge the Competition for us.

## THE MEMORY MAN, WEST SOMERSET

We have a female in our club  
 Who rides a yellow machine.  
 A 500 Honda with plenty of grunt  
 and can be pretty mean.

When first she joined we thought oh no  
 we'll have to ride real slow.  
 But that was then and this is now  
 she shows us how to go.

She has a Dad that rides a lot  
 her Mum once rode with care.  
 And brothers that are biking mad,  
 a hobby they all share.

I wouldn't say she's crazy,  
 in fact she's very nice.

I've seen her ride through rivers deep  
 and even over ice.

When it's time to change the oil  
 or fit a speedo cable  
 the job is done without much fuss  
 she's really very able.

But when the lanes get really bad  
 she doesn't lose her cool.  
 The brakes go on, the revs drop down  
 this female is no fool.

She has trouble with the kick start.  
 It's tough to push it down.  
 But it doesn't ever stop her fun,  
 that's our Julia Brown.

Minutes of the TRF Executive Meeting held at:  
 The Barn, Hockley Heath on 24 January 1998

Present: As attendance book

**1. Welcome and Apologies:**

The Chairman opened the meeting and asked if there were any non-members or visitors attending. Duncan Furness (Green Lane Association) and Roy Clayton (GLASS) and member Jonathan St John's wife. The Chairman then explained that the Executive meetings were for officers, Group reps, and Regional reps and that the AGM is our open meeting.

Apologies were received from Alan Wilkinson, Martin Harding

**2. Tabling of Any Other Business:**

Steve Neville: A presentation by Peak District Group & GLASS for a Peak Park weekend working party.  
 Tim Stevens: Undersigning of routes. Richard Marshall then said he would cover this in his report.

Police attitudes to obstructions.  
 Gwynn Thomas letter in Trail regarding Somerset Group action.

Mark Holland: Circulated a list of items.  
 Kevin Marsh: London Gazette.  
 Richard Marshall: Forward Plan.

**3. Minutes of previous meeting:**

a) Many Stevens pointed out an error in the minutes regarding Mark Holland offering to help with the database. This was wrongly credited to Mark, but she didn't know who had offered. It was agreed to delete the last sentence of the first paragraph in item 3. b & c. The minutes were then approved. Proposed: Brian Read, seconded: Brian Starkey

b) Actions: The Chairman went through the actions from the last minutes which had mostly been achieved. Graham Stratford thought it was time the Treasurers function to investigate the possibility of membership by standing order, as he was not in contact with the TRF bank.  
 The Chairman had not produced a press release following the Piper Lane incident because he did not want to perpetuate the myth. Tim Stevens felt that, as the meeting had requested a press release, the Chairman have followed the wishes of the meeting. Proposed: Kevin Marsh, seconded: Richard Marshall. The Chairman did accept that a Chairman should follow the meeting's wishes. Steve Neville wished to minute his thanks to Peter Banks and all those involved in producing the pledge forms for the Norton Malverward appeal, which had brought in an enormous response.

**4. a) Officers Reports:**

Editor: Mike Pedley said there were no real problems, but he would like more good quality photographs and articles. Dermot Collins suggested all groups do a photographic run.

*Editor: All groups to arrange a photo-run - results to the Editor*

RoW: Steve Neville reported on the ongoing situation in Derbyshire where the police seem to be involved in stopping riders on trails, but don't really know the proper status of the routes themselves. Steve went on to discuss some of the other RoW problems around the country and to report that the Fighting Fund is not just there to fight lane closures, but also to help individual members if they find themselves in court having been assaulted etc. He asked that Groups should be the starting point for requests from the fighting fund. He also reported on a specific problem in Berks on a lane called Bottle Lane, and asked that members send in their objections to the County Council regarding

the proposed TRO on this lane. He had been approached by Colin Patient who thought the Council just want to turn this route into a cycle track and deny access to vehicles. Peter Banks reported on the current situation regarding pledges, he felt a little disappointed that the Endurance Horse people had not responded, but pleased that the South Pennine Packhorse Trust has.

