

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 John Brooker, Tel: 01767 692805
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 Thursday, 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 772208
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/Fax: 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, Euloie 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 472343
Last Thur, Ring for Details

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

SOUTH LONDON & SURREY
Steve Sharp, 0181 773 4204
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

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

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,



Patron: Lord Strathcarron

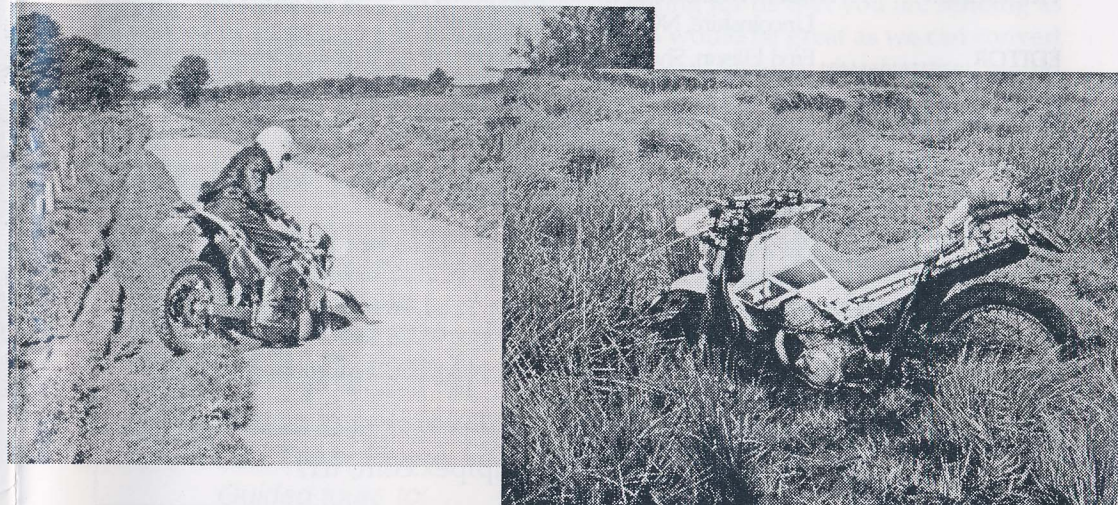
TRAIL

JULY, 1998

No. 239

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

EDITOR: Fred Ellison.



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



Sad - at the loss of our National Rights of Way man, Steve Neville, who for the last three years has given it his all - but won't be standing for re-election at the AGM although he will still be there to help the new man, or woman whoever that might be. Steve, we really appreciate everything that you've done, all those super presentations and the 'Strategy for Green Lanes' booklets. Also Graham Stratford our Membership Sec, a man who just gets on with it and gets it done - thankyou for an excellent job Graham. Hope the new guys are as good to work with.

Happy - pleased to say that for your convenience I now have an E-mail address where you can send your contributions for TRAIL: ellison@ukip.co.uk. However, we're on Apple Macintosh's which aren't the same as PCs, so if you have something for us that you are sending as an attachment file, sending it in Word 6 would be great as we can convert that. Alternatively send as a text file - but no pictures please as they would be too low a resolution to use for print anyway. (If you send anything on disc, a printed copy would be useful just in case we can't read it).

Finally the Editor has a problem with the new bike rack on the back of his 4 x 4 (don't tell anyone!). You have got to lift the bike over two feet off the ground before you can drop it in the rack and I don't know if I could go trail riding with the anticipated hernia, so any helpful tips would be much appreciated.

SPAIN

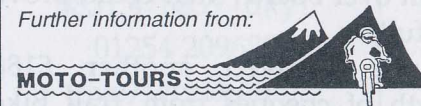
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FRONT COVER PICS

- this year's Coast-to-Coast

Top Left - Nigel from Group 6 on his CRM250 thanking his lucky stars that he didn't lose his balance!

Pic by Trudi Silvey

Top Right - Somebody said "these Serows were good in mud". Perhaps I had the wrong tyres on.

Pic by Ron Walker.

Bottom Right - Roger, an anxious group leader, surveys his brood during the first morning of the Coast-to-Coast. Dealing with a puncture, a spectacular get off and a swim are already behind him. *Pic by Ron Walker.*

Chairman's Chat

I have recently read a few wise words on behaviour whilst trail riding, in of all places a brochure advertising commercial trail riding. It said travel at slow speeds when passing houses or farms, or through villages etc., be polite and courteous - and remember that green lanes are open to all, including horse riders and children. Just simple good sense and good manners. Good for them!

Regrettably, Steve Neville, who took over as our National Rights of Way Officer from Tim Stevens and has done the job so splendidly, wishes to stand down at the end of the year. So in addition to needing a new Membership Secretary, (Stuart Dodwell from South Wales has volunteered for the job), we are now looking for a new Rights of Way Officer - volunteers please.

After putting up a good fight in both events, unfortunately we are out of both the World Cup and Wimbledon. Despite not being a particular football or tennis fan, I think that the England football team, Tim Henman and Sam Smith need congratulating for their performances and getting as far as they did.

