

## GROUPS

**AXE VALE** Gwyn Thomas, Tel: 01749 675294  
2nd Mon, *The Star, Star (A38), Nr. Shipham, Somerset*

**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 Thurs, *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 Thurs, *The Ship, Wadebridge*

**CUMBRIA** Richard Smith, Tel: 015394 33470  
2nd Tues, *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 Tues, *The Welcome Stranger, Bickington, Nr. Newton Abbott*

**DORSET** Paul Jackson, Tel: 01305 772208  
1st Tues, *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 Tues, *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 Tues, *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 70680  
1st Tues, *Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese, Buxton*

**ISLE OF WIGHT** Mark Gregory, Tel: 01983 867730  
1st Thurs, *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 Tues, *Hindshead Pub on A49, Charnock Richard*

**LINCOLNSHIRE** Alan Wilkinson, Tel: 01529 460793  
4th Thurs, *The Queens Head, Kirby-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 Tues, 7pm, *Just Harleys, Sandycroft, Newcastle-upon-Tyne*

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

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

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

**RIBBLE VALLEY** Peter Higham, Tel: 01200 424947  
2nd Tues, *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 Thurs, *Ring for Details*

**SOUTHERN** Russ McDermid, Tel: 01703 812371  
3rd Tues, *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 Thurs, *Welsh Institute of Sport, Cardiff, 8pm*

**SOUTH WEST WALES**  
Mark Rowntree, Tel: 01792 844316  
1st Wed, *Lodge Gorseimon, 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  
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 Thurs, *Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford*

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

**WORCESTERSHIRE** David Gunter, Tel: 01905 616400  
3rd Tuesday, *The Fox at Bransford, Worcs.*

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



Patron: Lord Strathcarron

# TRAIL

OCTOBER, 1998

No. 242

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

EDITOR: Fred Ellison.

Karen Wilson, Peak Group. Photo by Dave Brown

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

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TRF Website <http://www.trail.freeseve.co.uk>

## MAGAZINE ADVERTISING

### DISPLAY ADS:

Rates: Full Page £80.00 Half Page £45.00 Quarter Page £25.00

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Call Aelwood Finch, 8 Hallowell Down, South Woodham, Ferrers, Chelmsford, Essex, CM3 5FS. Telephone: 01245 329118, Mobile: 0374 471251.

### MEMBERS CLASSIFIED ADS:

3 lines - FREE OF CHARGE Enclose membership number

All Commercial advertising to be paid for - £1 per line, £5 minimum.

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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.*

## EDITORS

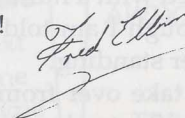
It's AGM time again.

We are a democratic organisation, but this is the one time in the year when everyone in the TRF can get together, choose our Officers and decide what direction we wish our Fellowship to take. Your input and vote are wanted and indeed needed.

If you don't exercise your right to influence our future you can't really object if the decisions taken are not to your liking. So please make the effort and be there. After all, it is YOUR club.

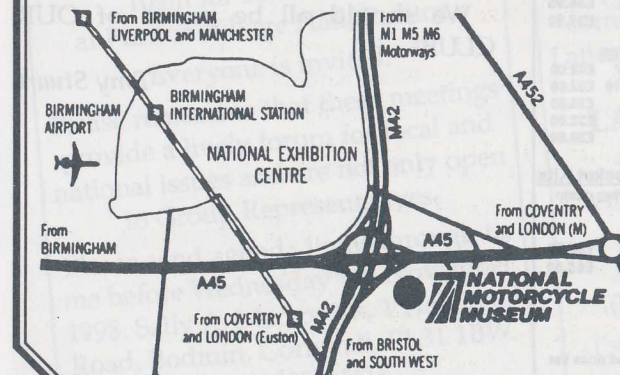
It's nice to receive a letter of appreciation, this one from Ron Pickarby who particularly liked Rodger Davies' article on the Isle of Man and with reference to Alan Hodson's Ramblings Part 2 he has a copy of "The Complete Book of Trail Bike Riding" by Frank Melling which he will part with for a reasonable donation to The Fighting Fund. Ring me and I will pass on the offer - make it a good one.

Here's mud in your eye!



## TRF 1998 Annual General Meeting

On Saturday 31st October  
At 10.30 a.m.



**Crows Nest  
Suite  
NATIONAL  
MOTORCYCLE  
MUSEUM**

## Chairman's Chat

You will hopefully be receiving this copy of Trail about a week before our AGM on Saturday the 31st of October.

There are going to be quite a number of changes to the National Executive Committee.

As I had already made clear previously, I will not be standing for re-election. Jonathan St. John, who is our National Secretary, has indicated his willingness to stand for the Chair. David Giles, who was a previous TRF Chairman has also stated that he would be prepared to stand.