**Action: All members with a knowledge of Berks (Bottle Lane) to object to Council.**

**Continue to promote the pledges.**

**Secretary:** David Clegg apologised for lack of Agendas at this meeting. He has had some group returns back, but needs them all. He then thanked everyone for their help during the year.

Graham Stratford asked for the group returns so that he can update his records.  
**Action: Chairman to put reminder in Trail for group returns.**

**PRO:** Mark Holland had circulated his report. Mark was concerned that a new cycling leaflet promoting new tracks did not mention RUPPS. He thanked the Manchester group for help at the recent exhibition. He expressed his concern at pictures in the 4wd magazines showing very muddy splashing pictures on RoW. He reported that he has written various letters to government bodies, and the new chairman of the BHS (Michael Clayton).

**Gwynn Thomas thanked Mark for a difficult job done well. Agreed.**  
 Tim Stevens was concerned with Mark's comments about the Countryside Commission abandoning the idea of RoW in favour of open access, and wanted to know what evidence there is of this. Mark said he had expressed it as a concern, but had no real facts. Discussion then followed on what the Countryside Commission is all about etc.

**Membership:** Graham Stratford reported that at present there are 1978 members but this figure included those from last year who had not renewed yet. He said renewals and new memberships were coming in all the time, and he felt it was necessary to find someone who could deal just with membership enquiries, as this takes up a lot of time that he hasn't got. It was agreed that Graham could co-opt a helper. Richard Marshall asked how many new members we got from the Dirt Bike Show. Graham said it was 50 this year, more than in previous years. Tim Stevens wondered what we are doing that is different, to bring in the reported surge in new members. Could it be related to the Norton Malverward appeal which started in October? Graham said the membership had gone up from October 1997. Jeff Ward thought a factor could be that we are doing more shows, with a more professional appearance. Keith Johnston asked if each group could receive a note of their non-rejoined members. Graham agreed.  
**Action: Graham to send note of non-rejoined members to each group.**

**Treasurer:** As Alan Wilkinson was not at the meeting Jeff Ward gave a brief view of the finances at present which are now in a good state. Actual figures are available to members on request.

Jeff Ward also gave an update on the aftermath of the Tim Ley affair, explaining that he had now recovered or tracked down slightly more funds than at first anticipated. He confirmed that forged signatures had been used. Jeff also reported that the TRF Finance Sub Committee had been set up and circulated the draft terms of reference.

**4. b) Co-opted Officers Reports:**

BMF: Dermot Collins had circulated his report and asked for any questions. There were none

CLA & Countryside Commission Liaison: David Giles explained that he had met with new people at the CLA & NFU. The CLA's priority seems to be to oppose open access and they have asked their members to list all the RoW on their land. There was nothing to report from the Rapo Response scheme, but there is a need to keep talking about this. David went on to report that he feels there is a lot going on politically with both these

## photocopy minutes

David Giles was concerned that the TRF seemed to be looking backward and not planning for the future. He wanted to revise the Forward Plan to make it a working document as it was originally intended. The Chairman said he would make the Forward Plan an Agenda item for the next meeting, so that everyone could have an input. Some discussion took place on how best to carry this forward.

**Action: Chairman to put Forward Plan on Agenda and give it proper time at next meeting.**

**D Giles to arrange a SWOT analysis at the next meeting.**

Mark Holland wanted to know what the TRF can do about DETR/S/Governments slowness in publishing 'Vehicles on Byways' report. The Chairman suggested we take this at the next meeting. Tim Stevens asked members to take the HoTR report to their groups, bring back reports next time on local willingness to be involved.

**Action: All groups input into HoTR report, consider what to do about VOB report.**

Mark Holland wanted wider publicity to members on the advantage of asking for discounts from dealers. He knew the signs they were reluctant to haggle, and wanted some formalisation for these discounts. The Chairman suggested we ask the remaining members in Trail that they should always ask for discounts, and show their membership cards.

