

## GROUPS

**AXE VALE** Malcolm Preece, Tel: 01275 844757  
2nd Mon, The Star, Star (A38), Nr. Shipham, Somerset

**BLACK COUNTRY** Nick Hammond, Tel: 01902 700749  
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore, Wolverhampton

**BRISTOL** Paul Andrews, Tel: 01179 659255  
4th Mon, Keynsham Rugby Club, Bristol Road, Keynsham

**CAMBRIDGE** John Brooker, Tel: 01767 692805  
1st Thurs, Golden Ball, Boxworth

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

**CUMBRIA** Anthony Hayhurst, Tel: 01539 721115  
2nd Tues, Derby Arms Hotel, Witherslack, Nr. Kendal

**DERBYSHIRE & SOUTH YORKSHIRE**  
Kevin Marsh, Tel: 01246 811949  
2 & 4 Tuesdays, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire

**DEVON** Rob Williams, Tel: 01626 364564  
2nd Tues, The Welcome Stranger, Bickington, Nr. Newton Abbott

**DORSET** Mark Way, Tel: 01258 451397  
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 YORKSHIRE**  
Howard Wadsworth, Tel: 01405 860904  
1st Tues, Boot & Shoe, Gowdall, Nr. Snaith

**ESSEX**  
Dave Anderson, Tel: 01277 657783  
2nd Wed, The Swan Public House, Great Eastern, Nr. Dunmow

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

**GLOUCESTER** Wayne Little, Tel: 01452 611735  
1st Wed, The Winget Social Club, Tuffley Avenue, Glos.

**HERTFORDSHIRE** Paul Roberts, Tel: 01992 579583  
2nd Thurs, The Old Guinea, Ridge, Near Potters Bar

**HIGH PEAK & POTTERIES**  
Simon Lowe, Tel: 01298 70680  
1st Tues, Black Horse at Endon (A53, about 3 miles west of Leek, Staffordshire) & 3rd Tue, Cheshire Cheese, Buxton

**ISLE OF WIGHT** Andrew Hawkins, Tel: 01983 617232  
1st Wed, The Eight Bells Inn, Carisbrooke, 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** Paul Vernon, Tel: 01522 889079  
4th Thurs, The Dog & Bone, John Street, Lincoln

**LODDON VALE** David Cook, Tel: 0118 901 4481  
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

**NORTHUMBERLAND** Chris Moody  
Tel 0191 387 3507 6-10pm or 0860 302001 (mobile)  
1st Tues, 8pm, The Swan Inn, Heddon on the Wall

**NORTH WALES** Richard Hughes, Tel: 01244 533855  
1st Wed, Capenhurst Social Club, OS 116 371 740

**OXFORDSHIRE** Kevin Lindsey, Tel: 01993 823865  
3rd Thurs, The Red Lion, 127 Cassington Road, Yarnton

**PEAK DISTRICT** Neil Walker, Tel: 01788 811919  
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby

**RIBBLE VALLEY** John Hargreaves, Tel: 01254 721897  
2nd Tues, Pendle Hotel, Chatburn, Clitheroe (off A59)

**SHROPSHIRE** Rob Latham, Tel: 01952 592324  
2nd & last Wed, White Horse, Shrewsbury

**SOMERSET** Steve Hounsell, Tel: 01460 66452  
2nd Thurs, The Bell Hotel, Currey Rivel, Nr. Taunton

**SOUTHERN** Russ McDermid, Tel: 02380 812371  
3rd Tues, The Phoenix, Twyford, Nr. Winchester

**SOUTH LONDON & SURREY**  
Steve Sharp, 0181 773 4204  
9pm 1st 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

**SUFFOLK** Richard May, Tel: 01787 374073  
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

**SWINDON** Keith Owen-Bines, Tel: 01793 751129  
1st Wed, The Carrier's Arms at South Marston, Swindon

**SUSSEX** Bevis Billingham, Tel: 01243 585128  
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing

**TEESSIDE & NORTH YORKS**  
Mark Bieganski, Tel: 01904 656469  
3rd Wed, 8.30p.m., Blacksmiths Arms, Swainby

**THAMES VALLEY** Laurence John, Tel: 01494 872700  
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** Colin Bott, Tel: 01386 834105  
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon

**WEST YORKSHIRE** Gordon Carr, Tel: 01729 830569  
1st & 3rd Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford

**WILTSHIRE**  
Alan Yandell, Tel/Fax: 01225 864187 Mob: 07813 503012  
1st Tues, The Bell On The Common, Broughton Gifford

**WORCESTERSHIRE**  
David Gunster, Tel: 01905 452742 Mob: 07970 919790  
3rd Tuesday, The Fox at Bransford, Worcs.



Patron: Lord Strathcarron

# TRAIL

JUNE, 2001

No. 274

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

EDITOR: Fred Ellison.



Attendees of the RoW Seminar for the South West Regional Groups.  
Please see article on p12. Photo sent in by Martin Harding.

## CONTENTS

Editor	3	Pat on the back, boys	15
RoW News	5	Lancs. TRF Fun Day	14
Exec. Meeting Agenda	8	Culture Shock	16
From The Chairman	10	'Open Season' - on bikes!	19
Byway & Bridleway	11	Letters	20
Things to do whilst not trail riding	12	Milestone/Millstones	22

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

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- KEEPERS OF STATIONERY** ..... Leaflets & Membership Forms, John Pritchard. *Membership Secretary.*  
 Letterheads & Compliments Slips, Fred Ellison. *Editor.*
- DISPLAY EQUIPMENT CO-ORDINATOR** Leo Crone, Tel: 01325 463815 (7a.m. - 5p.m.). Display boards held at Unit 10, Red Barnes Way, McMullen Rd., Darlington.
- EQUESTRIAN EVENTS LIAISON OFFICER** Colin Patient, 14 Ryecroft Close, Woodley, Berks., RG5 3BP. Tel: 0118 969 6783.

