

## 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** Dave West, Tel: 07768 402424  
2nd Thurs, *The Old Guinea, Ridge, Near Potters Bar*

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**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, Curry 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: 07768 174964  
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: 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



Breast High Road, North of Kendal, West of Tebay. Rider Roger Bannister.

Photo taken by Cliff Wharton in October 1998.

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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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<b>DISPLAY EQUIPMENT</b> .....	Leo Crone, Tel: 01325 463815 (7a.m. - 5p.m.). Display boards held at
<b>CO-ORDINATOR</b> .....	Unit 10, Red Barnes Way, McMullen Rd., Darlington.
<b>EQUESTRIAN EVENTS</b> .....	Colin Patient, 14 Ryecroft Close, Woodley, Berks., RG5 3BP.
<b>LIAISON OFFICER</b> .....	Tel: 0118 969 6783.

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

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### DISPLAY ADS:

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"reproduced by permission of TRAIL, the National Bulletin of the Trail Riders Fellowship".

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

## EDITORIAL

- Just when you think things are looking up we get two more Foot and Mouth cases in the Yorkshire Dales. One at Barbon and the other at Settle. So it is a good idea to contact tourist information before heading for the Yorkshire Dales.
- Last chance to win a super Fuji 35mm zoom compact in the calendar competition.
- Don't forget the AGM at the Motorcycle Museum on Sunday 28th October 2001.

## 2002 TRF CALENDAR PHOTO COMPETITION

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## FROM THE CHAIRMAN .....

'Doesn't time fly when you are enjoying yourself'. I say that with tongue in cheek since there is a lot a hard graft associated with being Chairman. However we are approaching the AGM season. You remember that's the meeting when you are all invited to come and hear what your elected and co-opted officers have been doing during the year.

This year will not have quite the same imperative about it as last, since this will not be the occasion when your chairman is stepping down. That does not mean his re-election is automatic, as you will have the opportunity of replacing him, should the members wish but, on the assumption that this is not the case, I have already agreed to serve for a second year.

What we do need are volunteers for the post of National Rights of Way Officer and Public Relations Officer. Mark Holland has held this latter post for 7 years (for which he is to be congratulated and thanked) and has witnessed a number of changes not least those prompted by the new electronic age e.g. WEB Site etc. I have come across many of you who have ideas about how we can approach our PR function in a more positive way. May be those people would like to help, Yes! I mean help. Not to get overwhelmed by doing everything themselves but taking on various projects to push things forward.

During the year the LARA workshops have been touring the country providing valuable training and an insight into lane research. A necessary precursor to the work ahead.

At our AGM (Part 2) we had what I have been told is an unprecedented number of members attending. Our membership secretary has assured me this can be accommodated this year as a result of upgrading the membership hardware and software. So be sure checking-in should be facilitated this year.

You will hear how and to what use we have put your additional subscription, which I can assure was a very prudent and necessary move on the part of the previous administration.

Naturally there will be a review of the year by each of the officers but of equal importance will be what the next 12 months has in store for all of us.

By the way, one of the issues I am following up is incorporation. Some of you I have already spoken to. However it would be helpful if there is any first hand experience of incorporating a club such as ours and the reasons for so doing, then I would be interested in hearing from you. Alternatively you may know someone who has such experience.

I look forward to seeing you on the 28th October.

*André Confavreux, National Chairman*

## NOTICE BOARD

### SOUTH WEST REGIONAL MEETING & REGIONAL AGM

Saturday 17th November 2001  
10am for 10.30am start  
at Puriton Village Hall, Puriton, Somerset,  
J23 M5

All welcome, not just group reps and not just SW members. Please contact Sally Madgwick if you would like to know more - or just turn up.

### BLUE BOOK

The new edition of the Ramblers famous "Blue Book" is now available, fully up to date with RoW law ...that is to April 2001.

Rights of Way A Guide to Law and Practice by Riddall and Trevelyan, if you want a copy either contact me or Charlie Morris direct. Price is £20 retail ...but £18 for TRF if we avoid P&P. Real bargain and just the right size to throw at Landowners who give you trouble.

*Mike Hannigan*  
mike.hannigan4@ntlworld.com

## ADVERTISING IN TRAIL REALLY WORKS!

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EAST MIDLANDS TRF GROUP MEMBER

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# Ride the Italian Alps

*You kindly published a letter from me in TRAIL when I asked if any other TRF members were interested in trail riding in Italy. This is what happened.*

My letter to Trail resulted in twenty or so enquiries and twelve members booked to come with me in September. The holiday was for a week and the idea was that our motorcycles and gear would be transported to Italy by lorry and we would fly cheaply to Turin by Ryanair and then be taken to the hotel. I calculated the price per head at £525 and that was to include flights, bike transport, half board in a nice hotel and the cost of the guides.