**Action: Chairman to put reminder in Trail.**

Tim Stevens: Police attitude to obstructions. Tim explained that he had always advised members to report obstructions to Highway Authorities and the Police, because he felt that the Police would have to record any offence and this could add up to evidence. He had recently received a letter from Manchester Police in which they say that obstructing the way is not a crime, the new needs evidence of which police forces are or are not willing to act on. Tim said he can put this to the ROWVC at Government level. Steve Neville agreed that we should be aware of this. Tim Stevens said that because we are always told we can go round, and that is not safe, we should have wondered whether by sending a letter to the authorities, this would be a sort of record of the incident.

Tim Stevens: Reference the letter in Trail criticising a group. Tim felt there was a need to inform the second party if criticism was going to be made, because there is always two sides to a story, and the alternative view should be published. He said he always two Neville felt that his ROW column should not have been used for this letter, as it should be gone in the letters page. The Chairman felt that all parties should receive a copy of anything critical proposed to be published, before last copy date, so that they can respond if they wish.

Steve Neville: Reported that the TRF web site needs updating, with a shorter address, this may cost a small amount of money.

Steve Neville: Informed the meeting that he, Tim Stevens, Andy Bush and Richard MCD Bridge will be going to France on 16 February for the Fête de la Motocyclette. This is the french equivalent of LARA/TRF. There will be groups from all countries and they are wanting to put in place an organisation which can respond to European legislation.

12. Chairman's closing remarks. The meeting closed at 5 pm. The Chairman thanked everyone for coming and reminded members of the date of the next Executive meeting 25 April 1998 at The Barn, Hockley Heath.

organisations and the TRF should be trying to keep on top of events. We need to be proactive not just reactive.

Peter Banks asked if there was any policy to go forward from the rapid response scheme, the ROWVC Summer Commission's milestones and Access 2000. The Chairman said that Peter Banks reminded us that the problem with the County Signs Co-ordinator is that they have no control over the vehicles in the countryside, so it is difficult to make progress with this organisation.

Gwyn Thomas asked if someone could liaise with Sustrans, as he thought their cyclists would have entered on our Byways. The meeting felt he was the best person as he is a Cyclist as well as on our Byways. The meeting felt he was the best person as he is a Cyclist as well as on our Byways. The meeting felt he was the best person as he is a Cyclist as well as on our Byways.

**Action: Gwyn Thomas to liaise with Sustrans and report their policy on cycleways and Byways.**

Display Equipment Co-ordinator: Jeff Ward reported that he was not happy. He explained that the display sent out to the Dirt Bike Show had not found its way back to him from the East Midlands Group, and the response from the person who organised the show Stuart Dowdell (South Wales) said he had the boards but not the poles.

**Action: Richard Marshall to contact Patrick Graham to see what happened to the equipment after the Dirt Bike Show, and to report to Jeff Ward.**

**Chairman to publish guidance which everyone must follow, in Trail.**

LARA: Richard Marshall said the HoTR report was now published and copies are available. The Peak Park Authority is now picking up on this report and wants to use it in the park. There will be a meeting on 13 February to get things started. He explained that there is concern about inspectors' decisions which LARA is hoping to take further through the ROWVC. Alan Kind had done a briefing paper for Ian Davis on this.

The LARA Planning Officer had produced the papers from the 1997 Workshops which will be useful to motorsport event organisers and the Planning Officers. These will be published shortly.

The redesigning of routes has caused concern for a very long time as it creates confusion and conflict. Vehicle users are asked to provide photographs of incorrect signs, where they are etc, so that Ian Davis can take this to the ROWVC.

**Action: All Groups to provide photographic evidence of wrong signs with grid references to Tim Stevens.**

Peter Banks asked what progress on inspectors' quality control. Richard Marshall said that all users had expressed concern at inspectors' decisions, and he has made suggestions to them, but had no response yet. He suggested members write to their MPs in areas where reclassifications are taking place.

