



Patron: Lord Strathcarron

TRAIL

MARCH, 1999

No. 247

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

EDITOR: Fred Ellison.



Barbon Golf Course, near Kirkby Lonsdale. *Photo by Roger Harris*

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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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EDITORIAL

For those who didn't know, Sunday March 28th is 'Green Lane Day' (I didn't). I know it's short notice but if you can organise something constructive, like clearing the lane that you've been meaning to get around to, then Green Lane Day would be very appropriate.

Sadly our keen new Secretary, Jonathan St. John, has had to resign due to personal reasons but we have been lucky to get an eager replacement - Karen Wilson from the Peak District Group. Thanks and good luck Karen.

Don't forget the Executive Meeting on Saturday 24th April. It should be interesting as there's a lot to sort out. Take time to read the minutes of the last meeting on page 11. The meeting in April will carry on from there.

Now a minor problem - Gordon Carr of West Yorks rang and asked me to say that Ernie Metcalf who farms the land at the Cotterdale end of Highway is complaining bikes are riding up the hill a hundred yards from the area that the West Yorks Group (with Ernie's approval) marked out and signed. Now this is a reasonable farmer - understanding, helpful, sympathetic even, so if you are guilty then stop now. If you see someone else doing this then tell them. We can't afford to upset landowners like Ernie. He is one of the 'nice guys' but at the end of the day he makes his living out of the land so treat it with respect.

Fred Ellison

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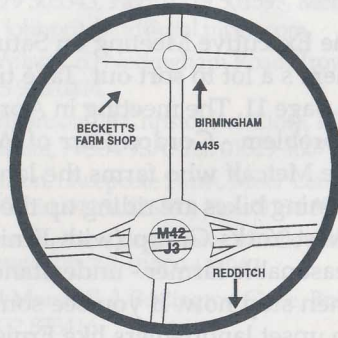
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Honda XR250L	M reg electric start indicators trick clocks	£2,600.00
Honda XR600	N reg new plastics good runner	£2,500.00
Cagiva 350 4 stroke	Electric start L reg 6000 miles T & T very clean	£1,650.00
Suzuki DR250	1996 electric start absolutly mint	£2,950.00
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Yamaha Serow 225	Electric start 9,000 miles, in white & green	£1,600.00

NEXT TRF EXECUTIVE MEETING

10.30 a.m. start on Saturday 24th April 1999

at Beckett's Island Shop and Restaurant,
Alcester Road, Wythall, Birmingham.



FORMAT

We will continue the practice of trying to improve the format of our Exec. meetings by concentrating on key items and involving representatives through more hands-on discussion groups and genuine working parties.

PROPOSED AGENDA

- | | |
|------------|--|
| 10.30 a.m. | Welcome and agree plan for the day
Approving the record of the last meeting and deal with actions and matters arising |
| 11.30 a.m. | Funding: Membership and the state of the exchequer
Funds, grants, bursaries and available support |
| 12.30 p.m. | Lunch |
| 1.30 p.m. | Practical Map Cataloguing* and Publicity and Information Matters |
| 4.00 p.m. | A.O.B. |
| 4.30 p.m. | Close with arrangements for the next Meeting |

Dave Giles, National Chairman

***All Group Reps and RoW Officers please note:** We will run the afternoon as a productive workshop where ideas will produce results. This necessitates delegates bringing material with them, e.g. copies of the current HANDBOOK and any other support literature. And most important - copies of your GROUP MARKED-UP MAPS and other catalogue material. These activities may run concurrently.

NOTICE BOARD

GREEN LANE DAY
28TH MARCH

SOUTH WESTERN REGION MEETING

Saturday 24th April, 10a.m. for 10.30a.m. start at Puriton Village Hall (A39 to Glastonbury, J23 off M5, North Bridgwater.

All welcome. Please send agenda items to Sally A. Madgwick ASAP: 1 Halgavor Road, Bodmin, Cornwall, PL31 1BW. Tel: 01208 74411. E-Mail: s.madgwick@plymouth.ac.uk
This is the corrected date!

SUFFOLK GROUP AGM

Wednesday 28th April at 8p.m. at Richard May's (Chairman) house - Walnut Tree Cottage, The Street, Gt. Waldingfield (next to Church). All welcome - please call 01787 374073. We still need a new meeting venue in the Stowmarket area. Suffolk CC have even eased their TRO policy.