Although, at the time of writing, I have not received any nominations for the post of Deputy Chairman, I hope someone suitable will step forward.

Graham Stratford is stepping down as Membership Secretary and John Pritchard from Herts Group has indicated his willingness to stand for this post.

Steve Neville is also stepping down as our National Rights of Way Officer. Although the post has been discussed with a number of people, at this stage we have no definite nominations, although I am told that Richard Marshall - my predecessor - is prepared to consider standing.

Jeff Ward wishes someone to take over from him as Display Equipment Co-ordinator - see article on Page 6 in September Trail. Please let me know if you are interested.

Therefore, quite a few changes to the team you entrust to run your Club, so if you have any strong opinions to express, or wish to influence the selection of Officers, do your best to get along to this AGM.

We now look forward to the future - and the Millennium - from a position of strength and with a good team.

We should all be proud of OUR CLUB!

Tony Stuart

## KIR Trail Sport

### Off-road Tyres and Accessories by Mail Order

#### Bridgestone Enduro/Trail Tyres

ED01	(front Trail tyre)	3.00 -21	£32.50
ED02	(good all-round Trail tyre)	4.60 - 17	£39.50
ED02	(as above but 18")	120/90-18	£45.95
ED02	(fits KDX200/250SR imports)	100/90-18	£45.95
ED03	(road legal front Enduro tyre)	3.00 - 21	£33.50
ED04	(excellent for 125/200cc bikes)	4.10 - 18	£38.50
ED04	(for 250 bikes and above)	120/90-18	£45.95
ED12	(USA spec Enduro tyre)	120/90-18	£45.95
ED15	(as ED12 front fitment)	80/100-21	£34.95
ED16	(all terrain rear tyre 100/100-18)	4.60-18	£37.50

#### Barum Trials, Mx, Trail & Enduro Tyres

C20	(good all-round Trail tyre)	130/80 - 17	£42.00
C14	(hard wearing off-road tyre)	4.00/4.25-18	£32.50
C16	(good all-round front tyre)	3.00 - 21	£28.50
TR1	(Trials type rear tyre)	4.00 - 18	£32.00
C11	(the legendary Stoneking)	120/90-18	£36.50

#### Trail & Enduro Bike 'O' Ring Chain/Sprocket Kits

All kits supplied with Quality RK Japanese 520 'O' ring chain  
Hard wearing Steel Front and REAR sprockets.

RMX250, DR350, KDX200, XR250, KLX250, Serraw	£64.50
XR400, XT600, KLR600, KMX125/200	£65.50

All prices include VAT  
Chain and Sprocket Kits Delivery Only £3.95

EAST MIDLANDS TRF GROUP MEMBER

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

Telephone : 01949 850530 (anytime)

## NOTICE BOARD

### Northumberland Group

Change of venue and time:  
Just Harleys, 3 Dinsdale Place,  
Sandyford, Newcastle-u-Tyne.  
First Tuesday, 7pm - 9pm

### Pointers on Crete Please

I am going on holiday next  
May to Crete. Does anyone  
have or know of any OS type  
maps of Crete or has  
somebody been there who can  
give us a few pointers?  
Mark Bullock 01283 516273

### South Western Region

#### Forthcoming Meeting

Saturday 7th November 1998  
10am for 10.30am start  
at Puriton Village Hall, Puriton.  
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.

Please send agenda items through to  
me before Wednesday 4th November  
1998: Sally A. Madgwick, 1 Halgavor  
Road, Bodmin, Cornwall, PL31 1BW.  
Tel: 01208 74411.

E-mail s.madgwick@Plymouth.ac.uk

### Lane Clearing in East Sussex

A number of 4 x 4 Clubs have embarked  
on a programme of clearing some of the  
overgrown lanes in the County.

These working parties take place on the  
4th Saturday of the month starting at  
10am. (Currently concentrating on lanes  
around Arlington, meeting at  
grid ref: TQ 550070 - Sheet 199 -  
Eastbourne & Hastings.)

Any additional assistance appreciated and  
of course we will all benefit from the  
work carried out.

For further info. contact Clive Westwood,  
AWDC East Sussex RoW Representative,  
Tel: 01892 652403.

Brian Read

TRF S. Eastern Regional Co-Ordinator

### Please Note: New TRF Internet Site

<http://www.trail.freeserve.co.uk>

The detail of the two riders & the  
signpost in the bottom right hand  
corner of the "Caring for Green  
Lanes" leaflet has been copied and  
is available in

### LASER CUT OUTLINE

at a very reasonable cost.  
It measures 10" x 12" and looks  
good on my camper van!