The first problem was that the cheapest lorry transport available direct to the hotel was £3,400 plus vat in a removal style lorry. Sure we could get it for a lower price but that would mean putting the bikes on pallets and having them delivered to a warehouse in Turin and the bikes not being available to be collected until Monday. No good at all. In the end I used my ordinary car licence to hire a 7.5 tonne Volvo lorry from BRS Rentals who were happy to let the lorry go to Italy. They included rescue and recovery and everyone brought their bikes and gear to my house near Cambridge and I drove it myself. It was a long but wonderful journey. I really enjoyed it and the cost of the lorry hire was just over £1000 for two weeks and sixty five pounds a day for any extra days.j2

I arranged my own insurance and bought ferry tickets from SeaFrance (£483) and the approximate total cost of lorry, ferry, fuel and tolls was around £2,400. I didn't charge my time or my accommodation and meals so if you are planning a similar trip and hiring someone to drive, you have to take these into account. Incidentally the BRS Volvo 7.5 tonne lorry will happily carry fourteen typical trail bikes (I took two spare bikes in case they were needed) and all the gear and is allowed along roads and through tunnels banned to heavier vehicles where the limit is 7.5 tonnes. There is a ban on driving a heavy lorry in France and Italy at week ends but although police spotted us on several occasions, they noted the UK registration and didn't stop me. I chose the motorway route through the Frejus tunnel and whilst the tunnel toll was expensive at £93 return, it was cheaper and easier than going the long way around.

The trail riders met at Stansted and flew to Turin and the hotel sent a mini bus and a car to collect them. This worked out cheaper than a coach or taxis. I had arrived on the Saturday and Daryl Tatton, my English contact at Sauze D'Oulx was there to help unload the bikes. The hotel provided a secure underground car park but we ended up using a covered area for the bikes and the lorry acted as our store, workshop and changing room.

Having arrived on Sunday morning the group was eager to be away and couldn't wait for the first planned ride on Monday. The Italian Guide who justified his

nickname of Speedy (he's a first rate skier!) arrived to meet us, guessed that we might like to be off that afternoon and he and Daryl led us to the top of the mountains. As we progressed through the week we had a new planned ride each day, each one seemed better than the last and the views were breathtaking. With one guide leading and the other and myself bringing up the rear we were able to achieve a good safe pace without too many stops. In true Italian style, the runs were planned to arrive at mountain bars at break times and quite frankly the guides' planning and attention to detail was marvellous. If one of the bikes had a puncture or broke down it was quickly fixed. We knew that if a major breakdown occurred Daryl would rescue the bike with his Land Rover and trailer. We could relax completely.

Near to the end of each day's ride we would be offered the opportunity to split up. Those who were tired and wanted to go back to the hotel would take the road route and the others would return via the mountain. The rules were simple, we could ride the many thousands of miles of track but we were not allowed on the meadows that made up the ski piste. There are also some trails that go through protected national park areas but our guides had done their research and knew what to avoid. We did however come across other trail riders, mostly German and Swiss. They were trying to follow maps and some were riding illegally. The Italian police are known to confiscate bikes and to demand heavy fines for riding in the wrong place.

When organising a trip of TRF owners it was a pleasant surprise to discover that whilst everyone came from different backgrounds, we had so much in common and we all made friends. Our skills varied too. Two of the lads were in the early twenties and happiest when challenged by a very steep hill climb or a difficult descent along a trail mostly used by goats. We others ranged from thirty to fifty five and surprised the younger riders with our skills and nerve. One confided in me that he feared that we might be a "load of old farts" but that he and his pal had enjoyed a wonderful time.

At the end of a week of superb riding, pleasant sunny weather and with no injuries or major breakdowns the riders packed up their gear and we loaded up the lorry. They flew home from Turin and one of the riders and myself drove the lorry back.

As we left, another group of four TRF riders arrived. They couldn't get on to my planned trip as it was full so they came out



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the following week in a large van carrying the bikes, gear and a seat in the back. They took just driving eleven hours from Calais and drove quickly. My lorry did it in twelve!

If you are interested in going to Italy next year, plan to go in June, July or September. There is too much snow at other times though when we went we had fresh snow at the top on one day and it was a challenge that we all managed fairly easily. August is busy with holidaymakers and a mountain bike race. The Italians made us very welcome. Their natural love for motor sport and speed is well renowned. It was a real pleasure to organise this trip and yes I'll do it again next year.

For a handy step by step guide and the contact details of our guides etc, please send an e mail or fax to me at rochebentley@mgownersclub.net or fax 01954 267044. I'll be pleased to pass on all the information you need. If you can organise a group or if you want to be part of one, the opportunity is there. Go and do it at least once in your



Only a trail bike, mountaineer or goat could manage this legal route along the mountain.

## RoW NEWS

### RoW NORTHERN REGION

I intend to start the process of research on RoW we had used pre-Countryside Act but now cannot with any degree of certainty. Bearing this in mind I would like all you RoW researchers, letter writers and general busy bodies to have a look through your files of accumulated letters and maps to see if you have any evidence of our right to use the following on motorcycles: Foxup Moor, Great Wold, both on OS98. Street (Fryup Dale), Trough House, both on OS94.

Proof in the form of maps (not OS), letters from county councils admitting vehicular rights, 20 years user evidence, any other documents inferring vehicular rights.

I will be holding a RoW workshop at NYCC archives late November and would appreciate help in the process of research if not then, then sometime in the near future.