WANT TO GO TO MOROCCO?

on a biking trip after 14th August? Only doers, not talkers need write. I am 25, unemployed and am not a biking anorak. Please contact G. Morgan, 6 Fairleigh Road, Pontcanna, Cardiff.

BMF PHOTO COMPETITION

Free competition held annually at BMF Show - Peterborough, 23rd May, 1999.

Open to anyone except professional photographers. Main aim of the competition is fun & possibly some motorcycle interest.

You may enter up to a maximum of 6 photos in any of the following categories:

1. motorcycle sport, 2. scenic, 3. humour,
4. previous year's BMF Show.

Prize for each category.

Colour or black & white prints mounted on white card. Max. size 12" x 8". No slides.

Bring photos on the day to the Old Bank Building nr. the Grandstand. Entries close at 2.30p.m. or send at least 2 weeks in advance to Geoff Dutton, 15 Milton Close, Hawk Green, Marple, Chesh., SK6 7JT.

Judging will be at 3p.m.

WISE TO HAVE A COPY

Has your Group got it's copy of CoCo21 yet?

Full title: 'Rights of Way in the 21st Century', Countryside Commission publication CCP 543.

Obtainable free from Countryside Commission, P.O. Box 124, Walgrave, Northampton, NN6 9TL.

RIGHTS OF WAY OFFICER'S REPORT

Having taken over from Steve Neville in January as National Rights of Way Officer there must be many members who do not know me, so a brief introduction would seem to be appropriate. My name is Richard Marshall and I live in Derbyshire. I have been an active TRF member since 1970. I helped found the East Midlands Group in 1973 and have previously been Treasurer, Asst. RoW Officer and Chairman of the TRF nationally. I have been active in protecting green lanes in the East Midlands area for nearly thirty years. I currently ride an XR200, my second one, which I usually ride in the company of David Giles our Chairman, who also rides an XR200.

One of the key roles of RoW Officer is to provide support and encouragement to those of you active in rights of way in your own area. If you need advice or help then I can usually be contacted by phone between 7 & 8 o'clock most evenings or by E-mail at richard.marshall@telinco.co.uk.

Rights of Way Team

I indicated when I was elected that I was keen to follow on Steve Neville's idea to set up a national rights of way team. The main objective is to spread the workload by getting other rights of way activists taking up a small, but important task or role. To date I have had a number of volunteers come forward. These are:-

Steve Neville, Kent TRF - Applications for support from the Fighting Fund and cataloguing vehicular rights of way.

Charlie Morris, Gloucs TRF - Research in the Public Records at Kew.

John Clarke, Derbys & S.Yorks TRF - Prosecutions in Derbyshire.

Richard Hawker, West Midlands TRF - LARA Steering Committee representative and distribution of London Gazette notices.

Dave Tilbury, Southern TRF - RoW co-ordinator for Southern England.

The unfilled tasks identified at present are:- British Horse Society Liaison, National Farmers Union Liaison, Map Co-ordinator. If you think you can help with any of these or another task you have identified, please get in touch.

Troubles in Derbyshire

Derbys CC are in the process of reviewing their RUPPs and dual status UCR/Bridleways and UCR/Footpaths. The reclassification of RUPPs we are fairly familiar with, but the review of dual status routes is something new. Unfortunately the process Derbys has adopted is we believe fundamentally flawed. They have assumed that the inclusion on their List of Streets of any of these dual status routes counts for nothing, and they carried out research and

decided their Definitive map classification starting with a blank piece paper. The lanes they have initially considered are in the Upper Derwent and Hope Valley areas and with minor exceptions have decided they should stay as Bridleways. This is in spite of letters from previous County Surveyors in the 1970s & 80s saying they were all roads and the higher status prevailed, and that there was no point in applying for Byway status.

The result of this recent review process is that the county council officers are telling all those that inquire about the status of these routes is that they are bridleways only. Following this non-statutory 'No Vehicles', notices have appeared on these routes and the Derbys police have been active on recent Sundays warning riders that they will be prosecuted. We had a meeting last year with the Derbys police and when we pointed out the facts and issues involved, they gave the impression that they didn't want to get involved in the problem. However now they appear to have changed their mind.

To my knowledge no one to date has been issued with 'a ticket' but it is surely just a matter of time, so be warned. If any members are stopped inform myself or John Clarke 012466 271617 of the details and on no account pay a fixed penalty fine of £20. We reluctantly believe the only course of action to resolve this problem is to fight this in court. We believe the evidence is on our side.