Any colour, any size  
(but size change costs more)  
I've had lots of good comments  
since fixing mine!

Details from Colin Patient.

# MAP READING

Right, so you have the bike, the boots and the helmet but you don't know where to ride. You have shown it to all your friends and let them have a sit on it, had a run down the town centre to turn a few heads and you never miss the opportunity to run through as many road side puddles as you can find just to get some mud on it. Each night when the wife is not looking, you nip in the garage and run your hands over that testosterone filled petrol tank. God, it's a handsome beast.

But it's not really trail riding.

So, how are you going to get on the trail?

Well, you have done the right thing by joining the TRF. You've been to your first meeting and been baffled by all the jargon - TROs, UCR, RuPPs, even BOATs. What on earth are they talking about?

Then they get to the interesting part - RUNS. Now then, this sounds all right, a trip up to Borrowdale. Be at Tebay for nine thirty and for anyone not sure where it is it's at 91/615.049. What's this, more secret code? No, it's what is known as a grid reference. To understand it you have to learn how to use your maps. We are not talking here of your A to Z of Manchester or your road atlas of Britain but Ordnance Survey maps. We use the Landranger Series at a scale of 1 to 50,000 or one and a quarter inches to the mile. They are pink in colour and in the old days, pre-decimalisation they were known as 1 inch to the mile. These have just enough information on them and are large enough to allow a good day's trail riding without having to carry too many maps with you.

The national grid is an imaginary grid or square box system drawn over Britain with a total of 91 boxes each with it's own two letter code. So if I said to you I will meet you at Tebay grid N.Y you would know it was somewhere in this 100 x 100 kilometre (60 x 60 miles) square, but not exact enough to find the car park. Ordnance Survey maps subdivide these squares into 10 kilometre squares and on the Landranger maps they are divided into 1 kilometre squares. So by introducing a numbering system to the grid we can pinpoint a blade of grass on any moor in any part of the country, that's providing the blade of grass is 100 metres wide.

So let's have a look at how this all works.

Each Landranger map covers an area of 40 x 40 kilometres (24 x 24 miles). It's less than the main grid so we can't use the two letter code to identify the map. Instead we number the maps 1 to 204. The Shetland Islands start the ball rolling with maps 1 to 4 and the South West corner of Cornwall stops us from falling into the sea with maps 203 and 204. Tebay sits nice and quietly on number 91. Now comes the part where most trail riders lose interest. You have to go out and buy a map. Go on, get down to W. H. Smiths and get one bought.

It's only a fiver and there's nothing quite like a brand new map. You would not believe some of the old tatty maps that some people have. One chap I know still uses old one inch to the mile maps and draws on the new motorways with blue felt tip pen because the motorways had not been thought of when the map was printed.

Open the map out and look all around at the edge of the coloured area of the map and you will find a series of numbers coloured blue. Always start looking at the grid numbers from the bottom left-hand corner of the map. Maps of this type are always printed with north at the top, so the numbers running along the bottom from left to right are called eastings. Consequently, the numbers running from the bottom to the top are called northings. Let's have a look at the grid reference for Tebay car park again. Map 91-615.049. The first numbers are the map numbers - Map 91 Appleby-in-Westmorland area. The last six numbers are the easting and northings. Eastings are always given first in a grid reference. Take the first two numbers of each reference - 61 and 04. Look at the numbers at the bottom of the map (eastings) and find 61. The car park must be between 61 and 62 but we are not sure how far up the map it is, so do the same with the other reference (northings). Start in the bottom left hand corner and look up the map until you find 04. Put your right finger on 61 and run it up the map and your left finger on 04 and run it across the map. When your fingers collide you have found the grid square we are looking for. We have now found Tebay but the car park could be anywhere in this square. This is where the third number of the reference comes into play. Split this square up into ten more imaginary lines. Count across five lines and count up nine lines. Where these points cross is the exact location of the car park and if you look very closely you can see Alan Hodson (old git) eating his customary fried egg muffin in the cafe waiting for the rest of us to arrive. So come on, get your skates on or we'll be late.

In case you forget which order the references are used remember you always go in the house before you go up the stairs.

Enjoy your trail riding.

*Phil Lord, Lancs. Group*

## Riding With Roger (Harris that is) - THIS MONTH'S TIP

Safety wire the spokes where they cross. A short spoke is stronger than a long one and by doing this you are making the spokes half their original length.

## Saved By The TRF!!

I write this letter by way of a thank you to all concerned and I hope an encouragement to those members who feel that our Fellowship is losing its way or maybe disagree with their views. I have been a member of the T.R.F. for many years and have never taken the time to rationalise why I pay my subscriptions each year, never needed to really. It's just nice to belong to a national group of people who go about their legitimate business and are willing to share their knowledge of different parts of the countryside with the like minded, dismissing all the other business of support by the T.R.F. in the event of you being pursued by an over-zealous landowner who is prepared to put his money where his misguided opinions were, because "I only used legal rights of way". Oh! how misguided I was.