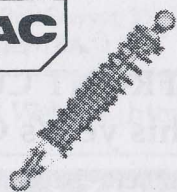
Have recently acquired a Garmin 111 GPS and even a very effective clip for holding it on the handlebars. It is waterproof, but only time will tell whether it is trail-riding-proof or crash-proof! I can now tell to within a few yards where I am anywhere in Europe, but haven't yet mastered the 80 pages of instructions on waypoints, GOTO (go to), Tracback or MOB (man over board - that could prove useful!)

Have received another £180 worth of cheques from Trail Bike Magazine following their Appeal towards our Norton Malreward cost. Many thanks to TBM readers.

Tony Stuart



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CAN ANYONE HELP WITH MAP MARKING?

TRF Member in Stafford
wonders if anyone can help in
marking
the following maps:

126 Shrewsbury; 127 Stafford;
98 Wensleydale;

99 Northallerton, Ripon;
57 Stirling; 82 Stranraer,

Glenluce; 83 Newton Stewart;
157 St. David's.

Thanks very much.

Andy Bailey, 54 Hesketh Road,
Burton Manor, Stafford,
ST17 9NF. Tel: 01785 228148.

TRF CORRESPONDENCE

Just a reminder
members to please
send any TRF
correspondence to the
relevant Officer not the
P.O. Box number- see
details on inside front
cover of TRAIL.

MEMBERSHIP SECRETARY - JOB DESCRIPTION

1. Input renewals and new members onto database.
2. Send out membership cards and year stickers.
3. Calculate how many copies of "Trail" are required each month and inform the printer of the figures.
4. Print labels for "Trail" and send to the editor each month.
5. Print and send out any membership lists that are requested.
6. Keep records of cheques received and forward cheques to the Treasurer at regular intervals.
7. Keep records of all expenses (postage, stationery, etc.) for the Treasurer. (I have a separate account just for my TRF expenses and I was given a float so that I always have enough money for any expenses).
8. Send out lists of current and expired memberships to all Group Reps. in March or early April.
9. A sense of humour is a definite requirement, especially when trying to decipher some of the hieroglyphics that appear on the membership forms (where it says "Please Print"!!)

Graham Stratford

ROW OFFICERS REPORT

It's sometimes nice to be able to say that it's all quiet on the rights of way front, to parody the famous First World War film; and relative to the excitement of the earlier part of the year, so it has been for me during the Summer. Nevertheless the work still goes on.

Word on the grapevine is that Powys C.C. are backing off on the TRO proposals on Sarn Helen and Monks Trod, but don't hold your breath yet.

Another TRO has been threatened in Buckinghamshire on Longwick cum Imler Byway 1. The reasons, so we understand, are because of a maintenance

problem and lack of funds to effect repairs. Local users were not consulted, government circular 2/93 has not been followed, no notice of the DETR book "Making the Best of Byways" has been taken, Buckinghamshire County Council's own guidance has been ignored, no regard to a voluntary restraint has been made and there is confusion as to whether or not danger is a consideration even though no incidents have been reported. Oh dear Bucks C.C., get it together!

Richard Marshall, Tim Stevens and Alan Kind, amongst others from the user groups, had another meeting with the Planning Inspectorate (PI). The PI are still of the opinion that there is no problem with their quality systems. This is in spite of there still being reported in the Byway and Bridleway newsletter some strange decisions on RuPPs. Fundamentally, it is perhaps not the PI that is at fault, but the defective legislative system.

This then leads to my earlier prediction that we are in line for some new legislation. Those of you that subscribe to Byway and Bridleway (£25 per year, PO Box 117, Newcastle upon Tyne, NE3 5YT, Tel: 0191 236 4086) will have read the editorial stating that the Countryside Commissioners will be receiving a report on their proposals for changes to the law.

Two areas for revision are expected to be roads used as public paths (RuPPs) and byways open to all traffic (BOATs). What we need to be asking ourselves is what would we like to see happen to RuPPs? As trail riders we would perhaps like all of them to be made into BOATs. Given that there is a zero percent chance of that happening, following the Stevens vs. Secretary of State for the Environment case, the alternative is for them to become bridleways, unless there is clear evidence to the contrary. Perhaps that would be an acceptable alternative, so long as the vehicular user groups could register a batch of definitive map modification orders (DMMO) on ex-RuPPs, stating that we think these are roads and we are going to use them as of right until there is a DMMO review. Perhaps these routes could be tested by a panel consisting of the county council, regional landowner representatives and user groups to achieve a consensus. I say that with tongue firmly in cheek.

The definition of byway open to all traffic needs some revision. The open to all traffic description is plainly ridiculous since they are not. The use of the term byway is good enough, but what should it mean? The current definition of BOAT is:

...a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for which footpaths and bridleways are so used.

The latter part of this description has caused some confusion since the Nettlecombe case because a byway has to have been used as a footpath and

bridleway; so if the only people who use it are us lot or it has been obstructed (even illegally!!) the definition fails.

We need to give this and other matters on how we would like green lanes to be defined and used, serious consideration. To do this we must keep ourselves in the decision making process with both national and local government. This is going to take someone a lot of effort to push forward with the support of the membership. This was the reason I wrote the Strategy for Green Lanes 1997 as part of the forward plan and why now is a good time to update it to create a Strategy for Green Lanes 2000. Any takers?