Meantime any evidence you turn up please send either the document or a copy to my address in the front of the mag.

The track day provisionally organised for 28th October has now been changed to 5th November, due to our National AGM. Re-christened the Bonfire Bash its £5 per bike for the day and bring some fireworks. Contact me through the number in the front of the mag for details.

*Leo Crone*

### SERIOUS THREAT - Potential closure of Coldharbour

#### - BOAT 526 Wotton Wolvens/Crockers Lane - Surrey

All TRF Members,

This is a serious threat. Due to 4x4 destroying the banks and rogue moto-x/trail riders riding through the adjacent forests the council are under pressure to put a TRO on Coldharbour and close it to all vehicles.

I have spoken to the council and they intend to do as much as they can to stop this behaviour and erect gates, posts and extra signs. I have agreed that we will do all we can to help.

- Please keep to the track, do not deviate at all, ensure that you follow the TRF Code of Conduct.
- Tell all your mates to do the same.
- If you see people abusing the lane explain how it will be closed if they carry on with this.



- Take any numbers of illegal riders or people damaging the lane and report it to the council or police.

Thankyou for your co-operation.

*Steve Sharp, Surrey TRF/ACU*

## **PETITION SUPPORTING EXISTING VEHICULAR RIGHTS on Highway described as Jacob's Ladder, Stoney Middleton, Derbyshire. OS sheet 119 from (A623) SK 232 756 to (B6521) SK234 759**

The above petition raised by the East Midlands Group has been circulated to all TRF groups listed in TRAIL. The objectives are defined in a note preceding the petition. Returns are required by 14th November 2001. As some members may not attend group meetings regularly may I respectfully suggest you may like to participate by contacting your local group.

*J. M Robson, East Midlands Group*

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# **BIG TRAIL TEST**

## **HONDA VARADERO XL1000V**

Say hello to my new addition to the family. The Ducati 748 has gone. She was a supermodel. I loved her but I could not marry her. She caused too much pain for me!

Owning an Africa Twin for three years previously meant I had a good idea of what the Varadero might be like. I took a demo and instantly found the riding position comfortably familiar. After a bit of haggling the deal was done. It was almost two years old and had 5.5k on it. So what is it like?

Well, I've just got back from a 1000 mile trip consisting of Motorways, A,B, minor roads and a track day at Cadwell Park! I fitted a pair of crash bars before I went (have you seen me ride?) and fitted a Touratech compact roadbook I had just bought from Bracken in London.

On the motorway the first thing I noticed was that there is a fair bit of wind noise with the standard screen so I may look into getting something a little higher. I've heard MRA do a quality adjustable item. The engine is a peach. Very smooth for a twin, with loads of grunt. I was enjoying blipping past traffic with ease in top. I've got to admit despite its comfy reputation, I found the saddle was annoying me after 120 miles and a break was required. It is better than the Africa Twin but not by much. The roadbook with my pre-planned journey was great

and I never needed to get a map out all weekend. It will be transferred to my CRM when we finally get back onto green lanes.

After I left the motorway at Preston I headed across the Yorkshire Dales. I chatted with the landlord of a pub in Newtown who has been hit hard by F&M and as I went around Malham Tarn I noticed there were no people or animals or cars or anything for that matter. I rode for about 10 miles through this usual tourist honeypot and never saw a soul ...spooky!

For a big bike the Honda handles very well and it was in its element in the twists and turns. It has linked brakes, which get quite a lot of slagging by journos. I found them excellent. With the Africa Twin if you slammed the front anchors on hard the nose would dive pretty alarmingly, but with the linked brakes the bike squats slightly because both brakes are coming on at the same time and it pulls up rapidly without drama. Not bad for a big softy! The suspension is quite soft but soaks up the bumps well. You are also above most other vehicles and can see over hedgerows, etc. You can adjust the rear damping with the external adjuster easily. I had it wound up halfway.

After reaching my brothers in Ripon I enjoyed exploring the roads around Pately Bridge and had fond memories of crossing Foxup Moor a few years back on my DR350.

On the Monday I headed down to Cadwell in the Lincolnshire Wolds. Now this was the Ducati owners club track day so there were quite a few raised eyebrows when I started taping up my lights! I headed out at the back of the 996 pack and found that Cadwell is a very tight twisty track with lots of up and downs! After the sighting laps we were on our own for 20 minutes. I have got to say I was impressed with the beast. I'm no racer but we reeled in a few Dukes and an MV F4! Obviously they were not trying hard but I was pleased. I had a couple of scares. The hero blobs ground a couple of times and on one occasion the whole thing skipped sideways ...time to back off a little me thinks. The quality of the chassis was good with no strange weaves and wobbles. After another session I headed back through the gridlock of Leicester and got back to Bath about 4 hours later.

Now will it go onto unsurfaced lanes?? Well the Africa Twin was big but I still had a few gentle trail rides on it. The Ridgeway, Porchesters Post, even part of the Fosse were tackled on dry days. I also did the Stella Alpina Rally in Italy on it (16km of dirt track) so it can be done with care. I don't know with this baby. It is much bigger and there is an awful lot of weight if you get it wrong but I do fancy the Stella again!