Two good friends of mine from the Essex group wanted a quick guided tour of Hertfordshire. So off we went, onward down RUPP? (name changed) I had never been down this RUPP before, but had heard it spoken about many times. We came across a sign on a gate saying "Private, no vehicular right of way". We checked the map and went on through the gate until we came across a farm house and yard with no apparent exit, so we retreated to check the map. Whilst doing this a man and lady came out shouting and taking pictures of us. Fame at last I thought, but alas, apparently they wanted the pictures for evidence in court. "But this RUPP has vehicular rights" I exclaim, "just look at the map", hoping that Roger Harris's magic map trick would work. "It doesn't" said the man, "did you not see our signs on that gate". "Why yes" we replied "but it is not a sign that we have ever seen in the highway code". "No" said the lady "but it is a proper sign, we had it made". So we begged to differ and agreed to leave his property along the most direct route, down the RUPP. "No" said the man. "If you go that way you will have to run me over first". "Fine" I thought, but thankfully my two friends from the Essex group declined to join me, realising that this option may not be the most sensible way forward. So we shook hands with the man, who had by this time asked his wife to go in and call the police, and left. I hear you say "what cowards you are", but the man was most confident and we thought that we do really need to have seen the evidence ourselves before making an issue.

The next day I phoned the Council who said "oh yes, that RUPP, we can confirm it is a RUPP" and carried on to tell me nothing that we didn't already know. When I spoke to the Herts Group ROW Officer he confirmed that they had evidence that vehicular rights of way existed and that he would liaise with the Local Authority.

So now all is forgotten - until a letter arrives on our doorsteps from a firm of solicitors stating that the gentleman we had met on the said RUPP was going to take legal action against us in court, suing us for damages and getting an

injunction to stop us trespassing and riding that RUPP, unless we agree to sign a piece of paper to say that we promise not to trespass there again. Panic, panic, this could cost lots of money in expenses. Maybe we should just sign and forget, but no, why should we be bullied.

I phoned Steve Neville, expecting as you do with most insurances and associations who promise support to hear the person on the other end hum and ha and say "oh yes". But no, I got a firm response and a really positive attitude. He told me to check the records in County Hall again and if we were positive there would be no question that the TRF would fund the case on our behalf. My next step was to contact, once again, the Herts. rights of way officer, to find out the correct way of obtaining the needed information, to be told that he and his assistant R.O.W. officer were doing a lot of research on all the RUPPs in the area and had concentrated their attention on this particular one, just in case we had a problem.

We are now, thanks to the TRF, in the happy position of not having to sign anything, (that certainly isn't true) because we couldn't afford to risk going to court. Solicitors have been appointed and the outlook is no longer one of panic, but one of relief.

The moral of my story has to be don't mess with the TRF because they are a well organised fellowship in the true meaning of the word. So don't forget to pay your subs.

We don't want to name all the folk who have helped or advised us because we don't want to implicate them, but thanks. Just watch this space!

The following poem is my father's solution to our problem.

*John Pritchard, Herts. Group*

Ed.

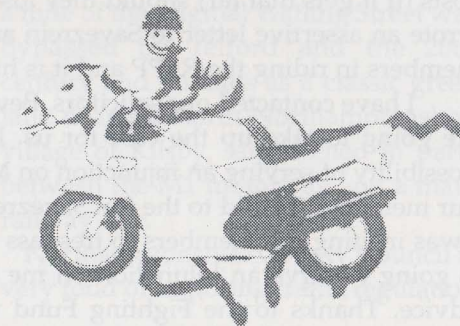
See also report from National Rights of Way Officer

If you ride along a RuPP,  
Do not wake the natives up.  
Or they'll come out and shake their fists  
And claim they're conservationists.  
Who'll protect their farm by legal means,  
From noisy Japanese machines.

You have, it seems, paid scant regard  
To signs that say that you are barred  
Walkers and horses are OK  
But nasty motorcycles - nay, nay Nay!  
So why not take the easy course.  
Make your bike look like a horse.

Paint the whole thing chestnut brown.  
Mount the handlebars upside down.  
(This should help increase the height).  
Stick a tail on the rear light.  
Ride like Gentlemen Patrollers  
Change your crash helmets for bowlers.

You'll find the benefits are huge  
From this simple subterfuge.  
No longer will you be a pest  
Just one of the "Quality", one of the Best.  
A fox hunter, just hacking by,  
On a Honda hunter, twelve hands high.