The infamous Piper Lane, Brampton near Chesterfield has reared its head again. Mike Pollard a TRF member from New Mills has been cautioned for riding the lane, following video surveillance camera evidence from a local resident. Although the incident occurred last November Mike has not heard any more. We suspect that the police are holding back because of other more serious police investigations in connection with another case relating to this lane early in 1998.

Watery Lane, Hambleden, Bucks.

This very interesting semi-metalled unclassified road is being threatened with a TRO stopping vehicles from using it. The lane, as its name indicates, is under water for 7 months of the year from a spring half way along it. Although there is no apparent problem from vehicles using it, the surface is breaking up and Bucks CC are attempting to relieve themselves of the responsibility maintenance. Chris Hurworth is fighting to prevent the order from going through. He has enlisted help from LARA and is also contacting the local carriage drivers club, who he knows use it. From sources in the county hall he has discovered that Bucks plan to use this process on other minor roads in the county, if this one goes through.

Byways and Bridleways Trust

I thought I would give them a mention as they share many of the same values that we do, in bringing together those who are interested in protecting our heritage of ancient minor highways. Alan Kind a long time TRF member, is editor of their newsletter Byways and Bridleways and for new members interested in rights of way this is an excellent read. Snippets in the latest issue include: The

training of Public Inquiry Inspectors, the need for some form of vehicular users management in the the Cheviots, Byway public inquiry at Wolsingham in Durham, obstructed unclassified road in the south pennines, and reports of recent public inquires. Subscription is £20.00 from BBT, PO Box 117, Newcastle upon Tyne NE3 5YT.

Steve Neville, National Rights of Way Officer

THE LATEST FROM DAVE CLEGG

First of all thank you to all those who contacted the Axe Vale Group, with help concerning Mad Axeman's Lane.

The latest connivance by DETR/North Somerset District Council: They are offering the sole Statutory Objector, to the LA 19/82, s54, 'A Hearing' by a DETR Inspector. This all appears to be further fudging rather than getting on with actually de-obstructing the RuPP. We have also heard that NSDC have entered into negotiations with the landowner concerning the de-obstructing/clearing but part of the deal is the erection of a second bridleway gate at the eastern end of the RuPP. The first bridleway gate being erected at the junction with RuPP 19/92 by Avon C.C. when the first attempt was made to re-open LA 19/82.

After their first PI "victory" at Sheepway/Portbury NSDC are already assuming that this RuPP will become a bridleway - *in accordance with the wishes of the landowner.*

As we have another 55+ WCA s54's to look forward to in NSDC area, looks like the TRF and NSDC RoW Officers are going to be kept busy.

Dave C. Clegg

TEESIDE AND NORTH YORKS RoW NEWS

North Yorkshire County Council have made the closure on Carr Lane (945902 - 943909 sheet 101) permanent. Despite our protestations and the council's own admittance that they were not sure how the damage had occurred they felt it better to close the lane to be on the safe side. We are examining our options in the face of such blatant misuse of power.

The temporary bans on Monkett Bank and Pockley Moor continue, though recent conversations with NYCC officials do hold out some hope for a softening in their use of TRO as a means of lane maintenance.

The Teeside Group was invited to a new Users forum started with the NYCC boundaries it's remit "to assist NYCC in it's management of the public rights of way network and help in getting the council of the bottom off the league table for highway authorities in England. Normally I would have consigned this as another talking shop with little hope of advancing the situation, but during the course of the meeting it became obvious that all groups present (which included RA and BHS) are having the same problems as trail riders. At the meeting end it was agreed to invite council members and officials, from the highways committee, to the next

meeting to open a dialogue.