*Article taken from the Bristol TRF Group Gazette*



## Report of the TRF Executive Meeting 15.09.01, Becketts Farm, Birmingham

A copy of the full minutes will be sent to all Principle Officers, Group Reps and any other member requesting them from the Secretary.

**Trail Users Alliance** Dave Giles gave a presentation on the progress that has been made in setting up this alliance. At the first meeting of all interested parties two objectives had been identified:

To influence Government and other bodies on legislation, law and policy with regard to Rights of Way and Minor Highways

To facilitate research into historic Rights of Way and promote education, training and advice on ROW and the Definitive Map.

The second meeting was to be Sunday 16th September where the TRF would be represented by Richard Marshall and Dave Tilbury.

Dave Giles also reported on a seminar he attended about Local Access Forums and stressed the need for us to try to be represented on these forums.

The chairman made it clear to the meeting about the TRFs financial involvement in the launching of the TUA and of Dave Giles' contract details. The continued involvement of the TRF in the TUA, especially with regard to its financial commitment, would be for the members to decide at the AGM.

**Training Protocol** The chairman stressed the need to have something to put in the hand of members at AGM, although there is a section on research and making Byway claims in the handbook the situation regarding RUPPs has changed since then. Dave Tilbury and Tim Stevens will produce relevant handouts, perhaps as a handbook supplement.

**LARA Workshops** There are several planned: 22.09 Newbury, 29.09 Cambridge, 06.10 Kendall, 10.11 Uckfield, 24.11 Melksham and sometime in January Dorset.

**Co-Ag Funding** Nothing to add from the previous meeting though it was noted that the CCW in Wales will be funding research into 'Lost Ways'

**Merchandising** John Hargreaves from the Ribble Valley Group will co-ordinate merchandising for us, he handed round a selection of samples and will advertise their availability in Trail.

Charlie Morris is able to supply copies of Rights of Way – A Guide to Law and Practice (AKA The Blue Book) at a discounted price, please contact Charlie for further details.

**Handbook** Tim Stevens has produced an update to cover the CRoW Act and its implications so far, this will be a supplement to existing handbooks, though a reprint is imminent.

**Motorcycle Action Group (MAG)** Henry Marks, the Chief Executive Officer gave the meeting a presentation on the benefits for motorcycle clubs of affiliating to MAG. MAG had five full time employees, local groups of individual members and associate groups of clubs. Discussion followed about how MAG may help the TRF especially in areas of lobbying and how we may best exploit their knowledge of lobbying civil servants and MPs. Affiliation would cost us around £525. Individual membership is £20.

Discussion followed about whether we should affiliate to MAG. Members felt it may be useful to join them now to make best use of their lobbying skills when we need them most trying to influence the Statutory Instruments for the CRoW Act. It was unanimously agreed to join MAG for this current year, staying with the BMF, giving a two pronged approach to Government regarding the CRoW Act and its effects on trail riders, especially the Sis and Section 34A of the Road Traffic Act.

**Limited Company Status** The Chairman will contact a solicitor for comprehensive advice.

**Foot and Mouth Disease** Although some groups were still not out riding yet Tim Stevens noted that Co-Ag appreciated the way that vehicle users had stayed away, even though only footpaths and bridleways had been affected by regulations.

**Public Relations** Following requests from the last meeting to beef up PR, Steve Sharp informed the meeting that he had contacted the BMF and would be circulating his findings to the Pos by post after the meeting. Tim Stevens handed Mark Holland a bundle of publications including some from the MSA (Motor Sports Association). They had also generously suggested that further advice was available if required.

Mark Holland indicated that he would be stepping down from the PR officer role at the forthcoming AGM.



**Membership Secretary's Report** John Pritchard was pleased to report that there is no significant drop in renewal rates this year even though the fees had been raised. He was grateful to members who have continued to support the Fighting Fund as well as paying the increased subscriptions. John went on to advise members that his new equipment was working well and making the job quicker and easier. A new style membership card was passed around and everyone agreed it was a professional product.

**Treasurer's Report** John Gardner noted that he would be bringing audited accounts to the AGM. He is hopeful of a significant surplus this year and is pleased to report that the TRF is in good financial heart.

**ROW Officer's Report** Charlie Morriss regretted to inform the meeting that owing to increased pressures of work he was unable to continue as ROW co ordinator next year, and that his workload was so severe that he was severely impeded this year. The chairman extended thanks to Charlie for the work he is doing for the TRF.

**Horse Events** Colin Patient had extended his apologies for absence to the meeting but the Chairman was able to report that horse event activity is picking up again and that any members interested in helping at one (even mid week) should please contact Colin.

**NEC Show Stand** Ron Carter had failed to provide the meeting with the costs involved in having a stand at the NEC but reported that it was outrageously expensive. He had received an offer of some space on an ACU stand, which although it was a generous offer could lead to conflict and problems.

**Norfolk Group** Charlie Morriss had not heard any more from this embryo group.

**Setting Up New Groups** The chairman suggested that the topic of setting up costs for new groups should be on the next meeting's agenda.