TRF Website <http://www.trf.org.uk>

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 131 Rhodes Avenue, Blackburn, Lancashire, BB1 8NW.  
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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.

## E D I T O R

Was it Tony who said 'The countryside is open for business'. Well, from here (Clitheroe) it certainly doesn't feel like it with tarmac roads being closed, even 'A' roads so that the general public don't have to watch the killing of hundreds, even thousands, of animals. Believe me, our trail riding might be on hold but that's nothing compared to the horrors that farmers and country dwellers are having to live with. Who knows, maybe it would all be over by now if the countryside hadn't been re-opened but at least we in the TRF, and to the best of my knowledge other trail riders, have shown that they are responsible, caring people. You can be sure that the TRF is carefully monitoring the situation and you will be the first to know when it is safe to head for the lanes again. Our self restraint is necessary if we are to return to some sort of normality.

Last month I told you that we were off to try our hand on an enduro training course on private land. Well, we did and we had a superb time. One guy was coming up so fast I thought I must be in reverse - turns out he was called Wayne Braybrook or something like that. Rodger Davies has sent in a full report on our outing - see page 14. Definitely not trail riding but still a lot of fun.

Another alternative to trail riding is to organise a RoW Seminar as the South West Region did - see page 12.

**PLEASE NOTE - COPY DEADLINE FOR TRAIL is 1st post (or if by fax/e-mail midday) 1st Tuesday of the month.**

Late copy will be carried over to the following month.

# BETA ALP

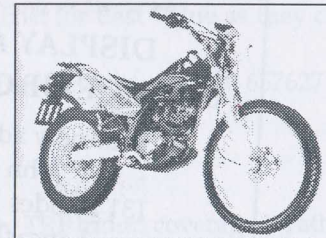
Many of you have been very patient awaiting the arrival of the  
**All New 4-stroke 200/125 Alp Trail Bike**

Well the wait is now over - See August TBM

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Ideal for green lanes or long distance trials



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# NOTICE BOARD

## BMF

The National and one make Forum AGM and election of councillors.

Nominations required.

Held at:

ACU Offices, Wood Street, Rugby.  
11.00 a.m., Saturday 14th July.

Please contact Steve Sharp  
020 877 34204  
by 24th June

## CHANGE OF CONTACT DETAILS - LARA REP

Our LARA Representative,  
Richard Fordham,  
has new contact details:  
3 Adelaide Road, Norton, Doncaster,  
South Yorkshire, DN6 9EW.  
Tel: 01302 702793,  
e-mail: Fordham500@hotmail.com

## NEW PHONE NUMBER

For copies of  
'Making The Best of Byways'  
please phone 0117 372 6274.

## DISPLAY ADVERTISING CHANGE OF CONTACT DETAILS

Your new advertising contact is  
John Hargreaves,  
131 Rhodes Avenue, Blackburn,  
Lancashire, BB1 8NW.  
Tel: 01254 721897, Mob: 079293 75477

# RoW NEWS

## NATIONAL RoW OFFICER'S REPORT

### New 'Blue Book' out soon

The 3rd Edition of 'Rights of Way: a guide to law and practice' is due for publication at the end of the month. The full price is going to be £20 (+ £4.50 P+P) but I hope to be able to persuade the rest of the Executive that it would be a good idea for the TRF to make copies available to members at a subsidised price. To have some idea of the potential demand I would ask anyone interested in buying a copy to contact me.

### RoW Seminars

I have just attended another Seminar - a 'home-grown' one organised and very ably presented by Martin Harding for the South-West Region at Puriton in Somerset. Nearly 30 people attended and the general opinion was that it was well worth it and very educational. Other Seminars, organised by Tim Stevens of LARA, in the near future are:

- June 16: Ilkeston, local organiser Ray Clayton.
- July 1: Kent (east), local organiser Kent CC.
- July 15: Sutton Bank, local organisers North Yorks Moors NP and Alan Kind.

Other future possible venues are:

Wilts., W. Berks., E. Sussex, Cumbria, Essex and Warwick.

The message from Tim to TRF members is "If you want one in your area, please ask your Local Authority if they can help. If they provide a room, we can provide the training. Thus we both get to benefit at minimal cost (or Best Value as they call it)".

Help with details, once the door is open, from Tim Stevens on 01630 657627 or e-mail 'LARAHQ@aol.com'.

### TRF 'Black Holes'

There are a number of areas of the country where TRF group coverage is rather thin on the ground, but where there are a number of individual members. Manning the TRF stand at the BMF Rally last month brought this home to me as I had a number of approaches from both present and potential members in the Norfolk area in particular. I was told by one senior member (sorry, I'm naff on remembering

names) that there were a large number of RUPPs in that County and I was asked what could be done. I'm afraid that the standard answer has to be - get a local Group organised first of all. I, and other National Officers, are then in a better position to offer assistance to that area. Remember that 'seed-corn' funds are available to help get a new Group off the ground provided a sensible case is made to the Executive. That is not to bar in any way help being made available to individual members who are willing to work on their own - but you have to ask. In the case of the said member I said that I would be willing to spend some time in Norfolk assisting them in any way I could in getting organised on the RoW and research front. Note that this also applies to any other area of the Country where I could usefully assist.