**Action: Richard Marshall, David Giles & Chairman to liaise about MP letter writing.**

PO Box: David Giles explained that he clears the PO Box at present, but is looking for someone else to take this on. He reported that quite a number of letters come from members who should be writing direct to officers. The Chairman felt there was a need for a contact point that doesn't change with officers. It was suggested that the Box should be for outsiders only.

**Action: Editor to remove the PO Box address from Trail, Peak Park & East Midlands groups to find replacement to receive PO Box letters.**

4. c) Group & Regional Reps: Karen Wilson asked for Executive permission to organise a workshop on the subject of the relationship between GSSS and a lane in the Peak District. This would be a full consultation with GSSS to find a lane in the Peak District. Discussion took place on what kind of event this would be and the possible outcome. Some tears were expressed, but generally the meeting agreed that it was a good idea.

**Action: Editor to print feature on the event in Trail.**

## LANES, BRIDLEPATHS & TRACKWAYS

The following article was written nearly 10 years ago by a lady conservationist who still lives in Wells. It's message is still as powerful today as it was then. I wonder if we've moved on at all in our efforts to "Protect Green Lanes". The author, Evelyn Franklyn, has agreed to TRAIL publishing her article which first appeared in the 1988 issue of "Nature in Somerset", the bulletin of the Somerset Trust for Nature Conservation.

Sent in by Gwyn Thomas, Somerset

5. **Appointment of Acting Officers:**  
Deputy Chairman: No-one has come forward for this post. The Chairman expressed his concern at having no-one to step in should he be unavailable.  
Bulletin Editor: There were two candidates for this post, Garry Watson and Fred Elison. They both spoke on their willingness to take on this task. The Chairman asked them to leave the room for the vote. The meeting voted for Fred Elison. They also agreed to accept Chris Higham's offer to act as assistant editor.  
Honorary Secretary: Jonathan St John (Swansea) had volunteered to give it a try, and as he was unopposed got the job.  
All the above posts have to be confirmed at the 1998 AGM.

6. **Co-opted Officers:**  
Kevin Marsh asked for someone to take on the task of distributing the information from the London Gazette. Richard Hawker volunteered to do this. All agreed.

7. **Sub Committees:** This item was not discussed.

8. **AGM 1998:** The Chairman confirmed the date as 25 October, venue to be advised. Mark Holland explained that there was not much time to get motions in for the new constitution. Tim Stevens proposed to circulate the draft constitution (as prepared by Mark D Giles & R Marshall) with these minutes, so that groups can have their input.

9. **Approval of New Group:**  
Jonathan St John spoke for his group South West Wales explaining that all the members have joined the National TRF and wish to fill the gap between Meath and Frisquart. Stuart Dowdell from the South Wales group was concerned to know which area the new group would cover, but as they only go as far as Neath, he felt there would be no problem. All agreed to support this new group.

10. **Correspondence/Questions to National Executive:**  
a) The Chairman explained that he had a letter from the South West Region asking if any action would be taken against present or former officers of the group who were in a position in the TRF to do it. He said that the group wanted to know was whether they should be in a position in the TRF to do it. Others expressed the view that anyone involved should not be making financial decisions in future. The Chairman reported that the practice now is not to sign cheques until needed, there must be two of three signatures and officers are not to sign their own cheques, also bank statements go directly to other officers so checks are made. There was then a proposal from Chris Higham that no further action be taken against present or former officers. This was seconded by Tim Stevens. A vote was taken and this proposal was carried by show of hands.

b) Gwyn Thomas asked for Bursary Funding to do some research on Rubble Lane in Somerset. Richard Marshall suggested that as we don't have a Bursary Fund this should come out of the lighting fund. Steve Neville felt that the lighting fund was not for research as this had always been done locally through the groups. He also felt that any funding application must come through a group. The Chairman asked Steve Neville to liaise with the local group and Gwyn Thomas.

**Action: Steve Neville to liaise with Somerset Group and Gwyn Thomas.**

c) The Chairman said that as the Treasurer was not here to answer questions, this agenda item would not be discussed.