Which leads me to the fact that I have decided to stand down as National Rights of Way Officer as of the end of this year. Work, domestic pressures and other interests are now such that it is impossible to continue to do a good job. It's been an interesting time and I only wish that I had more time to be more thorough. Here are a few of the skills and tasks needed of the post holder:

- To have a good knowledge of rights of way law and to keep abreast of issues affecting green lanes and the rights of motorcyclists to use them.
- Cataloguing vehicular rights of way. This is fundamentally making a list of catalogues and building up a database of who has what, than actually having the raw data oneself.
- Keeping up to date on who is representing the TRF on rights of way issues throughout the country.
- Assisting local members with rights of way problems or if not, directing them to someone who can.
- Following up issues of national and international importance.
- Meeting with representatives of other organisations.
- Attending the three TRF executive meetings and the AGM.

There are probably a few others that could be added.

Benefits of the job are considerable and for my part I enjoyed having the status of National Rights of Way Officer for the Trail Riders Fellowship. It's something the holder should be honoured to hold. It is important to have a positive attitude since it is easy to put down a voluntary post by saying how much hard work is involved, the free time it takes up and no-one appreciates you. Besides, I think it will look good on my curriculum vitae; any takers?

Steve Neville

• GROUP NEWS •

CUMBRIA GROUP LANES CLEARING TRAINING DAY

On Sunday, May 10th, eight Cumbria Group members and approximately 25 4WD people representing four different northern clubs, took part in a "Tools Training Day" which was organised by the Lake District National Park Authority.

The day was organised and run by Steve Tatlock, the National Park Ranger, who has been helping to drive the "Lake District Hierarchy of Trails" initiative over the past couple of years. The purpose of the day was twofold:-

1. To instruct volunteers in the correct and safe use of hand tools which would be used to clear blocked drains and to clear away overgrown vegetation. On completion of this training the volunteers would then be "approved" to do this work on behalf of the Park Authority and, most importantly, be covered by 3rd party insurance whilst carrying out this work.
2. To invite the volunteers to "adopt" a lane with a view to keeping it maintained. e.g. Clearing drains and obstructions on a regular basis.

We all met at the Brock Hole Visitor Centre at 10 a.m. and then moved to the Park Authority's depot in Ambleside for the morning session on tools training. Steve's presentation was very professional and just to keep us on our toes several people were chosen at random to do their own presentation of a particular piece of equipment, which he had previously demonstrated to us.

During lunch we all volunteered to "adopt" a lane within the National Park. Some of the volunteers had travelled long distances to attend, so after lunch they departed for home. The remaining - 3 motorcyclists (myself and Alex Cowsill CRM 250s and Robert Wilson on his BMW) plus about 10 Land Rovers, went to do some drainage work on a lane at Ickenthaite near Coniston Lake. Under the supervision of Steve (who had been joined for the afternoon by Sue Thompson, the Park Ranger for the Kentmere area) we did some drainage work on various large puddles on this popular lane.

After about one and a half hours work we could see the results of our efforts and quite a bit of "leg pulling" took place because over lunch Alex had volunteered to "adopt" this lane!

On the way home we even managed to ride a few trails before catching the Windermere ferry. It was a treat to watch Robert ride the Salurian Way with such skill on his BMW!

We all enjoyed this useful day and made new friends and learned new skills. In the near future Steve hopes to organise another training day for those who missed the first one and it will include Winch training for the 4WD members.

This is very good PR work and we hope the idea may be adopted by other Park Authorities.

Roger Harris, Cumbria Group Chairman

IMPORTANT NOTICE

- ADDENDUM

Due to a faulty fax transmission the following was missing from the blue insert in the June TRAIL

CONCLUSION

The sub-Committee with help from respondents has produced a Constitution and Standing Orders (the latter not yet sent for feedback) within our remit. It has been submitted to the National Secretary as required before the end of May - as a Motion for the AGM.

Please read through first without comparing to the current Constitution. It should not omit anything of importance. We hope that you can accept this version at the AGM - remembering that: "we can't please all of the people all of the time...". Please appreciate that amendments in the hectic atmosphere of the AGM can get out of hand and may be regretted later on reflection. I would be pleased if anyone with any questions or concerns could contact myself.

The proposed Constitution is a good tool kit - our main concerns should be with the new Forward Plan.

Thank you to everyone who helped.

Mark Holland

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The End of The Road - FINAL REPORT

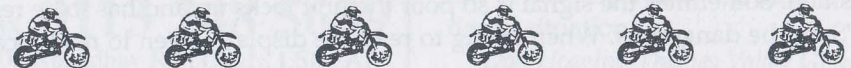
At the April 28th Executive Meeting our Treasurer Alan Wilkinson presented my final report on the negotiations for recovery of funds following misappropriation of the TRF assets by the former Treasurer, the late Tim Ley, throughout 1995 and 1996.

The grand total of money recovered and paid into the TRF bank account to restore the Fighting Fund was almost £16,500 - approximately £800 more than the amount which was projected in my Report to the 1997 Annual General Meeting. The protracted negotiations with the Halifax, who in August 1997 had produced a Statement with a zero balance to confirm that the account had been closed, eventually yielded £3,287 after the true facts had been prised out of them, confirming an account balance of £1,360 and an allocation of 200 shares.