### County RoW Maps on the Internet

I've recently had the following e-mail from one of my local Rambler friends: "Just in case you have not seen it, here is the URL of the Dorset footpath maps - how do we get Glos to do something as good?

'<http://194.238.223.186/dorset/mappage.asp>'

Has anyone found any other good ones?"

Please pass on to me anything else you know of out there like this.

*Charlie Morriss*

### TEMPORARY TRO TO BE MADE PERMANENT

A scenic, tarmac road (highway) that I have used for 25 years to admire the view across the Bristol Channel suddenly gained a Temporary Traffic Regulation Order for 18 months. This will be made permanent at the next planning meeting. My local council claims the reasons for this are:-

- 1) due to the rural, narrow nature of the road.
- 2) to avoid further damage to the carriageway and dry stone walls.
- 3) to avoid 'possible' anti-social behaviour on the road!

Walking the road I could see no damage to the road. The dry stone walls are covered in grass and hedgerow and not even visible in many places. They are sunken by natural erosion and lack of maintenance. In fact, most of the lane is hedgerow.

Right, I decided the council must have evidence of anti-social behaviour, arrests, prosecutions and convictions, etc. I made an appointment to see the file. Absolutely nothing on anti-social use, but many letters to Freight Driver Transport Association, Police, Ambulance, etc. asking if they would object to closure. I don't think many haulage companies use single track roads. Then I came up trumps. Many letters from Cooke and Arkwright, Chartered Surveyors, on behalf of their client Dunraven Estates, offering to pay 50% of the cost of a locking barrier (£3500) and £995 for the erection of signs. They even told the council what type of barrier they wanted!

My conclusion is that this closure is being carried out entirely for the benefit of

Dunraven Estates, who will probably develop the old farm which is the only property on the road. The council's report states that they will continue to maintain the road. In effect, Dunraven Estates will enjoy a private road at the tax payer's expense. Outrageous.

On challenging a council official on the many points he replied "You go scrambling down there do you?" and "you don't live there". I pointed out that scrambling is illegal and usually takes place in a field and I was unaware you had to live in an area to use a road there. I live in a 20 mile radius and wish to continue to use the road. His ignorance typifies many council officials and demonstrates the abuse of the system.

If this can happen on a tarmac road, all single track roads could be lost and there will be no green lanes in the future. This is the thin end of the wedge. I am determined to fight this closure and if anyone has any information or suggestions that will help me I would be very grateful.

The lane runs from Norton Hall Farm to Sutton Rise, Ogmore by Sea (Landranger Map 170). If anyone has, does or wants to use it please object by writing to

Terry Hawker,  
Vale of Glamorgan Borough Council,  
The Alps,  
Wenvoe,  
CF5 6AA

Thank you.

*Paul Mules, Tel: 01446 406977*

### EASY AS TOFFEE?

Devon County Council has trialled the use of its web site for consultations on the review of the definitive map; this is in addition to normal channels of communication, but has the advantage of allowing consultees easy access to up-to-date copies of the definitive map. The results of the trial are on: [www.devon.gov.uk/prow/salcombe](http://www.devon.gov.uk/prow/salcombe)

Our man with the mouse tried the site and reports: 'Whilst not the most attractive or active site, the purpose is served. Visitors to the site can capitalise on the simplicity to navigate directly to the area of interest. Each proposed new or modified right of way has its own map, and these are extremely clear. The down side to this is that the maps are quite large, far larger than they need be (they are about three times the area that I view on my screen), and so download times are long.'

*Extract from Byway and Bridleway, June 2001*

### GUIDANCE ON RoW RE-OPENING IN DERBYSHIRE

If any members come across a RED/ORANGE sign, this will mean the Highway is closed and they will be prosecuted if they proceed.

*Ray Clayton, GLASS*

# Meeting of the TRF Executive

10.00 a.m. for 10.30 a.m. start  
Saturday June 23rd 2001  
National Watersports Centre, Holme Pierrepont, Notts  
Tel: 01159 821212  
M1 Junction 24, take A453 to Nottingham (S)  
Take A52 Grantham, follow brown signs to NWSC.

## Agenda

### Welcome and apologies for absence

### Approval of Minutes of the Last Meeting

### Matters arising from the Last Meeting:

#### • Training Protocol

- a) To discuss the production of a protocol to be used by members as a guide to researching rights of way and agree a timetable for its publication.
- b) To establish what information has been received from Groups on rights of way data which they hold
- c) To fix future LARA training workshop days for Groups.

#### • CoAg Funding

CoAg were being funded to research the "lost ways". Research is to be financed by CoAg for which they have/will be receiving funding. The TRF Executive needs to know how much of this money will be available to support voluntary groups in their research and what progress has been made to secure such funding on behalf of the TRF?

#### • Archives

To receive a report as to what is in the archive.

#### • PR Funding

The TRF needs to spend more time and money PR. This includes the management of the website plus articles and other PR exercises. This function needs to be more proactive in the future. Determine what is

currently being done, what should be done and the resources necessary for this.

#### • Merchandising

Has the Website been posted with a note about Merchandising and what reaction has there been?

#### • TRF Handbook

Receive status report of re write progress. Agree. If the whole book should be reprinted and circulated or whether only pertinent sections should be updated and circulated.