11. **Any Other Business:**

# Lanes, Bridlepaths, and Trackways

Evelyn Franklin

In August of last year, I was asked to visit a site at Ditcheat. Most of what had previously been a track from the village to the River Alham was now identifiable only by a wide strip of freshly ploughed ground and a solitary remaining Oak tree. Even this had been robbed of its lower branches and its root system had been disturbed. The old sunken road, overgrown and muddy in places, its leafy hedges, ditches, and abundant wildflowers, birds, and butterflies, have gone for ever. Work was still in progress but unstoppable. Large modern machinery makes short work of this kind of destruction. The site was being filled and drained, tree trunks were on low loaders on their way to a timber yard, and everything else was being burned on a huge bonfire. The combined might of Somerset County Council, Mendip District Council, and the Somerset Trust for Nature Conservation, the vociferous anger of local people, backed by the power of local and national newspapers, all proved to be of no avail. The perpetrator had either broken no law or it would be very difficult to prove that he had!

This was not an isolated case. There are many such lanes in Somerset, like this one, oases of wildlife in a desert of agricultural 'improvement' where few hedges or trees remain. It would be prudent to have a strategy for conserving our green lanes, bridleways, and footpaths. The most popular leisure activity, according to the latest statistics, is walking in the countryside. These lanes provide opportunities for people to do this without annoyance to farmers or damage to sensitive wildlife sites.

How can they be protected? Many public footpaths and bridleways are centuries old and are still used for their original purposes: getting people to where they want to go by the most direct route, linking villages, crossing streams at the most convenient place. There are legal ways of establishing the right to use them and bodies, such as the County Council, are charged with the statutory duty of making sure that they can be used. This is not sufficient, in itself, to prevent the owner from ripping out the hedges and felling the trees along the boundaries of lanes, before adding a few more square yards to his fields. Greater protection can be given by the County Council where lanes are classified as public roads. They do not have to be surfaced or made-up roads to come within this classification, although the County Council could be obliged to surface them in certain circumstances. Some councils have made sure that they won't be called upon to do this by reclassifying lanes as bridleways. It is true that these lanes could be used by motorcyclists and that this would annoy some people. On balance, I think it is better to resist any attempt to downgrade lanes to bridleways; the latter are more vulnerable.

The Enclosures Acts of the last century classified some tracks as public roads, specifying hedges as boundaries in some cases. One or two counties have used this as a way of protecting them. It would be useful if members could investigate what provisions were made by the Commissioners in their own parishes and would then pass on the information to the Trust. Some of the ancient trackways are of historic or archeological interest; many are parish boundaries.

District councils have the power to make tree preservation orders. Hedgerow trees can be protected using these powers. Saplings and regrowth from stools are covered by legislation but councils can, of course, vary the terms of a Tree Preservation Order. It would assist us if members could supply us with sketch maps of lanes, showing the position of trees.

I don't know of any lanes that have been made Sites of Special Scientific Interest but our own surveys in Mendip District show that many of these ancient tracks support a rich and very varied flora and fauna, including several species of orchid. This is one of many reasons for trying to prevent destruction of the kind practised at Ditcheat.

## TRF FORWARD PLAN FOR '98

We have understandably been somewhat inward looking over the last two years at the expense of our Forward Plan; that is the plan whereby we evaluate the actions which we should be taking to realise the TRF's objectives.

Much has happened in the intervening period; a change of Government, the debate over Foxhunting, the proposal for greater Access on Foot to the countryside, the Hierarchy of Routes in the Lake District National Park, the publication of 'Making the Best of Byways' and the Norton Malreward judgement. All of which need thorough examination and consideration in determining our priorities in updating our 'Strategy for Green Lanes' and deliberating its means of execution.

This will be put right at the next executive meeting on 25th April when the whole of the afternoon has been scheduled to bring us back on course. Everyone in the TRF is invited to contribute to this. Not of course by attending en-masse, but by sending their thoughts to their Group and Regional representatives as listed on the covers of TRAIL.