**Group Meetings/behaviour** Dave Tilbury expressed concern that sometimes new faces or members are not integrated very well into local Groups, especially at Group meetings. He felt that all Groups need to allocate the job of welcoming new faces to one member, John Gardner reported that the Lincs Group does just that.

**Insurance Cover** John Gardner reported that the TRF has Personal Liability and Fidelity cover for activities like Green Lane Day but stressed that is ONLY

available to members. Members ride at horse events on the organisers insurance.

**RUPP 13** Colin Adlam reported that the Council has made a DMMO on this and other routed to designate as BOAT. There will be a Public Enquiry in January, with local landowners using barristers it should be interesting and we need to attend.

**Local Access Forums DEFRA** has consulted us (and others!) about LAFs and we have until October to reply. Mark Holland will respond as our PRO together with our Chairman.

**Ridgeway** Mark Holland circulated cuttings about a local MP (Robert Jackson, Wantage) campaigning to remove recreational vehicles from the Ridgeway. We need letter writers in Wantage to write explaining the error in this proposal.

**Annual General Meeting** At The National Motorcycle Museum, Birmingham on Sunday October 28th 2001.

**Next Exec** Will be in Northampton on Saturday December 1st 2001.

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# LARA NEWS

We would appreciate it if any TRF members who live in the Wantage constituency would write to the MP Robert Jackson, Orchard House, Portway, Wantage, Oxon, OX13 5HR. Phone 01235 769090 asking what danger he thinks there is and what evidence he has, or statistics to show there is a danger on the Ridgeway. Also ask him whether he has read the Ridgeway Inquiry Inspector's Report, and how the current situation differs from what it describes. If anyone who writes could please make sure they send a copy of their letter to Tim Stevens at PO Box 20, Market Drayton, Shropshire, TF9 1WR he will be able to follow it up if appropriate.

## MP's bid to ban off-road vehicles

MP Mr. Robert Jackson is strongly backing a new campaign to ban 4x4 motor vehicles and motorcycle scramblers from the Ridgeway.

Unless urgent action is taken, he fears it will be too late to save this historic and ancient road from being ruined.

The Wantage Tory is to step up his campaign to keep all but essential motor vehicles off the "oldest road in Europe" after being contacted by new Friends of the Ridgeway chairman Mr. Ian Ritchie.

He is deeply concerned about "the quiet enjoyment of this superb amenity" being "under severe threat by the incursion of non-essential motor vehicles along the route".

He said that the damage caused by 4x4 vehicles and off-road motorbikes had now become too great to ignore.

While the eastern part of the Ridgeway is classified as a road used as a public path - which provides some restrictions on the use of motor vehicles - the western half is a 'Byway Open To All Traffic' which provides no protection.

The Friends of the Ridgeway - including its new patron, the mountaineer Sir Chris Bonnington and its new president, the Olympic athlete Mr. Chris Brasher - have decided on action.

The aim is to "mount a vigorous and high profile national and local campaign" to press for a public inquiry to order the banning of non-essential motor vehicles from the whole length of the Ridgeway.

Mr. Jackson, a vice president of the 20-year old organisation, is fully behind the move.

He said: "I very very strongly feel that we need to ban these vehicles. I have held this view for a long time.

"The Ridgeway is an ancient and historic highway not designed for the 4x4s and motor bicycles doing the damage. It is getting severely rutted which is also damaging its status as a haven for rare flora and fauna.

"We need to get these vehicles off the Ridgeway as soon as possible before it is too late.

"It's a wonderful and historic route

that must be preserved.

"There are plenty of other places that these vehicles can go and plenty of

roads round about."

*Article taken from The Herald, Oxfordshire, August 30, 2001*

## Ridgeway is 'dangerous'

ONE of the country's leading horse trainers has said that the Ridgeway National Trail is in a dangerous condition because of damage caused by off-road vehicles.

National Hunt trainer Mr. David Gandolfo, who is based at Downs Stables in Manor Road, Wantage, said the ancient track, which follows the crest of the Berkshire Downs to the south of the town, had been ruined by off-road vehicles, making it virtually impassable.

He said the scenic route was rutted with deep troughs - some up to four feet deep. He said the condition of the trail had hit an all-time low and said it was only a matter of time before someone was injured.

The Ridgeway is Britain's oldest road and stretches for 137kms over the chalk uplands of the Chilterns, and the Berkshire and Wiltshire Downs.

Although the track is popular with walkers and horse riders, the western section - including the Wantage stretch - is a public byway and a favourite destination for four-wheel drive vehicles and motorcycles.

Mr. Gandolfo, 62, who trains international race winners on gallops beside the trail, said: "There are enormously deep ruts which have left it effectively impassable to horses and pedestrians and to the emergency services. It is an accident waiting to happen.

"A pedestrian or horse could break a leg, and riders could be thrown. This is on top of the danger caused by the presence of off-road vehicles. I am not saying they should be banned, but there needs to be some compromise.

"It is worse than it has ever been, and its role as one of the natural and historical amenities of the area is being severely jeopardised."