#### • Officers Reports

- a) Treasurer
- b) Membership Secretary – to include update on New equipment
- c) Rights of Way
- d) LARA

#### • Trail Users Alliance

- a) Status report
- b) Continuation of initiative until AGM?
- c) Confirm first meeting of participants to be held in July

#### Limited Company Status

Consider paper circulated by Colin Patient and decide whether to pursue.

#### Any Other Business

- a) Donations: To consider if the TRF should make a donation to a charity easing the painful financial effects of Foot and Mouth. If positive, which organisation/charity/deserving cause should receive the donation?
- b) Foot and Mouth Restraint: The restriction on TRF members riding still applies.
- c) Restricted Byways: The misinformation being promulgated by some National Parks about restricted Byways should be countered. Review what is currently being done and agree any further action if necessary.

**Items to be sent to the secretary on "Any Other Business" as soon as possible i.e. before the meeting, please.**

## FROM THE CHAIRMAN

On the 19th/20th May at the invitation of the Northants Group I visited the BMF Show at the East of England show at Peterborough. Primarily to see our stand but also to take in the various show attractions. The exhibition put on by TRF members was excellent. It was the combined effort of various members from groups both near and far. It displayed the TRF as a professional organisation and the continuous video provided interest and a unique way of illustrating the activities of the TRF in action (which is as near as it gets at present).

My congratulations and thanks go to all those involved and for fear of overlooking someone who was possibly working in the background please excuse me if I don't single out particular individuals.

We had a considerable amount of interest expressed which proves the need for our organisation. I know that in previous years we have been awarded prizes for our stand (3rd last year) in the face of stiff competition from other exhibitors such as the motorcycle manufactures etc., so no mean feat. We await with bated breath the outcome of this year's effort.

June will be a busy month. We have the executive on the 23rd and a meeting has been arranged to review the way forward and the formulation of Statutory Instruments yet to be enacted. I would add that this meeting is to hear contributions from all interested parties not just the TRF. More of this anon.

When can we go back on to those lanes? Is probably the most asked question at present. Therefore I am asking the Editor to reproduce a letter I asked Sally to circulate to Group reps., in May (see below).

Let's hope you will soon be reading in these columns about the lifting of the ban.

*André Confavreux, National Chairman*

Dear Member,

### Continued Ban on Trail Riding for TRF Members

In the last few weeks it has been very tempting to recommence riding 'Lanes' given that a number of councils have opened some or all the lanes which come within their jurisdiction. I, like you, want to get out there.

Then we hear of a large and unexplained flare-up in North Yorkshire which says more than anything I can say that the outbreak of Foot and Mouth is not over and that our voluntary restraint must continue for the time being.

Please DO NOT RIDE any Lanes until the TRF has been given the ALL CLEAR from the appropriate authorities.

Thank you for your perseverance

*André Confavreux, National Chairman*

## EXTRACTS FROM BYWAY AND BRIDLEWAY

Journal of the Byways and Bridleways Trust, June 2001

### One law for Johnny Public, one law for occupiers?

In mid April Buckinghamshire County Council consulted on an application to upgrade bridleway #42 Great Marlow to BOAT "xxx on the basis that the public has used the path for many years as a public BOAT and the width should be recorded as 40 feet, consisting of carriageway of 20 feet with 10 feet verges on either side as shown in the frontagers' deeds." The county goes on to explain that there is no recorded width for the bridleway "xxx although records compiled when the first definitive map was produced indicates a width of 10 feet." The copy plan appended to the consultation suggests that the 'bridleway' forms the only access track between two ranks of properties, and is just half the length of a throughway linking Marlow Road to an estate road.

This does then rather beg the question as to why the county is consulting on an application stated to be based on user evidence alone, when the law now seems well settled that post-1930 motor user of a bridleway is unlawful and cannot be used to show deemed dedication (*Stevens, Robinson v. Adair, etc.*). Might it be that a problem has arisen with the access to these properties and this is an attempt to rescue a difficult situation? Whatever, it would appear that, in this situation at least, the law is the same for frontagers as for the public. You can see the 'white road/bridleway' at the top of grid square 8487 on *Landranger* 175.

### Unfinished Business

Back in 1998 we reported that an Inspector had declined to award byway

status to two Suffolk footpaths (*Barrow 2: unfavourable balance: B&B1998/7/41*). We remarked on the fact that, while agreeing that the evidence supported both the diversion of part of one of the routes and the addition of a new section, the Inspector had not modified the order to this effect but had simply rejected it. Three years later another Inspector, Mr. Morgan, has produced his decision following on a second inquiry resulting from a High Court order quashing the original decision. This rectifies the previous Inspector's omission but otherwise leaves the original decision unaltered.

[This second decision letter, too, is not without its own remarkable feature. One of the main reasons given by Mr. Morgan for not accepting that vehicular status has been established by Inclosure Award evidence is as follows: "The Award which accompanied the 1849 Inclosure Map sets out 'One other public Carriage Road of the width of Twenty feet...'. However, under the 1801 Inclosure Act, all public carriage roads had to be set out to a width of 30 feet, consequently the commissioners did not have the authority to set out such a road as a public carriageway". We understand - though there is no mention of any of this in Mr. Morgan's letter - that both the county council and John Andrews pointed out at the inquiry that the 1849 Award was in fact made under the provisions of the 1845 Inclosure Act, and that this (by reference to the 1835 Highways Act) laid down twenty feet as the width for an awarded public cartway. By coincidence, this distinction between the provisions of the 1801 and 1845 Acts has recently been underlined by an advice note issued by the Planning Inspectorate itself.]