My experience of extreme difficulty in obtaining factual information from the Halifax was obviously not an isolated one, as The Sunday Telegraph carried a half page feature article in the May 17th edition which was devoted to exposing problems which readers had encountered with the Halifax, under the heading 'Xtra aggro from the Halifax', with the sub-heading 'Has the Halifax gone to the dogs?', in which the writer investigated 'readers' complaints about delays, inaccuracies and inefficiencies'. I had experienced all of those over a nine month period, and the moral of the story is obvious - do not assume that facts presented by Banks or Building Societies are correct and don't give up. That £3,287 could so easily have remained with the Halifax, instead of being added to our Fighting Fund.

I now regard all aspects of the Recovery of Funds following the Tim Ley fraud to have been finalised.

Jeff Ward, Co-opted Officer



OFF ROAD TEST

GPS AND THE MOTORCYCLE

A couple of months ago I read the letter from Andre Confavereau asking about GPS systems for his trail bike. I have to admit that I have had one fitted for the last year, a small Garmin GPSII system which has far more features than I possibly could ever use on the trail in the UK. It is light, compact and accurate up to about 40 metres which is fine for determining your location when using 50000 series OS maps in the UK. The unit also has an onboard Almanac enabling you to take it abroad: you just select the country (so it knows which satellites to look for) and map type so that the displayed co-ordinates will match the local map. If you wish you can also select height above sea-level, (although when in Northern Spain last year this feature appeared to be the least accurate), distance travelled and elapsed time.

You can also set Way Points as you go along and then re-trace your steps, however the unit only shows an arrow pointing in the direction of the way point and forces the crow-fly's travel; it takes no account of the actual direction of the road or track route back to that location. In fact the Garmin GPSIII unit actually has on board maps, but whether it shows detail such as Byways rather than 'A' roads and motorways I am unsure.

And the price? Depending on features and functionality for between £200 and £500. (I don't know as my GPS was a Christmas present from the wife!).

All this is brought to you courtesy of the United States Government who have during the last decade invested millions of US Dollars deploying satellites in geostationary orbit to enable them to park cruise missiles on USSR soil to an accuracy of less than 5 metres. They deliberately introduce an error making the units sold for 'home' use accurate to between 30 and 50 metres, supposedly to stop terrorists or hostile governments being accurate to less than 5 metres; however it is now possible to synchronise your GPS device to a signal produced by BT from their laboratory at Martlesham Heath... It has also been known for them to occasionally turn off the Civilian Use element during conflicts such as the Gulf War but that is another story.

To help you decide if you want one I have listed below a few of the advantages and disadvantages that I have found out about it so far.

Disadvantages:

1. In this country you are quite often in woods and enclosed locations therefore you receive the message 'poor signal coverage' and you are unable to confirm your position. Sometimes the signal is so poor the unit locks up and has to be reset.
2. GPS can be dangerous. When trying to read the display screen to read location,

elapsed time, time, speed (in MPH or KMH) or even altitude it is possible to crash into the rider in front or other stationary objects. (This has happened to me only once; the Thames Valley Group were out riding in West Sussex last December and we had just come out from a wooded lane onto an 'A' road at about 20mph when I noticed the display screen flashing with a message for me; in the time it took me to press the prompt button, five riders in front had stopped as the run leader looked at his map for directions! I looked up to see Peter Geddies about 2 metres in front of me and I had just enough time to swerve and avoid him! (Well clip handle bars!!).


3. Battery life is short; as mentioned in Andre's letter, the only time we actually needed a fix on the run, the battery had gone flat! Either carry spares (4 x AA or as I have recently done attach a remote feed from the bike's battery).
4. The bike mounting system needs to be tightened up before you go out otherwise the mounting mechanism becomes loose and when stopping at the pub for lunch, the GPS unit is difficult to detach without resorting to a certain amount of pulling, until all of a sudden it comes off in your hand and smacks you in the mouth resulting in a cut lip and lots of blood!

Advantages:

1. When unsure of your position / lost it can help you find your way back to civilisation. It is especially useful as it has a back-light facility for when you go trail riding at night as the Thames Valley Group do!
2. It is a real 'Toy for the Boys' and a bit of a talking point down the pub or with other riders out on the trail.
3. You can also use it in the car or on your boat.
4. So far it has survived a number of small offs when trail riding without damage.
5. The speed indicated is more accurate than the speedo fitted to both by car and bike.

Having said all this it is probably of best use to those of you who venture out into the middle of Wales or into deserts where not knowing your exact location can really ruin your day. Me? Well this October I am off to Dubai and I'll let you know how I get on over there in a real desert situation.

Don Hoaglin, Thames Valley Group Rep.