A sensible starting point for this process would be to look at TRAIL No. 195, November 1994, which lists the elements of the '95 Forward Plan as being:

- Cataloguing Vehicular Rights of Way;
- TRF Regionalisation;
- Improving External Liaison
- Environmental Impact of Vehicles in the Countryside
- Improving Publicity.

This plan was updated for 1996 at an Exec. Meeting, but I'm not sure that the details were published. I suspect that they were overtaken by our financial events. In essence they made the plan more specific and created targets for implementation. For example: cataloguing all vehicular RoW in England and Wales by '98; Regionalisation to be in place by the end of '96; implementation of the principles of the Hierarchy of Routes initiative to have been transported to another National Park; representation on 50% of the RoW Committees of the English Counties; the publication of the 'TRF Green Lane Strategy' and a 'TRF Handbook' in '96. Plus the development of Member Skills through Training Workshops.

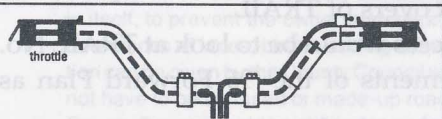
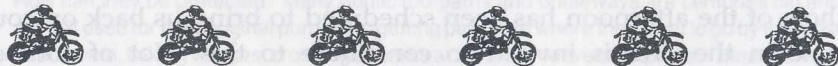


David Giles has been asked to facilitate this part of the agenda on the 24th April when he intends to use a TOWS analysis (also known as SWOT) to drive out the key agreed needs for the plan. Working at first individually and then in small groups everyone present will have an opportunity to put forward their perceptions (and those of the members they represent) as to what we should be tackling.

We will start by identifying the Threats and Opportunities that currently face the TRF before moving on to managing and deploying our own internal Weaknesses and Strengths in meeting those requirements. Above all the focus will be on opinions being heard, creativity, and consensus as to an agreed way forward.

Start now! Pick up a pen and jot down your perception as to the top six: Threats-Opportunities-Weaknesses-Strengths with regard to the TRF meeting its objectives and let them be known to your representative on the Executive Committee. Make your voice count!

David Giles



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# British Motorcyclists Federation **News**

## BMF BIKING BUDGET BID

The BMF has written to Gordon Brown, Chancellor of the Exchequer, setting out a range of proposals for the forthcoming March budget designed to encourage the wider use of PTWs (Powered Two Wheelers).

The proposals cover:

- A reduction in Vehicle Excise Duty for all PTWs, with its complete removal on machines of up to 150cc
- Zero rated VAT on protective motorcycle clothing, particularly replacement visors
- Zero rated VAT on Compulsory Basic Training and pre-test motorcycle training
- Tax incentives to use motorcycles as company vehicles in place of cars
- Government funding of research into more efficient and reduced emission PTWs

The BMF says that this is a natural follow-on from its response to the Government's consultation paper on an Integrated Transport Policy and say that if adopted, the benefits of reduced pollution and congestion will bring a net benefit to the environment.

In tabling the proposals, BMF Chairman Henry Marks said: "The ideas and proposals that we are making in this submission blend in with the Government's current thinking on the future of transport, but in our view it is important to offer *real* incentives and show a *positive* approach to such initiatives if the PTW is to make a real contribution to any Integrated Transport Policy".

## BRECON BEACONS

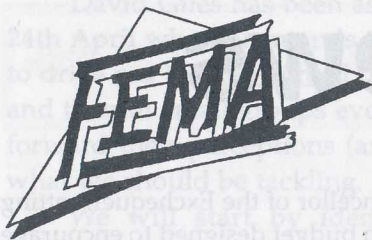
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## MOTORCYCLES EXEMPT FROM PARIS POLLUTION BAN

Motorcycles will be excluded from the ban on vehicles in Paris when pollution levels rise, it was officially announced today (11th February 1998).

Rules governing which vehicles will be allowed to use the roads at "level three"

pollution depend now on the even/odd number plate digits and whether the vehicle has a green tag or not. Though motorcycles have no 'Green Tag' until new EU emission limits are introduced in 1999, they are excluded thanks to strong pressure from French riders.