## Things To Do While Not Trail Riding

The South West Region is hugely indebted to Martin Harding, the RoW Officer from Bristol Group for putting together and delivering such an entertaining and informative presentation to us on Saturday 2nd June.

The April Regional Meeting had identified a need for a training session in not only the procedures required to place a DMMO but also the techniques and avenues available to the researchers of the evidence needed to substantiate such an application. Martin volunteered for this task, being a veteran of many a Public Enquiry and holder of almost as much evidence as the British Museum. All but one Group in the region were represented, in all 26 delegates with three National Officers attending, thanks are also extended to Charlie Morriss, National Rights of Way Co-ordinator for his input, especially with regard to the CRoW Act and its implications.

Starting us with a knock on the door from the police, Martin took us on a journey through his evidence, culminating in convincing the authorities that on the balance of probability, the way had been vehicular. Stressing the need to present as much evidence as we could find, we were introduced to not only standard documents that are available to us – Tithe Maps, Finance Act maps, early Ordnance Survey maps and so on, but also to Quarter Session reports, estate maps and the benefits of trawling parish records and Highway Authority correspondences. A letter was produced showing that in the late 1800s a traffic survey had been carried out over three days on a certain stretch of road between Bristol and Clevedon revealing exact traffic census details – over 700 single horse traps and over 400 bicycles for example, also listed were wagons, coaches, ridden horses and walkers. What an incredible document to find and whilst this road today is an A road, it certainly highlighted the quality of evidence that is out there – if you can find it.

Procedures at Records Offices were also covered, I for one was grateful for this as I find them daunting places. Unable to photocopy documents and often unavailable locally on microfiche, Martin had solved the problem of reproduction (which for presented evidence at Public Enquiry is pretty much essential to convince an inspector) by mounting a 35mm SLR on a light plastic covered stand (to protect the document) which with a fixed focal length and remote shutter trigger could be manoeuvred to cover the whole map – however large. The importance of reproducing the scale, key and any other mapping details (ie date and by whom) was stressed, as was the need to re study the map (or this reproduction) at your leisure to find further clues. Lane names, strange symbols, mile stones, spot heights, courses of rivers and water

courses, railway lines, cables and pipes all harbour clues – once you are tuned in.

Like fishing – where the bite of something leads you in the quest for a bigger bite, so is research, but we can all be sleuths, from seeking out old maps in second hand book shops, to visiting archives and offices to just stopping when you're trail riding and just looking around for clues (double hedge lines, cart wheel cuts in rock, gateway widths etc). Since this meeting I have been besieged by requests to thank Martin – so thanks Martin from everyone present – and from all the Group members who will benefit from the enthusiasm generated.

*Sally Madgwick*

Please see this month's front cover for a photo of those who attended the RoW Seminar for the South West Region Groups.

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## Pat on the back, boys

Trail bike riders and 4x4 drivers have been given a tentative pat on the back by the Lake District National Park Authority (LDNPA) following a recent review of the Hierarchy of Trail Routes Experiment.

The draft report, by the Park's Management Committee, acknowledged that both trail riders and 4x4 users had shown restraint in their use of the trails and were following LDNPA advice.

The scheme was set up to manage activity on green roads by involving

users of off-road vehicles, landowners, rambles, horse riders and others.

Routes have been classified according to the amount of use they can sustain and signposts erected to guide off-roaders accordingly.

Acknowledging that there has been a reduction in tension between the Park's trails' various user groups, the report did say that the majority of vehicular complaints regarding use were about travelling in convoys and speeding.

The report also states that the number of complaints about irresponsible use of routes by vehicular users has dropped by more than 50% since the advisory signs were installed on the trails in the summer of last year.

The review will now go out for public consultation.

*Sent in by Richard Fordham, Lara Rep*

---

*Seen in Trials + Motocross News, Friday May 4th, 2001*

*Ed. They also found that there was little evidence of surface damage by recreation vehicles. The big culprit it seems is erosion by water and lack of maintenance.*

# Lancs. TRF Fun Day

Hands up if you are having withdrawal symptoms due to not being able to go trail riding. Come on, confess if you sit on your bike in the garage making vroom, vroom noises. We were, so I enlisted the help of Eddie Sloane at "TRAX" trail park at Preston to help me set up a 'Fun Day'.

Eddie has been a good friend of the TRF and is only too willing to support our organisation. I take groups of school children to TRAX to teach them how to ride off-tarmac safely and learn machine control, so I figured (foolishly) that putting an event on for a bunch of trail riders should present no problem at all.

In order to avoid a bit of a 'free for all' I decided to seek out some tricky bits, with steep banks, tight turns, mud or all three, using tape and stakes to mark out what, for want of a better word, I will call a 'section'. Then challenge riders to ride through the sections, without putting their feet down. After collective sharp intakes of breath, I hear you shout. "It's been done before". "This is competition, not what the TRF is about at all". "Where's the bar?"

I don't know about you, but I never fail to marvel at the skill exhibited by Messrs. Lampkin and Colley. My own pathetic attempt to emulate a fraction of their control, while trail riding, usually ends up in disaster or, at least, premature wear of my boot soles. The beauty of trials riding is, that it develops machine control and does not need high speeds to achieve satisfaction.