# RoW NEWS

## RoW OFFICER'S REPORT

Just when I thought that I could enjoy a quiet wind-down from the National Rights of Way Officer's post a rather nasty little problem has reared its head. Since the situation has become potentially litigative as you will see, I will modify the names of the parties involved.

I had a call from a TRF member, who we shall call John, saying that he had had a nasty contra temps with a nearby householder/landowner type on a RuPP, whom we will call Mr. Block. Mr. Block stopped John and two pals (also TRF) who were riding this RuPP as it passed through his farm.

"You have no right to be here, can't you read my 'no right of way for vehicles' sign?" says Mr. Block.

John was polite but verbally asserted his right to be using the road. It's a RuPP and has a whole pile of historic evidence indicating that vehicular rights exist.

"I'm going to take you to court" says Mr. Block, and took the registration numbers of the bikes.

A few days later the riders received letters from Mr. Block's solicitors which we shall call Savezrein and Partners. This demanded that they sign an undertaking to relinquish their rights to ride the RuPP or else Mr. Block would instruct them to sue our members for trespass and damages! One may also ask how Mr. Block obtained details of John and his pals addresses. Heard of the Data Protection Act DVLC?

John asked me for TRF help. I said that we can instruct a solicitor to represent him and his pals and that the Fighting Fund will pay for their court costs (if it gets that far) should they lose, so long as we know the actual risks. I wrote an assertive letter to Savezrein and Partners saying that we support our members in riding the RuPP and it is his client who is breaking the law.

I have contacted our solicitors, Bevan Ashford and Partners, in Bristol who are going to take up the case for us. I have instructed them to look into the possibility of serving an injunction on Mr. Block stopping him from obstructing our members. To add to the fun Savezrein and Partners wrote to me saying that I was inciting my members to trespass on their client's property and Mr. Block is going to serve an injunction on me stopping me from giving my members advice. Thanks to the Fighting Fund we are in a good position to take this

further.

DETR has written another of its non-committal letters about vehicular rights on unclassified roads. It says that they cannot offer any guidance which is applicable in all cases over routes known as UCRs. Also that any questions about the status of such routes and their rights will need to be resolved by Highway Authorities. Given the usual chaos on definitions that exists within Highway Authorities there is not much chance of anything sensible being decided.

I have just had a look at our updated web site, created by Bill Richards of the Gloucester Group. It's an improvement over the previous good, but incomplete, effort started by Pat McGuire. The TRF will pay for some web space and a better URL. Perhaps we will demo it at the AGM.


As you read this our AGM will be imminent. I will not be able to make the meeting but hopefully I have found a proxy to give my report. Despite giving many months notice and a job description in Trail I have received almost no contact about what the job entails. I wish we could generate a few quality volunteers. This was the idea behind my "Rights of Way" seminar in December as a hand-over on rights of way to the new Officer.

*Steve Neville, National Rights of Way Officer*

## WATLING STREET SAVED FOR THE NATION!

Watling Street is one of the four chimini regales (Royal Roads) that enjoyed special protection as far back as the reign of Edward the Confessor. Parts of the old Roman Road form the basis of Thomas Telford's London to Holyhead mail road and, more recently, the A5(T) trunk road. A stretch of about a mile of the original Watling Street was bypassed by Telford and the 20th century and remains as a classic green lane near the north-Northamptonshire village of Kilsby, sandwiched in parts between the M1 motorway and a main railway line.

Northamptonshire County Council is very fond of imposing traffic regulation



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orders on byways (and footpaths and bridleways) and many green lane enthusiasts will know the long and rather sorry saga of Banbury Lane and other ancient roads in the area. For a while Watling Street had a TRO that prohibited motor vehicles other than motorcycles, plus horse-drawn carriages. In recent years that got progressively screwed down to prohibit all traffic except pedestrians and even these were unlawfully obstructed by locked gates, making this ancient road effectively a total no go area.

Why? The usual excuse of 'there are no funds available' (there seems no shortage of money for creating 'new' cycle tracks though ...) was trotted out. So a disgruntled user served a notice on the County Council under s.56 of the Highways Act, 1980. This did not draw the necessary (or expected) response from the county, so an action was launched in Northampton Crown Court for an order requiring that this ancient highway be repaired 'for the ordinary traffic of the area'.

After a period the county buckled down, conducted an engineer's investigation and made repairs along almost the whole length. This positive action meant that the court hearing could be abandoned a mere 22 hours before the parties were due before the bench. Presumably now the road is repaired the county will review the current TRO and make appropriate changes. That is not something the s.56 process can dictate, but, at least, one excellent ancient road is available to the public's enjoyment again.