Oxfordshire County Council, which has joint responsibility for the condition of the Ridgeway, supports a policy of voluntary self regulation of motor vehicles encouraging off-road drivers to stay away when the trail is muddy and vulnerable to erosion.

Wantage MP Mr. Robert Jackson, who is vice-president of the Friends of the Ridgeway, wants leisure vehicles banned from the trail. He said: "The county council hasn't got a measure of how dangerous the Ridgeway is. The system of voluntary self-regulation does not work. Firm action should be taken."

The National Trails office which coordinates management of the Ridgeway, is planning a winter audit of the path's surface.

National Trails Officer, Ms. Jos Joslin, said: "There are places where the Ridgeway doesn't reach the standards we have set and we will be looking at ways of sorting them out.

"There are areas where horses have done a huge amount of damage."

*Article taken from the Wantage Herald*



# ANNUAL GENERAL MEETING - TRF

**Sunday October 28th 2001**

The National Motorcycle Museum, Birmingham

M42 Junction 6 (M42/A45 junction)

10 am for 10.30am start

Please bring your membership card

## AGENDA

Apologies for Absence

Welcome Address by the Chairman

Approval of Minutes of the AGM Parts 1 and 2

Matters Arising

Elected Officers' Reports

Co-opted Officers' Reports

Lunch

Continuation of morning business (if appropriate)

Election of Officers

Update on Trail Users Alliance

Date and place of next AGM

I look forward to seeing as many of you there as possible.

*Sally Madgwick, Secretary*

## MILESTONES/MILLSTONES OF MOTORCYCLING

### PART 5:

#### CHAINS AND BELTS AND SHAFTS - A

##### TRANSMISSION STATEMENT (CHAIN LETTER, EVEN)

Take a small piece of thick leather, rivet it to another and repeat until you have an endless loop. Wrap it around a couple of pulleys and you have what used to pass for a transmission system in the dim and distant past. While this system was barely alright for machines of low power outputs, without a clutch or gearbox, it was not going to be the future. I quite like the idea of riding round with a bag of resin in your pocket though, for when the inevitable 'belt slip' occurred. At what point does quaint turn into a pain in the rear? Possibly when the belt snaps!

The whole subject of transferring drive from the engine to the rear wheel, is one of minimal technological change and that is being kind. A similar rate of change in medicine would still have us using leeches, or being hit over the head with a blunt instrument as an anaesthetic!

Strange that, since motorcycle practice closely followed bicycle technology, the chain and sprockets took such a long time to catch on. When it did, clutches also had to be introduced, since slippage was no longer a salient feature of the system.

Chains do have the advantages of cheapness and minimal power loss, as well as the ease of changing ratios, but in the 21st century, many of us still have to clean, adjust and lube, what seems to me to be an increasingly prehistoric and anachronistic piece of technology. Perhaps people have a fondness for maintenance and find the challenge of trying to find a lubricant that actually stays on the chain, rather than leaving a pattern of little black dots on your clothing. We now have 'O' and even 'X' ring chains, to reduce wear and maintenance and a bewildering choice of chain lubes. Unfortunately, this now means that we have to pay up to, and even beyond, £100 for regular replacement of chains and sprockets.

Whilst having a fully enclosed chain, like Honda's 'step through' or MZ's plastic tubes, reduces wear and maintenance to a minimum this has never proved popular. Why not? I suppose the answer is 'image'. It just does not look 'sporty'. If you have ever seen human flesh that has tried to interfere in the gap between chain and sprocket (yes, I have but, fortunately, not my own), it is not a pretty sight. In the car world, chains and sprockets disappeared years ago partly, I suspect, as a result of Parry Thomas literally losing his head, due to a broken chain during a speed record attempt on Pendine sands.

The main alternative to chains and sprockets remains shaft drive. BMW have almost made a trademark out of this feature and, on face value, it offers many advantages. Clean, reliable, positive and NO maintenance! The disadvantages? Extra weight (especially unsprung), cost, torque reaction affecting handling. Certainly, but NO maintenance and NO adjustments to be made. Why does every motorcycle not



have a shaft drive? Again, this must come down to image. Shaft drive is seen as being staid and only really suitable for heavy touring machines, where the weight and handling penalties are not particularly noticeable. Look at pictures of Georg Meier at speed on his blown BMW during pre-war TT's or watch any Paris-Dakar footage featuring BMW twins racing across the desert and you might have to re-assess the routing image of shafties.

I have to say that I am not a BMW fan, but I have had a number of shaft drive bikes. I usually only have a road bike if I am going on a biking holiday abroad. For a number of years, I bought a cheap bike to take on holiday and then sell it (usually at a profit) on my return. An XJ650 was followed by a Kawasaki GT550 and then a Honda Revere. None of these machines gave a moments trouble or apprehension and so I retain a soft spot for shaft drive bikes.

I have often thought that shaft drive would be great for trail riding where chains and sprockets take serious abuse. However, this would be too heavy, wouldn't it? Strangely enough, I do have a shaft drive trail bike and it is very light (about 70kg). It is a Yamaha T80 'Townmate'! I use it to research sensitive lanes, since it does not produce the same reaction in farmers, old ladies and florid, retired ex-officers as a thinly disguised moto-cross bike. It is surprisingly useful and very reliable, considering the lack of attention it receives.