With the help of a small, but enthusiastic band of volunteers, we set out eleven sections, to be tackled four times. Riders went off in small groups between 9 and 10 o'clock, with golf type score cards. Since the last section ended at the moto-cross track, they were able to complete most of the journey back to the start at a slightly higher pace. I had intended that the event would have finished at 12 o'clock and that I could then arrange a practice session, on one of the pukka Gas Gas trials irons, that Eddie has bought. However, I totally miscalculated the time it would take to complete the course and we ended up having lunch at the excellent cafe before heading out again to do battle with the sections. Most people ended up finishing around 3 o'clock-ish. Prizes were awarded for the fewest marks lost, the most marks lost (hotly contested, this one), the rider causing the organiser (me) the most amusement, and the most unsuitable machine. The first was awarded to Andrew Warwick who, it must be said, had the triple advantages of youth, talent and a Montesa/Honda. Still lost 44 marks though! I am still trying to count up the most marks lost but the beads on my abacus keep wearing out. Favourite at the moment is John Young (a misnomer if I have ever heard one), aka "Muddy Spam Tin" (don't ask). Beg Dave Tobin's card seems to have the greatest number of marks and the most mud on it. He was also on the oldest bike (1980 KL250) so he must be a winner (loser - who cares?). The most amusement was provided by Alan Hodson. Alan, as many of you know, is an excellent rider, however pointing a video

camera at him seems to drive him to show off, by chucking his bike away in a variety of imaginative and amusing ways. The last prize just had to go to one of the Ascroft clan. Father James for his BMW1100GS on worn-out slicks or daughter Harriet on a Honda Monkey bike or possibly son William on a Yamaha Town Mate (mine, since every time I turned my back, it disappeared).

After everybody had ground to a halt, we spent the rest of the afternoon hanging out, trying one another's bikes and generally catching up on gossip.

For me, as organiser, I like the fact that insurance is covered by TRAX and the facilities include a very good cafe, toilets, showers and jet wash bays. The next event will probably be on a Tuesday evening, so that we can have all the facilities to ourselves. Many thanks to the people from the North Wales and the Ribble Valley TRF who supported us and, in particular, our illustrious editor, Fred Ellison. Hope you enjoyed yourself, Fred.

Learning from my mistakes, I think that the next event will be an evening 'guided' trial, in which a group of 10 riders go round together and each section is constructed and dismantled on the way. This would cut down the preparation time and everybody could watch one another perform. Since trail riders, rather like schoolchildren, tend to screw up any highly organised event, the less organisation the better!

Thanks to Alan, Paul, Ian, Ron, James and Eddie for their help and support.

Rodger Davies, Lancs. TRF

Ed. Thanks Rodger, it was brilliant.

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## CULTURE SHOCK

I'm not wasting all my time in my retirement (dotage). I'm out there researching green lanes for you lot and it's easy. I've just found a little cluster of about 2000 kilometres\* - without a T.R.O. in sight - until, that is, you get nearer the Burmese border.

I first came to Northern Thailand last Easter and then again this year. My eldest daughter Julie married a Karen eight years ago and now comes and goes twice a year, trading Thai goods in the U.K. The Karen are a simple living hill tribe race, with whom Burma has been 'cross' since 1937, but accepted by modern democratic Thailand. They live at peace in the mountainous N.W. jungle areas.

After legs, the ubiquitous Honda 90, and its derivatives, is the mainstay of family mobility (4 up) and of small business transport (with sidecar and trailer) The donkey and buffalo are long gone, although there are still a few elephants still kept to play on.

Some of us know that, if asked properly, these little Hondas will go anywhere for you. This year I saw a little old nail offered for hire for 1 Baht for two hours. Now at B 60 for £1, that's cheaper than walking. Don't you think

we have something there to offer our GLEAMing brethren? - And so far away too!!

Last year, I borrowed a new 'Wave', the 110cc version at B 120 per day (£2.00) and had some real smiling and vocal joy in the mountains where the Karen, Aka, Lisu, Moeng and Yao tribes live with little benefit from tarmac, electricity or legislation.

This year, on Easter Monday, while you were hatching chocolate eggs or looking for some nostalgic speck of mud on an un-used trail bike, I was six hours ahead of you in a little northern back-packers' town called Pai, laid-out on a lounge in a bike-hire shop, drinking tea, having every muscle\*\* in my body massaged by a nubile thing,

*\*I chose a small number so as not to exaggerate.*

*\*\*No Fred, that isn't classed as a muscle.*

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who knew just what she was doing, but who shrieked with laughter when I reacted to her poking her fingers between my toes. Don't get excited boys, I was there with my wife's express good wishes, on all your behalves, negotiating with 'Chiang', he prefers the western 'Jan'. He's a youngish ex Taiwan-Chinese businessman who 'only' has 38 road bikes now, all under 4 years old. He's looking now to expand into trail-bike hire. Jan understands the Westerners' preference for bigger bikes and improved suspension. The XR 250 is his favourite option. I've seen some KDX 200s about, but no CRM 250s, as the fuel consumption would seem to be a handicap.

A new XR can be had for B 800 per day, incl. Comp. Ins.--one a year old for B 700 and a 'nail' for B 400 etcetera etcetera etcetera as the King of Siam used to say.\*\*\*

Shop around on the web, flights to Chiang-Mai can be around £400. Once in Thailand you are a free agent, but Jan could put a deal together, a package of bikes, accommodation, food, guide and maybe a daily dose of traditional Thai massage for another £400 for two weeks.

D.I.Y., it could be cheaper and more exciting, or even cheaper but less exciting, - come home after only a week! Sad. What does 'cheap' mean? Here goes,--£1 (B 60) buys you a litre bottle of beer or 12 of water, 15 oranges or six pineapples, a big breakfast, all your dirty clothes washed and ironed or a

gallon of petrol, not bad eh? Go into the big-spenders' league - for B150 (£2.50) gets you a beautiful Thai silk shirt, 2 hours of wild water rafting, as much time on the back of an elephant as you can bear, a half share in a double en-suite room with fan, or from the pirate software shop - any CD ever published in the West. Can't decide how to spend your pocket money? Well, that Thai massage comes in at B100 per hour, the bad news is that a standard session lasts for two hours!