Motorcycles were initially included in the ban, which was first put into force on 1st October last year. French motorcyclists reacted angrily. Local and national demos by the Federation Francaise des Motards en Colere (FFMC), were followed by a meeting with the Minister of Environment, Mrs. Dominique Voynet, on 1st December 1997.

FFMC's arguments against the ban ranged from bikes' congestion-busting capability and good fuel consumption figures, and that strict pollution limits are just around the corner. Eric Thiollier said, "One more bike can equal one less car in a traffic jam."

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### EURO DEMO CAMPSITE CONFIRMED

The campsite for the 1998 Euro Demo has been confirmed as Kastellaun south of Koblenz. It is a former military base on the B327 which can be reached from Exit 43 of the A61/E31. It shall be open at noon on Friday 28th August. ADAC has offered a free breakdown service for motorcyclists attending the demo over the weekend.

Facilities on the party/camp-site will include live music on both nights, beer, food, toilets, showers and stalls. Tickets are cheaper in advance and available from national organisations from March. Prices: £7 in advance, £10 on gate.

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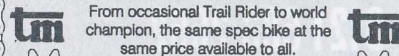
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## A MEMBER'S VIEW

The story in today's Times (17th February 1998) gives the impression of a disaster for the TRF but on reflection it has given us a wonderful opportunity to reclaim all the RuPPs lost to us over the years and maintain the existing ones for ever.

I ride RuPPs and according to the Times report I can no longer ride a RuPP unless I can show that the track was used by a vehicle prior to 1930.

Now I just happen to have somewhere an old faded black and white photo of some old chap riding his bike on one of the trails around here, the pencilled date on the back reads August 1927.

With this evidence I can show that the trail I use now was used prior to 1930 and therefore it will remain open to us all.

I am confident that every TRF area in the UK, plus every branch of every 4 x 4 club can come up with an old black and white photo of some old chap riding his bike or driving his old jalopy along just about every trail we know. Of course if someone doesn't have a photo, then a bit of detective work and the offer of a reward in the local paper or on a village noticeboard is bound to have the desired results. (The thought of someone faking a shot or stating that a photo is of a particular place when all the view shows is a bloke on his machine with fields in the background fills me with horror).

Ramblers and GLEAM might have thought that they won a great victory in getting trails closed to motorcycles and 4 x 4s. Judge Sullivan, on the other hand, in offering the pre-1930 evidence as a proof of our right has given us the chance to open those trails to us for ever.

Now where did I put that photo?

Every cloud has a silver lining.

Roche Bentley, Cambs.

## A MYSTERIOUS ORGANISATION

I am a new member, and since I have started to read TRAIL, I have been puzzled by references to a mysterious organisation called GLEAM. Am I right in assuming that they are the main lobby behind the Tories diabolical plan to restrict trail riding to such an extent as to make it almost illegal? From their title it appears that like other anti-greenlaning groups they want to present driving on green

lanes as an environmental issue, but are they really trying to privatise Britain's green lanes network? An article on GLEAM explaining their position would be helpful for us newcomers.

*Maurice Courcha, Edmonton, London*

## NOISE - THE MANUFACTURERS' PART

In response to Alan Kind's item on page 8 in January - yes, some trail bikes are noisy. However, firstly they are in a quiet area so are readily distinguishable; and people with a low tolerance threshold will listen closely to wind themselves up. Secondly, the manufacturers only just try to meet any legislation. If they make a machine quieter than other makers then it may suffer from less power (say 15% less) and increased fuel consumption.

A few years ago half the trail bikes in the world were sold in California. In the USA there are 100,000s of miles of well organised, signed and regulated 'trails'. No-one worries about a little extra noise.

For trail riding we have a limited choice of models from UK-spec and world (USA biased) market bikes. To make matters worse most Japanese exhausts are incredibly heavy (5kg+), rust out in too few years, and original parts are very expensive (£300 for a typical trail bike). Aftermarket exhausts are lighter and better value. However, some are noisier than standard - you don't know until it is fitted.