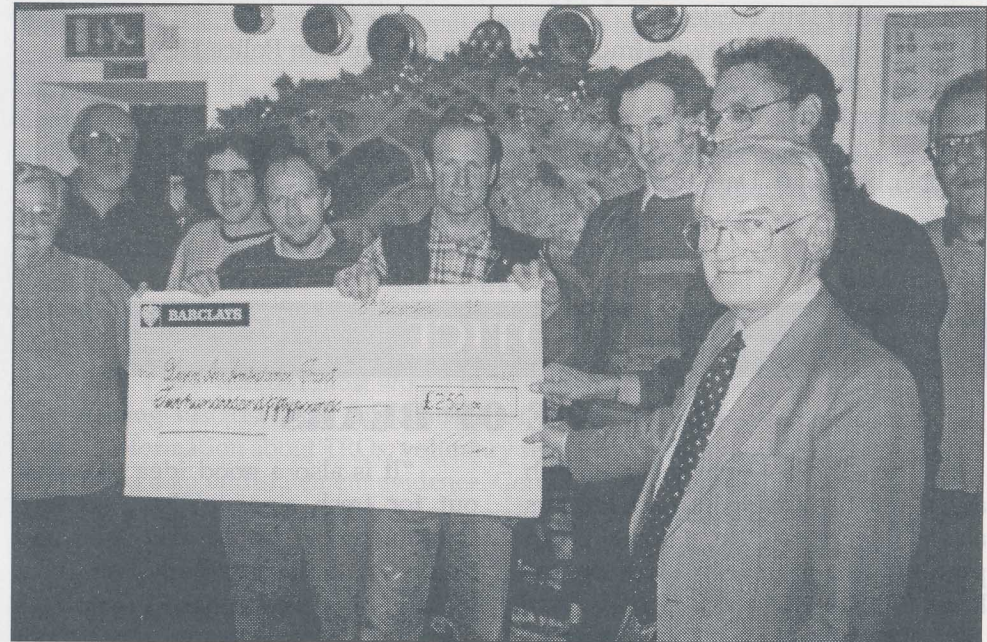
It is hoped to have something organised for Green Lane Day on 28th March. I am currently trying to find out if 4WD organisations within the area have anything ongoing and try to co-ordinate with them on joint action. We also have a number of days of our own set aside for green lane maintenance which usually involves cutting back hedges and some drain clearance. These are on 18th July and 5th September. Both days are in the North York Moors with the exact locations to be decided on nearer the day. If anyone is aware of large quantities of free stone in the North York Moors area please let us know (legitimate sources only thanks).

Leo Crone, Teeside & North Yorks Group

YORKSHIRE DALES

Cotterdale end of Highway, Hawes - PLEASE RIDE WITHIN THE MARKERS

DONATION CEREMONY



This photograph shows members of the Devon Group TRF presenting a cheque for £250 to John Brock of the Devon Air Ambulance at a donation ceremony on 8th December 1998.

Pictured from left to right are: Robin Cox, Gavin Lawry, Rob Williams, Roger Laughbeer, Brian Hingston, Richard Arscott, John Brock.

GROUP NEWS

TEESIDE

Teeside Group are involved in a number of events throughout the North East. If you could help with any of the listed events please leave a message on the phone number on the back of the mag or come to one of the meetings - held on the first Wednesday of each month at The Bridge Inn, Catterick or the third Wednesday at The Blacksmith's Arms, Swainby. Meetings kick off about 8.30 p.m.

- April 10th/11th Witton Castle 2 day horse event
April 24th/25th Ivesley equestrian centre 2 day event (between Tow Law and Lanchester)
May 3rd Ivesley
May 31st Ivesley
June 8th/9th Aske Hall (near Richmond)
July 11th Ivesley
August 14th/15th Ivesley
August 15th Bikewise (motorcycle show at Durham Police HQ)
August 30th Ivesley
September 19th Ivesley
October 2nd/3rd Witton Castle
October back end Date to be confirmed - BMF track day Croft road race circuit

Leo Crone

NOTICE

BEWARE OF BEARS

The Alaska Department of Fish and Game has advised hikers, hunters and fishermen to take extra precautions and to keep a look out for bears whilst in the field.

"We advise that outdoorsmen wear a small noisy bell so as not to startle bears that aren't expecting them. We also advise outdoorsmen to carry pepper spray with them in case of an encounter with a bear.

"It is also a good idea to watch out for fresh signs of bear activity. Outdoorsmen should recognise the difference between black bear and grizzly bear droppings. Black bear droppings are smaller and contain lots of berries and squirrel fur. Grizzly bear droppings have small bells in them and smell like pepper."

From D. Audin, Mansfield

AN ABRIDGED RECORD OF THE TRF EXECUTIVE MEETING OF 23RD JANUARY 1998 HELD AT BECKETT'S ISLAND, WYTHALL (S. BIRMINGHAM)

Welcome: The Chairman, David Giles, welcomed everyone and proposed that the meeting adhere to the agenda published in the December issue of TRAIL. Everyone agreed.

Attendance & Apologies: 16 Groups were in attendance (30 individuals). Apologies were received from: Jonathan St. John, Tony Stuart, Colin Patient and Jack Hallows.