\*\*\* Yul Brynner.....

Traffic around the towns is quite hectic, a bit like The Peripherique, but horn blowing and gesticulating like our French friends is not the Thai way to behave. The 4-up Honda 90s, the three-wheel taxis (called tuc-tuc) and overloaded crew cab pick-up trucks

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battle it out without any apparent loss of face. There's no road rage, as any show of anger is a sign of weakness in the Thai psyche. Away from towns the tarmac is quite good and undercrowded, with left right left sweeps every 100 yards – forever. My RVF 400 would love it. You wouldn't want anything bigger to get you into trouble as the exposure in the mountains is often terrifying (spectacular). Most roads though are the dirty kind, linking villages and neighbouring valleys, but signposting is non-existing or unintelligible. Maps are not much better. Get well clued up or take a guide. The natives are friendly, but meaningful communication isn't easy. They may not have been as far as you are going, and would rather run away than give you an answer that doesn't please you. The tracks are usually about 10 ft wide to cater for the 4X4 pick-ups, very steep in parts, sometimes stoney, deeply rutted, dusty or unbelievably greasy depending on the season. In short everything we know and love.

April, May, and June can be pretty dammed hot. July to September is very humid with it. November to February should be the best time to go, just when things are at their worst here.

The country is always green, some crops grow two or even three times a year. Some trees grow all their leaves in "winter", and shed them in summer. Trees come with masses of brilliant blue, red, yellow or orange flowers, like we never see in the wild at home.

Best of all, the people in Thailand are wonderful, modest and mild, generous and always ready to smile. English is the preferred second language, they drive on the proper side of the road and amongst their great variety of food, there's always something very interesting, plenty of meat, not much in the way of bread and butter, but enough rice to satisfy a craving.

Everything you've heard of the country and its people will be true, but there's much more. As a consequence of civil wars and migrating workers, we men are out-numbered by the alternative gender, but it's good to see that women of all ages, are up and about and active in the community as they are here at home.

In 1995 I told a story of South Africa. Vic Prices' recent adventures in the Picos de Europa were great, but I think this tale is worth telling too, I can't believe that there are many wives who would not enjoy Thailand enormously, Wendy certainly did. All this could bring about a change in your riding habits, if you want to know more, give me a ring on 01729 830569.

*Gordon Carr, Yorkshire.*

## "OPEN SEASON" ON BIKES!!

Whilst flicking through some old copies of "Super Bike" I came across this interesting piece (see below), which was published in March 1987.

The modern day equivalent to the trap is of course The Countryside and Rights of Way Act!  
*Reuben Alcock, Somerset*

### Gin Country

*Dear Superbike,*

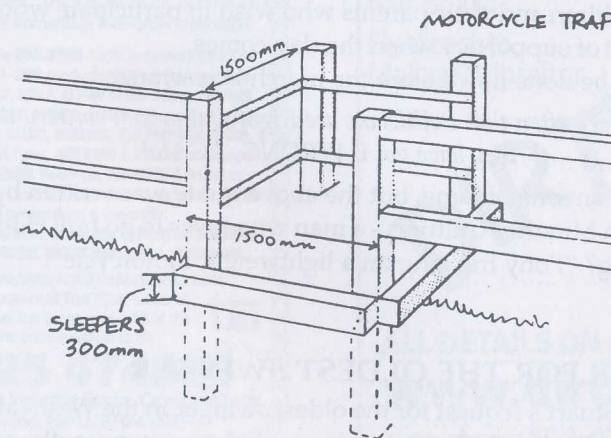
Thought you might be interested in this clipping from "The Countryman" Autumn '85 (things are a bit slow out here!)

Maybe the next thing we can expect from the esteemed "Countryside Commission" is a

set of dates for "open season" on bikes!! Should we retaliate by constructing horse traps on our roads? Keep up the good work with the "Ultimate Streetbike", long may the sun shine at Long Marston.

*B. M. Hallett,  
British Resource, Brunei*

OFF YOUR BIKES. *Bridleway Management*, a new handbook from the Countryside Commission, explains how to keep motorcyclists off paths meant for walkers and horse riders. 'Construct a motorcycle trap. The design (below) provides for safe access by horses and pedestrians and has been successful in excluding most motorcycles by its sheer awkwardness. It takes a little while for some horses and riders to get used to them and some minor adjustments may be needed after user-consultation. The trap does not harm motorcycles or riders but requires considerable muscle and time to negotiate.'



# LETTERS



## COUNTRYSIDE ALLIANCE MARCH

Remember the proposed Countryside Alliance March which was organised for March 18th?

I was really looking forward to supporting Endangered Exmoor and at the same time to carry a banner about "Minority Cultures". However, along came the u-know-what and not only was the march cancelled but the whole countryside was "Shut Down" and as far as we can tell, the County Council have no intention of reopening our countryside for some time yet.

Back to the "March" that never happened - I have been told that it will eventually take place because it is now such a high-profile subject probably due to the way things have gone wrong.

No doubt we shall be informed by the media when the march is "allowed" to take place.

Endangered Exmoor would benefit with the support of shooters who assist farmers to manage vermin control, horseriders, trail riders, fishermen and women, mountain bike riders, hang gliders, and those who have already suffered huge losses in the countryside.