Big trailies cry out for shaft drive but the only example I can think of (BMW apart) is a Honda XLV750R. This was never imported into this country but was the

precursor of the very successful Transalp and Africa Twin, yet the shaft drive was dropped in favour of a chain. Why, for heavens sake? If anyone knows where I can get hold of one of these machines let me know.

Years ago, in the back of a motorcycle dealer's showroom, behind serried ranks of British twins, I once saw a very strange looking machine. For a start it was a scooter and it had the Triumph logo on it. It was also a rather fetching/disgusting shade of lilac ( a light purple to all you insensitive biker chaps). Little did I realise that this flimsy piece of Anglo/Italian machinery was to be one of the most influential two-wheelers ever made in terms of its influence on motorcycle design. Why you ask? Well, it was due to its transmission system. This consisted of a pair of pulleys which could change their effective diameter by allowing the flanges to move in and out (anyone remember the Zenith 'Gradue'?) The front pulley's

flanges moved together due to increasing centrifugal force and a spring loaded rear pulley kept the belt in tension. This effectively changed the transmission ratio with increasing engine revs. Simple, light and devastatingly effective. So, why wasn't the triumph Tina a success. Well, partly because of its name and its colour, but mostly due to poor build quality, duff electrics and a lack of investment and development. Sound familiar? It should, because this is essentially what went wrong with the British bike industry at large.

However, like all good designs, this one bore fruit and became the vital ingredient in the present day scooter revival. More people than ever can enjoy two-wheeled transport because of how easy it is to ride and maintain a variable pulley and belt driven machine. Similar systems in cars were pioneered by Daf but seemed to be only effective with low powered engines. Maybe automatics have never been popular because people like the sense of involvement changing gear gives.

Honda, I seem to remember, made great claims for a hydraulic drive which appeared to work by replacing the gearbox sprocket with a pump which pumped fluid to a turbine in the wheel. The prototype was attached to small trail type bike and the system could be used to provide drive to either or both wheels. What happened? Was this design unfeasible or did research show a lack of demand from us punters? This sounds ideal for a trail bike.

Until chains and sprockets die out, due to the natural forces of evolution, we are still faced with having to use a dirty, oily and crude transmission system. I do worry, though, about what will happen to all those people who work at the 'Linklyfe' factory.

Rodger Davies

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## LETTERS



### THE INFAMOUS 'MAD KIPPER'

September was the month for the big bike trailie style 'Coast to Coast', organised by the Big Bike Trail Club (BBTC) of Great Britain

I am proud to announce that an East Midlands TRF group member entered the Big Bike Trailie 'Coast to Coast Ride' last month, electing to ride to the event and ride back, considering all TRF members who trailer their mounts to club and specialised events as being 'whimps'.

There were 60 entrants in all; from all over the UK including Guernsey, ...many having ridden their mounts to the venue, ...the starting point being near to Scarborough and finishing at Barrow in Furness.

Our very own East Midlands Group Member was competing against Africa Twins, Transalps, 1100 cc BMWs and other bigger and much newer trailies than his own. In true TRF style, our member won the prestigious Mad Kipper Award Trophy, at the



first attempt for the best ford crossing outright, ...exhibiting the biggest bow wave and the best example of 'underwater motorcycling' yet seen in this event. Eight previous attempts by lesser mortals resulted in big wipe-outs and left the entrants floundering in the murky, dark brown, peaty water.

Our member, unaccustomed to such adoration stated, "that there was much more to come" from his riding ability and was privileged to have represented East Midlands TRF Group. 'Sub Aqua Man' is confident in achieving even higher awards in human endeavour and public acclaim in next year's event. 'Sub Aqua Man' remains adamant that he will retain his title as being 'the best motorcycling submariner' yet seen in the Western Hemisphere and, to boldly go were no Mad Kipper has been before.

Our very own Mad Kipper Award Trophy winner is, ...can anyone guess??? Yes, you are right, ...it is Ex- Royal Naval Reserves, Able Seaman (Retired) Mick 'Mad Kipper' Wadsworth, East Midlands Group. (Well done, 'Bruv').

*Graham Wadsworth, East Midlands Group*

## INFORMATION REQUEST

Ref. your request for reports from members concerning after F&M (hopefully), closures, etc. I wrote to Devon, Somerset and Cornwall CCs on July 4th, requesting information regarding lanes openings/closures. I received extremely helpful and friendly replies from the latter two Authorities, Somerset even sending a definitive map, with dates of openings. Having had no reply by August 7th I wrote again to Devon CC asking them if they did not consider it ironic that although I had received helpful replies from other Authorities, the Council to which I pay my Council taxes had not had the courtesy to reply.

On 17th August I received a call from an Official stating that the lanes had never been closed! This was preceded by a letter on 15th August from a female Official stating that I could find the information I required on website... and that I could zoom in on "particular areas of interest". I feel tempted to write back stating that despite careful examination of all the cobwebs in garage, bathroom and sheds, all I can find are the dried exoskeletons of insects and that she may contact me on website dash, slash, g. lane dot (or Greeves) M.C.CD Right CD Wrong CD left and zoom in on any portions of my naked 72 year old body that may be of particular interest to her!