## MONKET BANK

- Unclassified Road now under a TRO - North Yorkshire

### Site Visit Report

You may be aware that North Yorkshire County Council has imposed a traffic regulation order on the mile+ unclassified road that climbs the steep fellside from Monket House (GR 100-660972) to join/cross the former turnpike on Rudland Rigg at 641975.

The TRO is actually imposed only on the eastern/lower/steeper half of the road, but with a TRO roundel sign at the Rudland Rigg junction, bearing a plate 'half mile ahead'.

The signage is the standard 'no motor vehicle' sign. The statutory notice on the bottom gates states that the order is actually for 'no vehicles'.

Rudland Rigg itself has plainly had recent drainage work carried out at and near the junction. Both it and the top half of the Monket Bank road are in superb condition: classic stone-surface 'Yorkshire UCRs'.

The bottom half of Monket Bank has suffered for some years from landslip and natural erosion. This does not appear to have got significantly worse recently. Only the very bottom stretch, where the road is something of a hollow

way, shows any signs of motor vehicle impact, with parallel wheel ruts. The whole bottom half of the road has lost some, or all, of the stone top dressing, although it is apparent that all the road was once well-made and maintained. There are the remnants of long sections of post-and-tube roadside fences.

The bottom section of Monket Bank would not be a straightforward proposition in a car, but is entirely usable by trail bikes (as it has been for many years). Indeed, it is vastly more difficult for pedal cyclists and horse-drawn vehicles, both of which are not, apparently, prohibited by the order.

The county engineer of North Yorkshire has written, in respect of another out-of-repair UCR, that the county has no budget for repairs, but will not entertain the use of volunteer labour and is using permanent TROs instead of making repairs.

In the view of this observer, there is absolutely no visible good reason for prohibiting motorcycles from Monket Bank on any sort of 'safety' or 'damage' grounds, whilst not prohibiting pedal cycles and horse-drawn vehicles.

*B. Jack Metcalf, Knaresborough*



*Photo by John Buswell - NCC Repairs Underway*

## nice weather for ducks

I seem to pick all the days when the weather is bad to go trail riding and my last trip was no exception, though to be honest I should have expected it. How often do you go to Wales for the sunshine? This was a trip I had been looking forward to for a long time, The Berwyns, and as my friend's Welsh auntie had told him "They're not hills, they're mountains". This had only served to increase my anticipation.

The rain started just near Chester and got heavier as we moved on. I had a moment of fleeting hope in the car park at Corwen as the sun came out for a while, but it didn't last.

As we set off toward the first lane I got that same feeling of excitement and anticipation I always get at the start of any day's adventure. I blame this, a change in tarmac and a thin layer of cow dirt, for the fact I dropped my bike at the first corner. Angry, embarrassed and a little shame faced I kicked my foot peg back into shape, had the usual fight getting my DR to start again and set off.

I would like to describe the wonderful lanes we rode in detail but due to the low cloud, driving rain and diabolical visibility I can't say I saw that much during the morning.

To any passing car drivers we must have looked like a bunch of squinting short sighted madmen as we rode along, goggles long since discarded due to the mist, steam and mud.

Highlights of the morning: First, Andy Holt's save of the day, which I had a perfect view of from just behind, as his rear wheel locked up at just the wrong moment sending him into a flurry of frantic correction on a steep rocky bend before he miraculously found a hole in the dry stone wall on his right and shot out into a handy field. The other, watching as we all tried to get up Cadair Bronwen with a

very wide range of styles and differing levels of success and then noticing how some people seemed to be poaching in the heat of their own exertions.

We rode on towards lunch through some of the heaviest rain yet, so that when we finally got to the cafe, I began to wonder if I should have brought trunks instead of riding gear. At the cafe we all did our best to leave the water outside, but I soon noticed that each of us had deposited a very large puddle around his chair and turned the floor into an assault course for the OAPs who had stopped for tea at the same time.

After lunch I again had flashes of hope that the rain would stop but they were premature and it was soon chucking it down again. Still, as one wit pointed out, "the weather could have been bad"!!

As I stood by a gate in the middle of someone's farm yard waiting for the rest of the group, who were being verbally accosted by another farmer for being on the wrong road, I noticed the owner of this farm yard return. As a large and burly farmer stepped from his Pickup I was already rehearsing the expected confrontation. However, I was wrong. He wasn't at all bothered about my being on the wrong road or in his farm yard and very kindly looked at the map showing me where we had gone wrong. When I explained that I was waiting for my friends and told him where they were he laughed sympathetically saying "yes, he doesn't much like bikes I'm afraid". I suppose as someone who

enjoys a sport that suffers from people's preconceived perceptions of the kind of people who ride bikes, I should learn not to make judgments of others in the same way.