Reports were circulated: as requested prior to the meeting, they included: The TRF's stance on vehicular RoW - part of our recent CoCo response*. An abbreviation of the TRF response to 'CoCo's 'RoW in the 21st Century'*. Reports from the Treasurer, the Membership Secretary, the BMF rep, plus a management system for our membership database, and issue 21 of LARA News.

Participation: the Chairman said that he wished to encourage as much participation as possible and with this in mind he had asked different Officers to lead individual sections and to use discussion groups where appropriate.

Rights of Way: led by Richard Marshall who shared his concern that the TRF had lost it's focus on protecting RoW in favour of just riding. This would not suffice to stave off the threat of the latest Countryside Commission's proposal 'RoW in the 21st Century' which while it offered to designate RuPPs and UCRs as Byways on the Definitive Map - at the same time offered Highway Authorities increased powers to restrict unsustainable and incompatible use. The need for continuing RoW research and cataloguing was essential, particularly over Bridleways and Footpaths that we believed to have higher rights. We need to think ahead and prepare for the process of 'Managing Green Lanes'. The Lake District 'Hierarchy of Trail Routes'** initiative serves as a model for the consensus management that the Government says it seeks. This was clearly a job for each Group and Region, it was too big a job for anyone nationally. Those that did most would be likely to preserve most.

The meeting discussed the implications of this and the need for consistency in logging information about TROs, voluntary restraint, gates and other peculiarities in addition to map and statement evidence. Concern was expressed about people who rode using maps that were copied from copies of unknown origin. Best practice was described as Groups who had authenticated and date stamped maps of indisputable routes for their members to use. **Action: a working party was required to progress these ideas. Richard Marshall.**

Training: led by Tim Stevens who used a flip chart to build a list of important issues for the TRF to tackle via training: The meeting suggested: Skills for Group Officers; RoW Research and Public Inquiries; Local, County and National Liaison; 'Green Lane Day' skills and Countryside Awareness - know your countryside and your impact upon it. Training would also help local officers to feel more comfortable with

their role and to gain further volunteers for succession. The meeting split into three regional groups (north, midlands and south) to discuss their perceptions of TRF Training Needs. A common outcome was the suggestion to pitch training at the member who was capable to leading a group run. It was thought that for this key member a little bit of everything that had been mentioned above would be helpful. Dave Giles, Tim Stevens and Richard Marshall were willing to form a team to do this training if the Groups and Regions would suggest a date and organise a venue. Costs would be modest and the meeting felt that it should be funded half by the group and half from national funds. **Action: DG, TS and RM to prepare a possible programme and Groups to request a date.**

Public Relations: led by Mark Holland who asked us to look again at the way we project ourselves through our publications. For the members this means predominantly the Handbook and our bulletin TRAIL and for the man in the street and other organisations it is mostly a matter of leaflets, displays and advertising. It was felt that much of this would benefit from a review. The meeting split into three groups to look at; the Handbook; TRAIL; and various leaflets that we are currently using at shows, etc. The agreed outcomes were:

1. The Handbook was a vital document for the membership and we should ensure that everyone had one. The current version would be up-dated, in the short term, by removing out of date information and running a short production run of 1,500 for new members. In the long term by planning to create a new version each year as the February edition of TRAIL, available to all members. Thanks to Bill Richards up to date TRF information could be obtained from the TRF web-site. **Actions: Dave Clegg volunteered to edit the current edition for stop-gap publication through 1999. Fred was asked to quote for 2,500 copies as the February edition of TRAIL for the year 2000.**
2. Everyone liked the green 'Caring for Green Lanes' leaflet and thought that we should produce more for general use. It should be accompanied by another similarly styled leaflet describing the TRF with a tear-off membership application. The items covered by our old A5 publicity leaflets should be incorporated into the new Handbook. **Action: Keith Wesley and John Gardner who volunteered to draft the new document.**
3. 'TRAIL': The group looking at this tried to take into account a number of the known criticisms of our TRF bulletin including the letter from the Wiltshire Group as far back as 9/5/97. It was felt that TRAIL would benefit from a bit of a face-lift and after a lengthy discussion a variety of suggestions were made. **Action: Derrick Collins, Peter Hiley and Brian Harwood volunteered to review the possibilities further and return with suggestions.**

Three further items were mentioned: the effectiveness of attending meetings on a motorcycle when representing motorcyclists; the need to be more discriminating about where we publicise the TRF and seek new members; and that our new LARA rep. will be Richard Hawker.