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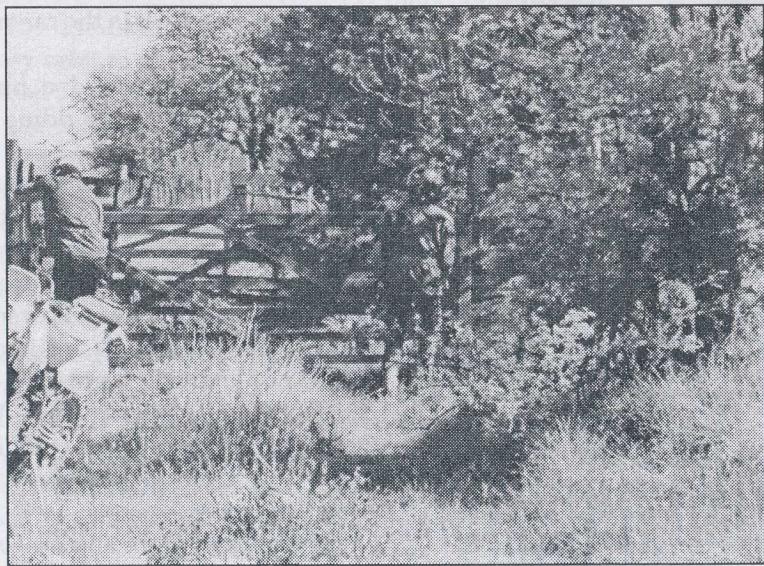
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ONE MAN'S COAST-TO-COAST

On Saturday morning at 7am I sat astride my rather tired XT600 at a steady 60mph on route to Scarborough wondering which way to go. Small country roads or dual carriageway? Banks of heavy fog had me on dual carriageways for three quarters of an hour before ascending Sutton Bank to leave the fog banks behind me.

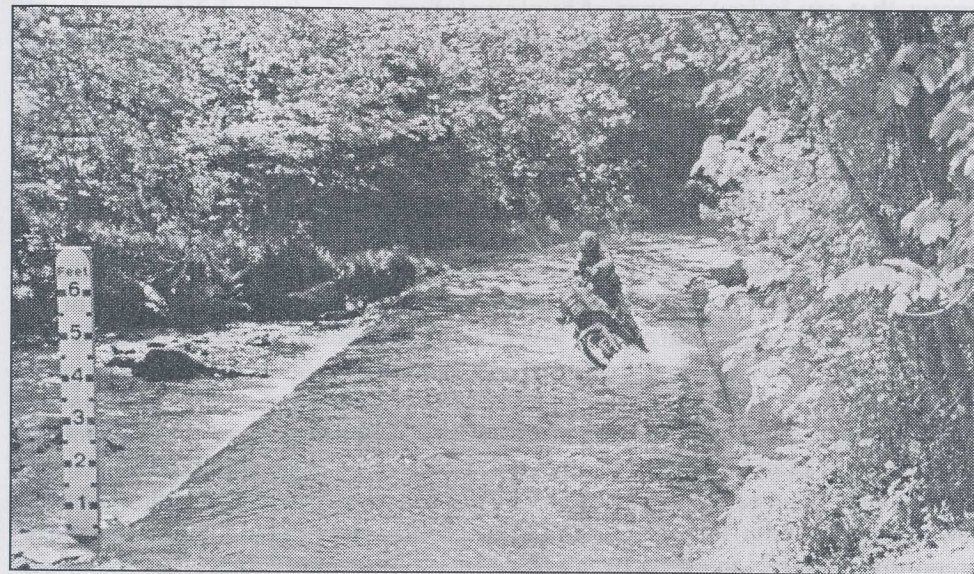
By 8.45am I'm in the car park in Scarborough. That is the collection point for this year's Coast-to-Coast. Signing in I locate my group, a collection of medium to large C.C. trail bikes, 2 DR350s, 2 KLR650s, an XR600, a DR650 and an XT600 Tenere which, with my XT600, leaves me looking for 2 riders. After some introductions, and my pre-run pep talk on trail etiquette, we leave 2 down at 9.30am. As usual we bump into the odd group in Scarborough Forest, and then it's on 300g (near Givendale Head Farm) we have our first stop. One of the KLRs takes in water somewhere. Ten minutes of fussing over the beast has it fired up and onto our next trail which is part RT, part BOAT, part UCR and totally devoid of all waymarking. I'm lost, hence we are lost! Eventually we stumble onto the junction between RT and UCR, deduce the correct gate from a choice of 3 and find a quite well defined sunken road working it's way down a complex field system to the main Pickering-Whitby road. But not before we encounter our one and only locked gate of the day. Luckily the gate is hung on normal hinges, brackets on both pivot posts pointing skywards, so



removing gate from hinges was a fairly simple two-man operation.

Onto tarmac we pass the large pyramid structure on our right which is Fylingdales. EARLY WARNING RADAR CENTRE. Half a mile later we turn left to Goathland (home of Heartbeat), onto Beck Hole, or should that be into Beckhole - it's a steep drop in and a steeper climb out towards our next trail. The left off the main road is easily missed so it's a trail legal 25mph procession as I look for the land marks around the turn-off which I have come to recognise over the last 15 years (but always from the other direction). Farm track found I send the lads off in front to start opening gates, but I ensure I'm in front for what I know is the last gate before the fords start.

As I cross the first shallow, short ford I find it surprisingly lively



underfoot; gingerly across I park up and quickly get the camera out. On demand one of the KLRs obligingly drops into the ford in a slow dignified manner. Excellent photographs, much mirth and 2 fords later we are on the south hillside of Eskdale heading west along a maze of junctions and minor roads before descending towards Egton Bridge. At the bottom of the hill turn sharp left towards Rosedale and the next trail.