Anyway to press on, some further memorable lanes saw us up and down quite a lot of the local hills and out onto the edge of some beautiful valleys before the rain finally began to stop, allowing me to appreciate some of the wonderful views I had missed all day and leaving me with a desire to come back again on another more pleasant day, some hope!!

*John Sleaford, Lancashire TRF,  
(Tired Rainy Fanatics)*

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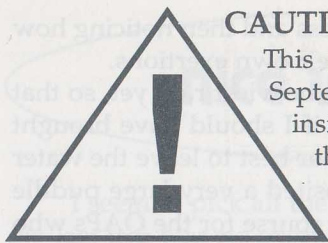
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### CAUTION - A TIP THAT COULD GO WRONG

This is a cautionary tale regarding "This Month's Tip" September issue, concerning keeping a length of plastic pipe inside the handlebars, presumably to syphon fuel out through the filler hole in the tank, should you or your mate run out. Sounds like a good idea!? or is it?

Some years ago my neighbour ran out of petrol, got a length of pipe and a can and attempted to syphon some fuel out of his son's car. After one or two unsuccessful goes the vapour, now filling the pipe, caused him to cough just as the petrol arrived at the end in his mouth. The act of coughing forced the fuel into his sinus system, around the back of his eyes, and into his inner ear. The petrol actually ran out of one ear!

To describe the pain this man suffered as agonising would be an understatement. Once discharged from hospital he eventually recovered, apart from suffering from vertigo due to the permanent damage to his inner ear.

If you do run out of petrol, just pull the 'carb end' of the fuel hose off and drain some petrol into any container you can find.

*Frank Kitching, Teesside, North Yorks. Group*

## 1999 TRF Calendar Photo Competition

***Please send in your colour photographs if you think that they are suitable for next year's TRF Calendar, are of good quality and suitable for reproducing to:***

***Mr. Fred Ellison, Sheepcote Farm, Moor Lane,  
Wiswell, Clitheroe, Lancashire, BB7 9DG.***

***ASAP - Time is catching up on us.***

## THE STORY OF MY KLX300 - Part 2

In my last ramblings about my KLX I said I would let you all know how the bike has managed.

After riding the bike in Scotland for a weekend I had definitely decided the bike needed some serious work doing on the suspension. I had thought beforehand that I might need some reworking of my suspenders, so I decided to go the whole hog and upgrade the front and back suspension. At the time of ordering my parts for the kickstart from the States I also ordered a set of heavier duty springs for the front forks. In England you can only get the next heavier spring for the forks on a KLX and, as my name implies, I'm no light weight. The springs I got from the States were 2 sizes up from standard. There were also a couple of washers labelled 'extra spring compression'. After fitting them I noticed an immediate improvement. With the old springs the forks couldn't handle any type of terrain without making the bike feel very twitchy and downright dangerous. I couldn't ride the bike the way I like to without being worried about being thrown off because the suspension couldn't cope. A couple of weeks later I bought a heavier back spring and went from a 5.4kg spring to a 6.0kg spring at the back. With the old spring I had to crank the preload on the shock right up to get my correct sag when I was sat on the bike, but I had to wind the spring up so much that when I wasn't on the bike there was no static sag, therefore the back end of the bike was kicked up in the air, which ruined the excellent steering of the KLX. In a recent Dirt Rider (an American dirt bike mag.) they had a test of all the fourstroke enduro bikes available, including the new Yamaha WR400 and the Husaberg 400. They rated the KLX the best steering bike they had ridden. They also mentioned the lack of ground clearance and that the KLX gave away 100cc to most of the other bikes, but they rated it above other race bikes for trail riding.

Anyway, back to the point. With my new spring on the back I set off on a trail run in God's own trail riding area, the Yorkshire Dales. At first the bike was very choppy on small rocks and felt a bit like my old KX250, i.e. the suspension doesn't start working until you're going too fast for your own good. At the first stop I softened my compression damping to allow for a harder spring and the bike was a lot better. It was still a little bit choppy on slow technical going, but that's the price you pay for having better suspension. I can now go at a decent speed and hit anything I like, i.e. boulders that you don't see, and the bike remains stable. Having the stiffer suspension allows me to enjoy the bike more, to have more fun when you want to be able to jump bogs, to drop off ledges and do all the fun things that I like to do on my bike.

Anyway, that's me finished waffling again. I'm sure I'll think of something to send into the mag again soon.

*Happy trail riding, Sumo, Ribble Valley Group*

# letters

## BORN AGAIN BIKER

As a juvenile geriatric 'born again' biker with nothing to prove - been there, broken that, fallen off that, torn the fee shirt - I am more than happy to leave the North Face of the Eiger and White Water Biking to those in the Premier Division, who, unlike me, are still young enough to 'die young'.