Any Other Business: The meeting formally approved the minutes of the Exec. Meetings of the 11th July and the 5th September. Several key items of ongoing business had already been incorporated into today's agenda, however there still remained;

Matters Arising from the 11th July Meeting: Tim Stevens was still waiting for photographic evidence of routes that were incorrectly signed.

Sustrans Liaison: The meeting was concerned at the actions of Sustrans in shutting off routes and signposting others in such a way that they appeared to be without vehicular rights. Gwyn Thomas would continue to liaise.

The finance sub-committee would review claimable TRF expenses; currently groups could claim from the Treasurer 15p per mile for travel to Exec. meetings in excess of 100 miles.

The meeting reaffirmed it's support for John Pritchard in his forthcoming prosecution. Richard Marshall would give further consideration to gaining a legal opinion on riding on RuPPs.

Axe Vale were asked how they were getting on with their neighbours and asked to liaise further. Gwyn Thomas asked that the meeting record that the disputed sum of £50 had now been repaid by the mendip Access Forum.

Bursary Fund: this fund has been revived and will remain within the Fighting Fund. It was proposed 'That the release of funding for research and other purposes from the Fighting Fund, be subject to prior approval by a Trustee, who is not a principal officer, and two National Executive members. That Steve Neville should be that Trustee for 1999 and that should he not be available, Tim Stevens should act as Trustee'. Proposed by Tim Stevens, seconded by Brian Harwood, carried by a majority.

Matters Arising from the 5th September Meeting

The Finance sub-committee report was incorporated into today's Treasurer's report. The RoW Meeting scheduled for December did not occur. Richard Marshall would rearrange it. Wayne Little had revamped and distributed the new Group Annual Return form. Not every Group wanted to return their financial records.

A new and more useful membership database has been installed.

Time prevented any further matters arising from being followed up.

The next Executive Meeting will be on Saturday 24th April 1999 at Beckett's Island, starting at 10.30 a.m.

The National AGM will be at the National Watersports Centre, Nottingham on Sunday 24th October 1999 at 10.30 a.m.

Footnote: * Can be obtained from Dave Giles upon receipt of a large SAE.

** Can be obtained from Tim Stevens upon receipt of large SAE.

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GPS AT THE BLACK COUNTRY GROUP

After reading the article on the experiences of Don Hoaglin and the use of his GPS whilst trail riding I thought I would write and tell of our group's experiences with GPS. It all started with Dave Ford, after exploring some new lanes in mid Wales on his mountain bike and getting lost in dense forest and open moorland. A solution was put forward by Brian Edwards of our group, who uses a GPS in the course of his work, the suggestion that GPS would benefit the group was brought up at our monthly official meeting and we decided that the group could afford a GPS if it were to prove useful.

The group purchased a Garmin GPS12 for this make was chosen as Brian has experience of this unit and we would be able to share information between the two units. It was used by Dave on many occasions to verify that he was lost and where he should be. A few members had planned a visit to the IOM during TT week my self included. Having been one of the members keen to purchase the GPS I was eager to

take it with us. I did find it to be useful but with the unit being carried in my pocket it was only used when stopped and not on the move. On my return I decided to make a bracket so that the GPS could be mounted on the bike and viewed whilst on the move. After reading the instructions on the GPS I found that it could do a lot more than give you a grid reference. I was due to lead a run around the Brecon area and entered the grid references for the start and finish of every lane and road junction on my run. Now to enter these coordinates you have to give each one a unique indent of up to six digits, which is shown on the GPS screen but you can also enter a comment of up to sixteen non unique digits (i.e. turn right) and display this instead so as you ride along and approach a junction or end of a lane it will tell you which way to turn or track to take. Although I did take my

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maps as usual, I hardly looked at them it worked so well. The group has now also purchased the Garmin PC software so that we can store these runs and also the track log for that days run, this is a record of the run as a grid ref-and time at 30 sec intervals for the whole day. We are now in the process of building up a collection of runs of the areas that we ride. The Garmin software is not the most sophisticated but I believe that a new version may be in the pipe line.

The bracket for the GPS is made from sheet alloy lined with soft foam and clamps to the handle bar brace with wing nuts, and is easily swapped from bike to bike. I have since had a GPS of my own as a Christmas present and tend to use it in the car also as well as on the bike to show me where to turn when taking short cuts across country.