Regarding lanes still closed - we have found one locally and one on Exmoor. These we are investigating. The ones we have ridcden have, surprisingly, not become overgrown, even the brimbles seem reluctant to slash us!

I like the article on being a Runs Leader. One problem Pete does not mention is that of non-TRF members joining in and forcing the pace. One cannot tell them to 'Go forth and multiply' as the lanes are legal roads open to all. The only solution as I seem it, would be to make all runs invitation only. Has any one any other ideas?

*John Chilcott, The Oldest Swinger In The West?*

## TRAIL RIDER'S TRIAL

It is a very frustrating time @ the moment. The CRoW and F&M combine to paint a very depressing picture for trail riders. However, we should not get too depressed.

The future of trail riding will continue if you have people with commitment, enthusiasm and the ability to put ideas into action.

Roger Davies has worked extremely hard over recent months to provide alternatives to riding green lanes. All his hard work has allowed us to use the facilities of TRAX in Preston. TRAX is a moto-x, trials and enduro practise area. Roger has been instrumental in organising a trail bike trial (TBT), which was very popular. Several riders came from a number of different regional groups and provided great entertainment. We have also been allowed to use the moto-x track and enduro practise areas on several Tuesday evenings. Roger is constantly thinking of alternative social activities to improve the service that the club provides for its members.

A few weeks ago Ian Wright organised another TBT @ Back Cowm quarry near Rochdale. This was an excellent 'event'. The sections were brilliant. Ian's trials riding experience was evident. He set out the sections so that they were not too difficult, but still managed to 'take a few marks' from the more accomplished rider. The route between each section was also well set out. Ian's planning ensured that there was some excellent trail riding between each section. He must have spent hours and hours setting out the sections. I am sure that his son Jonathan also helped. Their hard work helped to make a superb day for many TRFers. Jonathan is off to Uni soon so dad will have to graft alone in future. Good luck @Uni... and Jonathan... remember to do a bit of studying as well!

With people of this calibre in our organisation we can only go from strength to strength. Thanks again to you both. Keep it up!!!

See you on the green stuff

*Alan (the old git) Hodson*

## CLASSIFIED

**HONDA XLR250** 1991 Renthal Bars, 'O' chain and sprockets. Acerbis Brush Guards and lights. Supertrapp. New Rear tyre. Reliable and well maintained. T&T April 2002. £1600 ono. Tel: 01785 603931 (Staffs).

**WANTED DT175MX** Would prefer a nice one (HCK 661W - are you out there and for sale?) but will consider any complete and running example. Tel: Preston 01772 792231.

**HONDA CRM250** "F" reg Mk 1. Red. MOT July 2002. Loads of bills, road use only. VGC. Fantastic bike. Only £1000 ono or will swap for Mini. Tel: 07967 507996 (Warks).

**1990 XT350(G)** Tax & tested. Includes road tyres. VGC. £900. Tel: 01539 724848.

**XR250R** "V" '99. Y2K colours, good condition, 1600m taxed, indicators sump and frame guards, spare sprocket, clutch, brake lever, oil filter, handguards, tyres, manual, £2150. Tel: 01234 750824.

**YAMAHA DT175MX** 1979 "V" reg. Taxed till Sept. '01 and MOT till Dec. '01. 1700 miles since engine reconditioned. In good working order. £425 ono. Tel: 01252 783234.

**HONDA RS250** engine in Kawasaki 420MX frame. "Q" reg. Very well built, unused for last two years, spare engine, very reliable. No tax or MOT. Space needed, hence £450 ono. Tel: 01895 824187

(Harefield).

**MOTO GUZZI 1100 SPORT** 1995, red, 9500 miles. Travel plans force reluctant sale. £2999. Tel: 01635 664886.

**HONDA CRM250** Mk3, 1994 "L" reg, T&T, red/purple/white, 11000kms, 'O' ring chain, DEP tail pipe and standard, rear rack, handguards, VGC, manual. £1675 ono. Tel: 07813 276290/01908 261656.

**KAWASAKI KLX250** 1995 "M" reg. Water cooled 4 stroke. Two owners only. Excellent condition, long MOT. £1550 part-ex considered. **Wanted** After market exhaust for Honda CRM AR. Tel: 01200 428844 or 07773 854581.

**SUZUKI DRZ400S** Blue/white. June 2000. 1800 miles. Balance manufacturers warranty. Just serviced. Taxed. Renthals, enduro tyres, Acerbis guards, various sprockets. £2800. West Yorks. Tel: 01535 272121 or 07786 012013.

**KTM200EGS** May '99 "T" reg. 1 owner. Exceptionally clean, just 2700 mostly road kms. New Renthals and BarkBusters just fitted. Baby forces reluctant sale. £2500ono. Tel: James 020 9877 7367 (eves).

**YAMAHA WR250** 1994. 10 months T&T. Excellent condition, new discs and pads, piston, werx graphics, over size tank and much more. £1495. Tel: 01282 724225 (Lancashire).