If someone in your organisation were to act now and gain permission to speak to the school children of West Somerset, maybe other organisations would follow and all those children and their parents who wish to participate would also add to the total number of supporters when the day comes.

It needs to be done now before the march is rearranged.

*"It's not very often that Politicians are Right, but since February this year, they have got it WRONG, AGAIN!"*

No, not by anyone of fame, but the above quote was written by a member of one of the British Minority Cultures - a man who loves to go trail riding on Exmoor. Trail Riding? "Pony trekking on a lightweight motorcycle".

*Julian Bruford*

## CONTENDER FOR THE OLDEST SWINGER

Ref. Tony Stuart's request for the oldest swinger in the West - at 72 I may well qualify. Until the Foot and Mouth I rode regularly twice a month, usually leading, around here, North Cornwall, Barnstaple Exmoor, Brendon Hills, The Quantocks

and so forth, initially on my one owner from new Greeves Scottish, that cost me £190 NEW in 1961, then on a 500cc Triumph and more recently on a lovely little Serow. I am impatient to restart "Brimble Bashing"\*.

Despite my age I have a son of 11 and a daughter of 7 - many a good tune is played on an ancient fiddle! Ron Rickarby, (Exmoor), will vouch for the foregoing. For disbelievers I can obtain a copy of my Birth Certificate, proving that I'm not an old b.... as many claim!

*Best wishes, John, "The Oldest (?) and Best Swinger in The West!"*

\* "Brimbles" - Debbin ver "brambles" er "Blackberries" - us do ave two or dree o they "Scrachy Vace Lanes" near year.

## WHAT CAN I DO? - A TRAIL RIDERS SURVIVAL GUIDE

In the wake of the CRoW Act and the Foot and Mouth restrictions I recommend the following action to all Group and individual Members. This will demonstrate that we have not been eliminated, we still intend to exercise our rights and we expect our interests to be considered.

1. Based on pre-existing routes on your marked-up maps, ask specific questions of your local RoW Department and Highway Authority, to confirm their *opinions* on which routes now have undisputed vehicular rights under the provisions of the CRoW Act. Include routes where

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evidence has already been collected and Byway claims have been submitted. Ride all these as soon as the TRF Executive agrees Foot and Mouth restrictions can be lifted.

2. Set priorities on those marked-up routes which were not approved in 1. and initiate research by the Group to collect evidence for claims on these and any others which may emerge during research. Take advice before actually submitting claims, it may be prudent to await further developments before risking losing. Then ride these on the basis that you have evidence of vehicular rights if challenged.
3. Encourage and contribute to any local moves to set up Access Forums or co-ordinated efforts by RoW users, walkers, horse riders, parish councils, local history societies, etc. to ensure that RoW and Highway Authorities become involved in comprehensive research throughout every parish prior to 2026 - if this deadline becomes a reality? Hopefully participation in these activities will provide new opportunities to enhance the RoW network.

There remains the question of whether we can all agree to make Group information accessible throughout the Fellowship, to minimise duplicated research and maximise the results of our efforts.

*Brian Harwood, East Midlands Group*

## MILESTONES/MILLSTONES OF MOTORCYCLING

### Part 1: REAR SUSPENSION

Perceived wisdom from the 40's suggested that motorcycle rear suspension was totally unnecessary. After all, those nice road builders were busy covering the country with smooth tarmac. Off-tarmac riders believed that it was next to impossible to find grip if you couldn't feel every bump with your behind. However, the relentless march of technology is always there to force progress on us unsuspecting Loudness.

Tell me please who it was that thought that leaf springs were a good idea for motorcycles. They might be all right hidden away under a car, but on a bike (ABC, Indian) - really!

I ask you, what demented engineer came up with the idea of plunger suspension? The earliest example I could find was on the front and rear of a 1919 Wooler, but then John Wooler was always an individualist. By the 50's anything that had the rear axle moving up and down in a straight line, constantly altering the chain tension, could hardly be called progress. Excessive and rapid wear adversely affecting handling is another less damping medium, has to be a triumph of optimism over reality.

What could be worse than this? Well, since you ask, how about a Triumph sprung gub? If you are not familiar with this piece of technology, it is a suspension system within the rear wheel itself. Rapid wear, no damping and massive unsprung weight soon led to its demise, thank God. Oh and actual suspension was virtually non-existent. Even God makes evolutionary blunders on occasions but Meriden made it a mission statement.

Triangulated rear ends a la Vincent keep making an appearance and offer torsional rigidity (note impressive techno-speak, but it did take a certain firm more at home with tuning forks to make the system work well.

When the swinging arm made its appearance in the late 40's it had the 'rightness' of all great ideas. Combine this with the newly developed oil damped suspension unit and we have real suspension, at last. Velocette had Dowty oleo-pneumatic units (gas shocks in the 40's yet) and Norton tacked its swinging arm onto a new frame, immediately edubbed the 'featherbed', creating an instant legend. Last and definitely least, A.M.C. had fat units, nicknamed 'Jampots'. What is it about the British character that uses euphemisms like this to venerate truly awful equipment?

Hindsight makes wise men of us all but, looking back over nearly a century of suspension technology makes you realise the recent change in the rate of progress. At least with a solid rear end you can't waste time worrying about correct suspension set up. If you want an example of anti-technology, how about certain Japanese companies creating the illusion of a solid rear end as in a H-D 'hardball' yet having the suspension hidden away under the seat. Style over content indeed. Tony Blair ought to have one.

*Rodger Davies*

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