Andy Skelding, Black Country Group

RE:- TOP TWO-STROKE

Having just read Phil Holland's account of owning a 250 Gas Gas pukka enduro bike, I thought I would tell you of my experiences with a Yamaha WR250Z, also a full blown enduro machine. The WR250 is basically a YZ250 with a lighting coil, wide ratio gearbox, sidestand and what seems to be a quieter exhaust. I acquired my example about eighteen months ago from Welsh enduro star Katrina Price. It's a 1997 version and it had been fitted with a weighted flywheel and two base gaskets, plus a very basic lighting system. The only mods I've made are to lower the bike about 1" (I am a short rider) and also fit a pair of Renthals.

I have just returned from a four day trail riding trip in County Claire. The weather was good to us for this time of year, not too much rain, but we did have a short hail storm. I was accompanied by two KDX200s and a KTM300SC. We rode over varied terrain - tracks, paths, slippery slopes and peat bogs. Everything from plodding to screaming, a real test for what is essentially a converted motocross bike. The Yam took it all in it's stride. The flexibility of the engine never ceases to amaze me. The heavier flywheel smooths out the low down torque to such an extent that you would be forgiven for thinking it's a four stroke. It simply refuses to stall. Open the throttle and it pulls cleanly until the power valve opens then the front end goes light, the torque soars skywards and the machine surges forwards showing it's motocross heritage. When on song the engine is responsive and free revving. It's hard to tell it has extra rotating mass. As for reliability, the bike has so far proved to be bullet proof, it still has the same plug as the day I bought it (a case of "if it ain't bust, don't fix it"). The frame, swing arm and forks are all of massive proportions so trail riding hardly stresses them, yet the bike is still very light. The chain, sprockets and brake pads are just about ready to be replaced and I may fit a larger 11 litre fuel tank as the standard one only holds 8 litres (this hasn't been a problem yet as the bike seems quite economical). I have also built a LED unit to replace the rear bulb which lasts about ten minutes. This should be immune to voltage surges and vibration and if it's a success I will send in some details.

Conclusion: A superb off-tarmac machine that starts extremely well, is light weight and very robust, gives the rider great confidence in it's ability to tackle most terrain, has an amazing engine, which warrants 10/10 for grin factor, plush suspension, very effective brakes and plenty of ground clearance. The down sides, slightly noisy for some areas of use, low fuel capacity, poor on tarmac performance, low equipment levels and a seat height that may not suit shorter riders, but I am a very satisfied owner and would not hesitate to recommend one. I hope Phil gets on well with his new purchase but if he fancies another crack on a two stroke he ought to try a WR250Z. In fact he can try mine if he gives me a call on 01484 592058.

Julian Lockyear

RON'S BIT

It hasn't been a bad winter. Back end of last year I went out a few times with the North York's lot on both Moors & Dales and in between times with Alex on the Wolds & Moors. During the last one with Leo I did my left foot in again when riding like Charlie Chaplin through a rut. Learning comes slower as you get older. Roger, watching over me, wanted to know what was wrong. I was only too pleased on looking down to see my foot still attached to my leg. Leo having excused me from opening gates, we finished the run.

Riding was a bit short in December as Alex had done his shoulder in trying his

hand at motocross and the lads didn't have any runs on suitable for a geriatric. From January its been out each weekend mainly on the Wolds as driving to the meeting place is dodgy in the winter. We were very close to getting stuck once on the A1248 above Wetwang. It started snowing, laying thicker as we got higher then we came to a traffic jam as far as we could see. With difficulty we unhitched the trailer and turned around, luckily we had only just started to go down hill and made it back but it was close. After a few miles it was clear again and we spent that day on the Wolds.

Bruce took us out on the Dales. It was a smashing day where we were reintroduced to Death Hill. It hadn't got any easier since Marshall took us up it last year.

It's an accepted fact that Bikers are crackers and that's doubly true of off

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GREEN LANE, CHERTSEY LANE,
STAINES, MIDDX., TW18 3LX

tarmac riders. Last Sunday anyone with lingering doubts would have had them dispelled. Alex & I met John Bellamy at Bilsdale. The said purpose of the run was so John could show Alex some Coast to Coast lanes.