The lane starts as a right turn much like any other we've passed that morning, tarmac for 300 yards, it loses the road surface as it passes a private house, overgrown, narrow and rutted. We descend towards the River Esk but just before we cross under the railway viaduct I take the team left over a more technically interesting ford and ascend into Glaisdale (that's difficult). Through Glaisdale we catch the start of Glaisdale Rigg at the north end of the

village. We pause by the first gate to catch a view of the village and dale set out before us in what is turning out to be a beautiful day - clear blue skies, cool and very little other traffic - ideal.

The Rigg itself is typical of most Riggings in North Yorkshire - hard, stony tracks, well defined usually with a cross roads or spur somewhere on it's length. We took the north spur, a muddy slot for quarter of a mile before ascending to form a cross roads. Rosedale to our left, Lealholm right and our next trail straight on into Great Fryup Dale. The lane itself is a steep overgrown double walled narrow track which having weighed up the ability of my group I felt they would see the funny side of, fighting our way through overgrowth for 250 yards. As the last 2 bikes emerged from the lane end strewn in the various flora and fauna of the hedges I left the scene to avoid the slings and arrows that can follow a sense of humour failure.

Northend Farm was our next destination, reached by a steep rocky climb out of Little Fryup Dale (my favourite in the moors), across Danby Rigg and down into Danby Dale. The sting in the tail was at the last gate - a daunting 4 foot drop onto the farm road, consisting of 4 steps (near vertical) with a 5 foot run off, stopping at a shed wall. None of which presented any real problem to the seasoned old veterans in the group, bikes that is, not riders!

The climb out of Danby Dale has been used without a problem by all and sundry for many years and so it was with some surprise I spent 10 minutes at the top of the climb, on the Blakey Ridge road, watching bikes being dumped and recovered. Reflecting on the lines taken by the strugglers I realised the value of local knowledge. A further short lane took us from Blakey Ridge into Westerdale.

By now we were behind schedule and I was starting to cut lanes out. Not only that, but questions of food and it's availability were being asked. Up to Westerdale cross roads I had hoped to stop for an ice cream but the van was nowhere to be seen. Too early in the season perhaps. Pressing on into Ingelby Greenhow through the ford by the side of the Norman Church up the steep twisting climb to the lane end which has a sign as close to way marking as North Yorkshire County Council can bring itself to admitting vehicular rights: Unsuitable for Motor Vehicles.

Two miles of road work brought us to our last lane before lunch at Great Busby, the village of our now deceased much missed Chairman Fred Garbutt. Fifteen minutes later we were stripped ready for action, lunch.

Remounted, refreshed and restarted, the first lane after lunch was a quick half mile from The Blacksmiths Arms, Swainby passing through the remains of Whorlton now a keep, deserted Church and extensive ditches and dykes scattered around the fields. Quietly through a field of horses exiting the paddock left into a lane bound by hedges before starting the muddy overgrown roller coaster the lane becomes on it's way to Faceby. My plan for

the afternoon was being heavily edited at this point. I wanted to finish about 5pm at Hawes and this was not going to happen with the network of lanes available from the last lane in the moors, Crathorne, to a point west of the A1. So, 20 minutes of road work brought us back onto schedule. We resumed trail riding 2 miles west of Scotch Corner. Just past the Gilling / Melsonby cross roads is a very small right turn for Aldborough which was in times past a cross roads. The left spur of the cross roads is now a well defined green lane. It is part of a growing list of lanes that research has uncovered as either missed off or deleted from arrest maps held by NYCC. Jaegger Lane had until 1930 held a county road number but no longer appears on lists of street. Bound by fences on both sides it can be overgrown almost to the point of being impassable. The large tree (since removed) across it certainly slowed the group down as we manhandled 6 large heavy cumbersome objects over it, and the bikes were quite a task as well. At Hartoft we turned right towards the A66, bearing a slight resemblance to a new age convoy strewn in flowers, stalks and seed heads.

A brief 10 minutes on the very busy and dangerous (13 deaths last year) A66 led us to Barningham, home to a very good darts team who play in what was a private house but which now serves beer. The Millbank Arms, whilst a pub, has not been converted so the bar is a set of 4 taps on the door to the cellar, the dart board is in the living room, dominoes in the drawing room, get the idea?

We leave tarmac at the west end of the village by means of a meandering lane which takes us out of County Durham back into North Yorkshire. Over yet another heather moor the tarmac road cuts through MOD land with firing ranges to the east. It is out of bounds to trail riders but not the bee keepers who park mobile hives on the moor around the road. Needless to say goggles were donned, cuffs buttoned and coats zipped up. At the Helwith cross roads we met one of the Teesside Group (Roy) standing by his XT350 which had shed it's chain around the front sprocket splitting the crank case, end of the day. As we were leaving, his wife arrived with car and trailer to effect a dignified retreat from the pool of oil the XT had deposited on the road.