A small proportion of people have after market exhausts. Otherwise, the sound is as set by a manufacturer. We all wish to use reasonable exhausts - over to the manufacturers.

*Mark Holland, Glos. Group*

**Ed's tip:** Try squirting Finnegan's Waxoil into the silencer when it is new and given the occasional squirt afterwards I am told that it has made the exhaust on a Wing last for 13 years and still no sign of rust.

## GLOBAL POSITIONING

I am interested in getting hold of a GPS for use on my motorbike when I go trail riding. I have been on a trail ride where a rider had one and was very impressed with the way it worked. Also it had a mounting specifically for the bike. I have been told by various people that there are some now available from the Eastern Blok countries which are more accurate because the Western versions are not allowed to use pinpoint accuracy for military reasons.

I was wondering if any readers had gone into the subject or had first hand experience and could therefore point me in the right direction (excuse the pun, not intended).

*Thanks in advance, A.G. Confaveux*

## • CODGER'S CORNER •

### We Are Survivors (For those born before 1940)

We were born before television, before penicillin, polio shots, frozen foods, Xerox, plastic, contact lenses, videos, Frisbees and the Pill. We were before radar, credit cards, split atoms, laser beams and ball point pens. Before dishwashers, tumble dryers, electric blankets, air conditioners, drip dry cloths ...and before man walked on the moon.

We got married first then lived together (how quaint can you be?). We thought 'fast food' was what you ate in Lent, a 'Big Mac' was an oversized raincoat and 'crumpet' we had for tea. We existed before house husbands, computer dating, dual careers, and when a 'meaningful relationship' meant getting along with cousins, and 'sheltered accommodation' was where we waited for the bus.

We were before Day Care Centres, Group Homes and disposable nappies. We never heard of FM radio, tape decks, electronic typewriters, artificial hearts, word processors, yoghurt and young men wearing earrings. For us 'time-sharing' meant togetherness, a chip was a piece of wood or a fried potato, 'hardware' meant nuts and bolts and 'software' wasn't a word.

Before 1940, 'Made in Japan' meant junk, the term 'making out' referred to how you did in exams, 'stud' was something that fastened a collar to a shirt and 'going all the way' meant staying on a double decker to the bus depot. Pizzas, MacDonalds and instant coffee were unheard of. In our day cigarette smoking was 'fashionable', 'grass' was mown, 'coke' was kept in the coal house, a 'joint' was a piece of meat you had on Sundays and 'pot' was something you cooked it in. 'Rock Music' was a grandmother's lullaby, 'Eldorado' was an ice cream, a 'gay person' was the life and soul of the party and nothing more, whilst 'Aids' just meant beauty treatments or help for someone in trouble.

We who were born before 1940 must be a hardy bunch when you think of the ways in which the world has changed and the adjustments we have had to make. No wonder we are so confused and there is a generation gap today... BUT ..we have survived!

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**GENUINE HUSKY '92** onwards large petrol tank, 13.5ltr, £70. Tel: 01772 496758.

**BRENDAN CHASE B&B** Lake Windermere from £14 each x 4 sharing, bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy. Tel: 01539 445638.

**KLX650 "K"** reg, black, nice condition with extras. £2,395. Tel: Simon 01977 705092, West Yorkshire.

**WANTED** Workshop manual or owners manual for 1994 "M", Kawasaki KLR250. Tel: Mark 0117 951 8008.

**XT350 "G"** reg, black/yellow, new MOT, new battery, new exhaust, part service. £1500. Tel: Johnny 01737 350465 (Nr. Epsom).

**HONDA TLR200 "L"** reg, '94. VGC, taxed test March '99. 4700 trail ridden miles only. Renthals, new Pirelli tyres, new unused DID, O-ring and sprockets. Spare tyres and assorted sprockets, £1100. Tel: Keith 01325 361184 (Durham).

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