The weather was the worse we had had all winter, going along Red Way on the ridge above Caldbergh Moor the wind was blowing the hailstones horizontally, and they hurt. The trail consists mainly of a single narrow tramline with very little chance to get out of and no protection at all. Being a featherweight it was all I could do to keep upright with my under-carriage down just about all the way. Fortunately each time I went down it was into the wind so picking the bike up was easier than it had ever been. On one occasion it was in a serious puddle and as I went under I thought it was a pity no one had a camera handy as it would have been a good one for the magazine. Perhaps because of the buoyancy of the petrol tank & the wind, I was upright again before the bike realised it had been dropped. When we got down off the ridge the hail changed to horizontal stair rods making us even wetter and colder. Never have we been so glad to get into the pub at Horsehouse. The super-heated steak & kidney pie was never more welcome. Most of his trade seems to be from our lot in the winter as everybody else must have more sense. Another set went in just before we came out, one wanting to know whether I was still limping from last time.

It was still stair rods so we headed back. John found an interesting lane to warm us up. It did, Alex did a good blacksmiths job on his back brake lever, it was coiled in to a 'S' like a snake ready to strike. We couldn't fix it easily so carried on. A bit further on I realised Alex was missing & went back to look for him. This time it was his front brake, one pad missing & the other looked as it had been in the blacksmiths forge. He's a bit of a chicken and decided the rest of the way was on tarmac. When we got back to Bilsdale the rain was just starting to ease up. Change of clothing and heater at full blast & we were right as rain. Talking about crackers, I was bruised, knackered, hoarse through singing, wet through & frozen stiff but still enjoyed a great day. Unless I can con somebody to go out with me next week the next day out is with Dave Gilligan & Peter Potts of the Manchester lot, it should be another good day.
Riding's Fun.

Ron Walker

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RoW NEWS

LANE CLEARING IN EAST SUSSEX - WHITING LANE, ARLINGTON

As the next working party organised by a number of 4 x 4 clubs on the 28th March coincides with **Green Lane Day**, I hope that there will be support for the occasion from trail riders in the region.

They are currently making good progress on this lane, and hope to have it completed after a few more sessions. The meeting point is Grid Ref: 550070 - Map 199 - Eastbourne and Hastings at 10.00a.m. This is opposite the entrance to the lane with adequate parking space in the lay-by.

East Sussex County Council have indicated that they will arrange for the drainage ditches to be remade and cleared after the clearance work has been completed.

The only tools required are a small bow saw and/or croppers. It is advisable however to wear fairly substantial footwear or wellington boots.

Brian Read, TRF South Eastern Regional Co-ordinator

ROSSENDALE AREA

Please take extreme care if you are using Gin Croft Lane in the Rawtenstall area of Lancashire. The retaining wall that carries the road past the old quarry collapsed and will require a massive rebuild to put things right. Map ref: 103/804205.

ROCHDALE AREA

A new business park is to be build to the north west of junction 21 on the M62 in the Milnrow area of Rochdale, Gt. Manchester. Moor Bank Lane runs through this development site and even though I have attended regular consultation meetings with the council to protect this ancient cobbled lane for our use, a TRO will be put on it when the development goes ahead. Use it now before it's lost forever. Map ref: 109/920114.

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FARMERS - A BREED APART

The Peak Group's Run for February started at Hartington ex-rail station. 17 riders turned up on a very cold but bright morning.

Three groups were sorted out with myself and Martin leading one group, Simon another and Julia and Greg the last. We all met up at Buxton for lunch at 1.15p.m.

After lunch we did Tennterhill down to the river then up the twisty bit. All my group made it without too much trouble, that is all apart from Myles on the Maico/RS250 Hybrid. He hit a rock and snapped off his footpeg and rear brake (oops!). We stopped at the farm at the end of the lane to scrounge a bolt about 3" long to poke in the hole so that Myles could get home. The farmer said "No problem, bring it round the back". Out came the grinder and then the welder. It was better when finished than the original. When asked if he owed him anything, "Don't be silly" was the reply. What a star.

On the other side was Simon's group. They had bumped into our farmer's evil brother. The lane they were on went down to a farm and down the side. Out came the farmer with the original line: "Get off my land". Simon explained that they were on a road but he wasn't having nay of it. He was very abusive in his manner and when 3 more blokes came out Simon explained he was turning round to avoid more trouble, but he just got even more verbal. We will be looking at this lane more closely.

Many thanks to all the riders and thanks to the run leaders.

Two Farmers, Two very different attitudes.

Tony Quinn, Chairperson, Peak District Group

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