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The Bulletin of the TRF, the National Club for  
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MAY 2003 No. 297

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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.

## STOP PRESS

The Executive Meeting of  
Saturday 10th May 2003  
elected a new Chairman,  
*Geoff Wilson*, and new  
Secretary, *Ted Lowres*,  
contact details on inside  
front cover.

## CONTENTS

From The Acting Chairman	4
Notice Board	5
Two Strokes & Suspension Topics	6
RoW News	8
MAG Benefits	9
Motion for AGM?	11
That Noisy DRZ400E	12
Picos de Europas	14
Off-roaders making inroads	17
Welsh Assembly	18
On Your Bike Results	19
Letters	19

**COVER PHOTO** by *Michael Digby*  
Pete Cule - 'The Vet' riding a green  
lane near Llandeilo, Carmarthenshire.

**CORRECTION:** 'Four by Four' in Letters section  
of April issue was by Denzil Scone not Searle

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All Contributions to the Editor ..... Please keep it short and sweet!  
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# FROM THE ACTING CHAIRMAN...

Yes, that's right, Acting Chairman – and I do hope that this is my last as well as my first in this series. The Chairman, John Pritchard, has resigned, and so has the Secretary, Sally Madgwick. I extend our thanks, on behalf of the whole membership, to both John and Sally for their commitment to the TRF cause over many years.

My immediate task as Vice Chairman was to step into the breach, and to call an extra Executive Committee Meeting to allow us to co-opt officers to fill these two important roles for the rest of 2003. By now, this meeting will be over, and if we succeeded, there will be no gaps in the listing inside the front cover (which is being printed last – thanks Fred). If we failed to find a Chairman, or a Secretary, there will be another opportunity at the next Exec meeting, in Nottingham, on June 21, but that really is the last chance saloon.

Also to be debated at the meeting was the new Strategy, prepared by Chris Marsh and his hench-persons, and there will be news of that in a later TRAIL. Ask your Group Reps what it was all about, as they will have been at the meeting representing your interests. If you get a blank look, you need to ask – they did go, didn't they? And if they really didn't, there is something you can all do, please, and that is this – Make sure that your group is properly represented at the June meeting. If your rep cannot go, offer to go yourself – yes, you, in person, no looking over the shoulder, no someone else will do it. The simple message is 'We have run out of someone elses'.

Out in the real world, lots of other things have been going on. The Minister, Alun Michael, called us to a meeting and said (I paraphrase): 'I am under a lot of pressure for a total ban on what you enjoy. I know that the real problems are down to the illegal users, and the irresponsible ones, and not those TRF members who follow a sensible Code of Conduct. Help me, please – how can we cut out the illegal and irresponsible use without banning trail riding altogether?' Dave Tilbury (current RoW Co-ordinator) and André Confavreux (last year's Chairman) were there for the TRF, and they have gone away to find an answer. Any ideas? Do let us know!

Another meeting, this time in Bristol rather than London, covered a related research project the Minister has put in hand. Over the next 12 months, a sample of all the Byways in the country will be checked, to see what evidence there is of vehicle use. This is information that simply is not known. The antis have made claims, and we say they exaggerate, well, they would, wouldn't they, and we would, wouldn't we? The real truth is that nobody knows whether Byways are mainly being trashed by vehicles, or mainly overgrown because of no use at all.

You would think it would be easy, wouldn't you? Just list all the Byways and check every tenth one, end of problem. Not really, as Byways are very unevenly spread. Wiltshire has most, and several counties have not a single one. Again Tilbo was in there for the TRF, and between us I think we added a bit of sense, and removed a bit of nonsense, from the scheme. Time will tell. But next time you see a man with a clip board taking notes as you pass by at a steady 25 mph, do give him a smile. He just might be one of the researchers, noting your use, and adding it to the pile, ready to answer the Minister's questions, and to give us all the evidence we need to manage what we enjoy. Evidence based management, that is what DEFRA are about now, they tell us. So what sort of management did we have in the past, then? How many guesses do you need?

*Tim Stevens – TRF Vice Chairman and Acting Chairman (unless, of course ...)*

## NOTICE BOARD

### INFORMATION REQUEST

There is a route just south of Glan-yr-Afon, Near Corwen, which follows the ridge and then onto Mynydd Mynyllod.

The farmer of the land near Panteg has locked a gate and, even worse, Gwynedd C.C. maps show it as a Bridleway. Pre 1976 this was a RuPP, so if anybody has any more information please call me.