About a quarter of a mile from Roy and the remains of his bike we dropped down into Washfold ford climbing out of the gully towards Hurst, a line of 5 houses on the edge of Fremington moor. It's a jumble of small slag heaps with the occasional smelting chimney breaking the skyline. This once employed over 1000 men in the mining and processing of lead. It's now preserved as part of our industrial heritage.

The climb from Hurst to the first gate was starting to show the shortcomings of my XT, the rear shocker had been losing it's damping for a while and was now starting to handle like a 4cwt pogo stick.

Over Fremington Moor we stopped at the excellent view of Swaledale at

Fremington Edge for a 10 minute breather, smoke, photograph or whatever depending on one's needs.

Dropping into Swaledale we head west through Reeth where the landlord of the Black Bull on the village green has hung the pub sign upside down in protest against national parks preventing alterations to the pub (new windows I think).

Crossing the Swale just outside Healaugh our next lane lies but 200 yards from the bridge. A narrow lane bounded by high stone walls it is one of a network of lanes known as Corpse roads. Records show this to be part of a route used by people to transport the dead from remote areas of Swaledale to Grinton (just outside Reeth) for burial on hallowed ground at what used to be an important Abbey in Grinton.

This lane emerges into a farm yard, like a lot of remote farm yards mildly chaotic with another lane leading off left by the farmhouse. The first gate has over the years become a puzzle of wire, string and pieces of small gates which after 4 or 5 minutes opens up onto a steep climb out of Swaledale on Harkerside. 10 minutes of narrow winding roads takes us out of Swaledale into Wensleydale.

Dropping into Askrigg we run the gauntlet of souvenir shops selling all things creatures great and small, this being the village where most of it was filmed, before leaving for the road signed 'Hawes 4 miles'. I feel the spirits of the group lift, thoughts of a bath and a pint floated through idle minds as we raced along the road only to be shattered at the next left turn as we head north for Bainbridge and the start of the Roman Road that linked it to the west coast before the M6 ruined things.

An all too quick 15 minutes of ancient highway took us to the hill above Hawes which if freewheeled could have you in Hawes in under 10 minutes, but no, there was one last trail to do. Yet another unmarked turn off the main road dropped us down to a crystal clear ford after which was a well defined track, muddy in parts, rocky in others and gates everywhere. We assembled at the last gate and, as the last bike pulled up I pulled off into Hawes to sign off and start the long ride home. Arriving at the car park I look back to find noone behind me. The last bike had contracted the one and only puncture of the day.

Once reunited I started the hour long journey back home which turned into one and a half hours as first the voltage regulator vibrated out of it's mountings to be followed shortly later by the split link splitting at about 40mph as a loose volt from the voltage regulator fell onto the chain. Back home at 7pm a quick visit to my brothers secured the use of a bike with both rear springing and damping, intact chain, no oil leak and luxury of luxuries an electric start - Part Two to follow.

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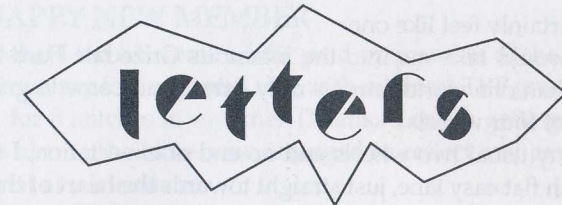
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THREATENED PASTIMES

I wish to bring to the attention of all keen TRF Members who are concerned about the potential curtailment of their chosen leisure pastime - which could very well come about if certain vested interests have their way - the emergence of the single issue lobbyist, or 'SIF' - Single Issue Freak.

Those TRFers who voted for this present government (and even those who didn't - who think 'I'm all right Jack, just razzing around the countryside on my bike') should be made aware that there are numerous single issue lobbyists at work. Some hiding under the camouflage of deceptive names such as GLEAM, Snow Drop, Sustans - there's a multitude and all with plenty of money!

Since May 1997, far more persons than those who currently trail ride in the U.K. have had their chosen leisure pursuit unfairly and rapidly legislated out of existence by this government (who is also, in my opinion, internal combustion engine unfriendly). Not only have law-abiding U.K. citizens, such as myself, suffered the loss of the long term leisure amenity and the confiscation of personal property, but also the threat of a 10 year prison sentence for even retaining the accoutrements of their hobby. Furthermore, this government will possibly go down in history for effectively banning one of the original 20th century Olympic sports from this country; i.e. target pistol shooting. Only those wealthy enough will be able to compete in this sport by travelling abroad (to virtually every other EC country). Will we law-abiding trail riders have to do likewise? Some of us do so already, at great expense, but by choice and without permission!

Some European countries have virtually banned motorised sports. Will this nanny government ban all pastimes that involve any form of fun and / or don't involve making obscene amounts of money? Perhaps we should take up netball / basketball or synchronised swimming? (both now Olympic sports). Will Trail Riding ever be 'acceptable'? And as for attending football matches, far too dangerous - but very convenient for revenue generation! But as long as you can still pay to ride your bike, motorised or otherwise, around the countryside, why should you care about someone else's loss?

D. C. Clegg

P.S. My XR 200RN is not for sale and the R80G/S is a great Axe Vale Trail machine.

OVER THE HILLS AND FAR AWAY

My fourth run since joining the TRF and I am still amazed by what I have been missing all these years. Not a veteran yet, but looking at all the bruises and grazes I have

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gained recently, I certainly feel like one.