RuPPs and County Class 5s are all I need to get out and enjoy a day out - nothing too narrow or the stabilisers catch in the hedge!

Where do I 'sign up' for Division 2?

*Michael Morralee, Cheltenham*

**Ed.** What happened to your ambition - you can still go for promotion to Division 1 whatever your age. You know what they say about old trail riders!!

## IN AGREEMENT WITH EASY TRAILS

I must say how much I agree with Ted Scott on the subject of "Easy Trails" (Trail, August). I recently joined the TRF after limited off road riding and was looking forward to my first organised trip.

I turned up on my pristine KLR250 to be met by a bunch of riders on battered Enduro type bikes. Unlike me, they were also shod with knobby tyres, a point they also made. Not long after setting off we hit the first bog and the bike disappeared up to it's hubs in the black sticky mess. After pushing and pulling our bikes through this obstacle, the rest of the day followed a similar pattern of mud, cow slurry and a few steep rocky inclines. At the end of the day we had covered a lot of miles, I had fallen off 5 times (no wonder some riders wear body armour), dented my tank and collected a few bruises along the way.

I arrived home exhausted and looking like the Creature from the Black Lagoon! Despite all this I did enjoy the day out and it taught me a lot about the skills needed for serious trail riding, but in future I would like a choice between "Easy Trails" as Ted Scott suggests, as opposed to a feat of endurance.

*S. A. Vernon, Swinton*

## WITH REFERENCE TO 2ND DIVISION TRAIL RIDING

I can sympathise with Ted Scott's worries about the severity of trails. I've only recently got back into trail riding after a ten year break. That made me wary. Riding a BMW R80 G/S makes me even more wary. I'd like some kind of grading

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system so that I can be sure of getting out alive. A grading system sounds good but it needs to take account of machinery, weather and rider variables, including two-up riding.

The scale would need at least five points. Might I put forward the following for discussion.

1. Very hard. Lightweight solos with experienced riders. Group travel recommended.
2. Hard. Any solo with experienced rider. Group travel recommended.
3. Medium. Challenging for novices who want to learn. Experienced two up riders. Group travel recommended.
4. Easy. Good for novices and passengers to learn on. Group travel not required.
5. Very easy. Suitable for large trail bikes. Full knobbles not required. Group travel not required.

The system would still be fraught with problems. I'm sure expert skiers only consider black runs and have their own unofficial grading system within the black sector, but relating the trail grades to machinery and novice/expert/two-up rider level might just work, with TRF members visiting and riding with other groups to ensure compatible ratings across the country.

Taking weather conditions into account would be more difficult, especially as we've had nothing but Spring and Autumn weather in the Peak District for the last 12 months, but how about a season rating like on sleeping bags, i.e. '4 season' is for all year use; '3 season' is not recommended in Winter; '1 season' is only suitable in the Summer?

I'm not saying any of this is any good as I've only been working on it for half an hour, but thinking about my local trails and my few riding mates I might have a bash at grading some of the lanes and see how it goes down.

*Steve Rutherford, Hope Valley*

Ed Any comments?

### NORTH - SOUTH & EAST WEST

Wolsingham in County Durham - the Ridgeway in Berkshire - Wicken Fen in Cambridgeshire - The Gap Road in Brecon. New members to the TRF may not recognise these names or their significance to their trail riding, but they are central to the very purpose of the TRF. Each one could be regarded as a local matter and of little interest to someone living many miles away, but you would be wrong! On each occasion with these cause celebre the opposition to legitimate trail riding has nibbled at our resource and tested our resolve. Whether we 'win' or 'lose', our continuing determination to stand-up for ourselves is apparent and those who would otherwise ride rough-shod over our legal rights have had to think again.

By standing together we form a body which is too significant to be ignored, particularly when the Government and its agencies, locally and nationally, have a declared policy of effective management through the involvement and consensus of the parties involved. However, to maintain this stance on behalf of every individual trail rider we must have an effective National TRF Executive. That is why, although we all enjoy a good laugh with our mates in the Group and are pleased to visit neighbouring Regions, the survival of our sport depends on having a strong national core.

Others gauge us by the quality of our representatives, which is why we require able and experienced members to step up from their current positions in the Groups and Regions to fill the vacancies which will appear at our October AGM. Representing the TRF is rewarding. It enables one to feel that you are putting something back for all the pleasure that you have had. You can and will make a difference and by doing so you will demonstrate something that is deeply engrained in the British character, a sense of fair play and resolve to resist anyone who, for their own gain, would take away freedoms that are rightfully yours.

See you on the (continuing) trail.

David Giles (Chairman 1989-92)

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