Today's run would take me into the infamous Grizedale Forest. Wasn't this the place where more than one world famous rally driver had come to grief? and they had had the advantage of four wheels.

So with just my usual two wheels and no end of expectation, I set off. No gentle warm up, no smooth flat easy lane, just straight towards the heart of the beast. Half way up the first climb, I felt sure that I had either a flat tyre, loose bearings, broken suspension, no ability, or possibly all of these. Thankfully!!! it wasn't me or the bike, "Just the conditions". Was this meant to make me feel better? However, the best was yet to come. Having got up I had to get down and I made the mistake of trying to follow an XR powered mountain goat, down what seemed like a 45 degree rubble and boulder strewn drop. Whilst the 'mountain goat' casually pointed out attractive wooden sculptures to my left, LEFT!! I only had eyes for the front, about four feet in front! Things then got a little easier as we got out onto the open fire roads and I felt my heart rate come down to a more normal level. To be serious though, the trails through the forest are very beautiful and even though a little challenging when wet, they are still very enjoyable. I loved every minute, even the odd moment of sheer panic.

Our 'mountain goat' then said "we'll do one more lane before lunch". This was at 10 o'clock. The lane, Walna Scar road, (those of you who know this lane need no introduction to it), to those who don't, it is a pleasant gently sloping incline with one or two tricky bits. Ha!! After two hours, and lots of excuses, like "Oh, I was in second' etc., a broken lever and sadly, one burnt out clutch, we had covered the grand total of only one and a half kilometres. At this point our 'mountain goat' turned into the fourth emergency service, towing Mark and his burned out clutch back to civilisation. Good luck with the repair Mark.

As I had the map I led the way, though I did this rather nervously as many behind me had had more experience. Thanks for all the patience shown as I had to stop at every junction to check the way and I still got it wrong! But with a little team work we found the next lane, described to me as "starts with a nadgery little climb then it opens out into a cracking lane" and every word was true it did not disappoint. The start was very "nadgery" and almost every one felt the need to lay their bike down for a rest! every now and again.

Thankfully lunch was next and our 'mountain goat' re-appeared from AA duties to take over. We finished the day with more excellent lanes before returning to the cars for a quick trip through a stream to wash the bikes off. Where you truly managed to stall right in the middle of the deepest part. Presenting a perfect target for ex-friends to assist with the cleaning of my bike by riding past until it and I were thoroughly clean. Thanks Gary and Andy - great job!

Finally, thanks to everyone for a great day out and especially our 'mountain goat' who is otherwise known as the 'Alzheimer Kid'. Does it just keep getting better and better.

Ed

Of course it does!

Thanks again! *John Sleaford*

ANOTHER HAPPY NEW MEMBER

It is only recently that I have become a fully paid up member of the TRF. This is despite falling off last year on my first ever trail ride with my local TRF group, when I had to be taken to hospital for 8 stitches in my knee (Thanks Leo for getting me there despite a blow out! Thanks also to the bloke who arranged to collect and garage my bike until I was able to collect it at a later date)

So failing to be too perturbed I obtained a local runs list and set off once again to enjoy the trails. Thankfully, I did not fall off and I had a thoroughly enjoyable day with friendly and informative company who were only too willing to offer advice, encouragement and their valuable time in offering to take me out again on an evening to investigate some more local trails. So, I would just like to say a BIG THANKYOU to Leo Crone, Roy Preston, Richard, Mark and Russ of Teesside and North Yorkshire TRF.

Jane Edmond

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YAMAHA XT225 SEROW 1987, 17500kms, good condition, tool bag, Acerbis hand guards. £1100. Tel: Wells 678925.

YAMAHA SEROW 225CC 1993 rear disc model, carrier, tool kit, super cond., possibly the best available at £1950 ono. Tel: 01531 820778.

HONDA XR200 1995 "M" reg. 12 months MOT & tax. £1600. Tel: 01943 466184/0468 893568.

HONDA XL250RF "E" reg 1988, mint, original condition. T&T. £1175 ono. Tel: 01538 360844.

YAMAHA SEROW XT225 "E" reg. 13000km. Excellent condition. Tax, MOT, £1350. Tel: 01403 255875.

HONDA XR250 1998. 350kms. Immaculate, UK model. Genuine reason for sale. £3050 ono. Tel: 01937 588746 (W. Yorks.).

KAWASAKI KLX250 1996. 2000 miles. Excellent condition. £2500. **SWM175** 2-stroke enduro Rotax engine. Up and running. £500. Tel: 01865 326840, Mobile: 0850 491740 (Oxford).

YAMAHA XT350 1988 "F" reg, T&T, 520 chain conv, micron and original pipe, too many spares to list. £1000. Cardiff 01222 213737. Phone for details.

YAMAHA XT350 "C" reg, new tyres, Scott oiler, heated handlebars. Well maintained and very reliable. £800 ono. Tel: Andy on 01993 703792 (Oxon).

SUZUKI DR350SE electric start. "N" reg late '95. 2400 miles. New MT21s, spare tyres, trail use only. Service history. Excellent condition. £2800 ono. Tel: 01420 562348 (Hants.).