*Hugh Crosswood, Tel: 01824 750659*

### TRAIL RIDES FOR THE MENTALLY HANDICAPPED

Mike Rees who is again organising a day out for mentally handicapped children and adults in South Wales **NEEDS YOUR HELP!**

On Saturday 21st June at 1 p.m. 80/90 mentally and physically handicapped people will descend on the Cwmcarn Scenic Drive near Newport expected to be fed/watered **and** taken for a ride around some of the private forestry trails on the pillion of a trailbike.

Mike has the feeding/watering bit covered but desperately needs more riders and bikes. If you can help out bring a bike with rear footrests and a spare lid. Anyone with a quad/trailer/strawbale seats will be particularly welcome.

The event is a super way to win friends and will be covered by the local media

If you can help out expect to go home with an empty petrol tank **but** with a bellyful of burgers and a smile from ear to ear.

*More details from Mike on 01495 222728 or email mikerees65@hotmail.com*



## TWO STROKES AND SUSPENSION TOPICS

I must say how I enjoyed Rodger Davies' articles of last year, for I have, from when I were a lad' enjoyed all things technical. However, I find it sad that we appear to be losing the 2 stroke from the Western World as I feel it was far from its peak of development. I am not anti 4-stroke, the feel and sound of a not too noisy healthy 4 stroke is a delight.

I remember riding a 490 Maico (2 stroke) moto crosser converted for trail use, well sort of. It wasn't the best example of a sorted motorcycle. Grin factor ENORMOUS, gobs of power from nothing, like a giant elastic band with power that didn't want to stop. Fun, fun, fun!

I digress, I still think that a simple 2 stroke is viable without all those extra electronics, whatnots and thingamyjigs (please note the technical terms). I have ridden a few of the current crop of Trials motorcycles and the power and its delivery is quite phenomenal. Instant progressive power from virtually no throttle to maximum revs. No expansion chambers whatnots and thingamyjigs here, a reed valve most likely but still a relatively simple engine.

With the Australian Orbital combustion process now being used by several scooter manufacturers it proves there is life in the old dog yet. The benefits of the Orbital system which uses a pre-combustion chamber is cleaner emissions and better fuel consumption and increased engine longevity. There are plans I believe to sell relatively simple conversion kits for older two strokes that exist in their hoards in the less developed countries.

The origins of the 2 stroke started in 1878 when Scotland's Sir Dugald Clerk (sounds like someone out of Blackadder) completed the first successful engine based on the 2 stroke cycle. In 1891 Joseph Day from Bath invented the more efficient and simplified ported version 'the Day cycle'. It's his same basic principles that remain in use today. Alfred Scott in 1904 patented the first 2 stroke twin and also developed a rotary valve in 1912.

This British development of the 2 stroke was all because of that blighter the German Nicholas Otto who, keen to protect his interests, made sure that anyone who used his system 'the Otto cycle' (4 stroke) would have to obtain a license. This forced many

engineers like Joseph Day to seek and develop alternative systems.

I think we should feel proud of our early innovative inventors, for without these intrepid pioneers we wouldn't have these relatively simple and in some instances incredibly powerful engines we have today. It's just a shame that this country generally produced such lousy 2 stroke motorcycles, it took the Japanese to show us how they should be made. They re-invented the 2 stroke by refining existing technology which I believe mainly came from the Germans. There was MZ influence but I believe the most influence came from the Adler 250 twin. This was the one they copied. Oops! My cousin had one and it was the best 2 stroke at the time that I had ridden, it was a quality item.

Funny, when the early Japanese 250 twins appeared the engines were dead ringers of the Adler!! Another good and interesting bike I was fortunate to ride was the 2 stroke Maico Taifun, a 400 twin. Both motorcycles were tractable, smooth and refined which up to then was a rarity.

You have probably gathered that at that time I was well into the underdog 2 stroke. I even converted a 350 RCA engined scrambles Dot into road use. Dot did make a rare road version so I detuned the engine to that specification. Went like s\*\*\* off a shovel when the engine was cold but when it got hot it lost loads of power. Very, very untractable. I fell off 3 times on the frozen snow on the way to work once, only because to go really slow was a nightmare as the engine was so snatchy. Nothing to do with my riding honest!

Suspension: I have a view, which I have never seen in print. Oh! I will get to that later, keep you guessing. With the advent of single shock rising rate suspension, e.g. Prolink and the like, the Japanese must have been rubbing their hands with glee, all that filthy Yen. Fashion is the thing that sells anything and single shock suspension was fashionable, however we did benefit.

Do you remember in the twin shock days when you had shock manufacturers and riders fiddling away with shims and things trying to get rising rate 'damping'. Twin shocks (damper units really) in those days were rubbish, people spent a lot of money on fancy long travel shocks.

I will now get to my point, for in one foul swoop the Japanese by introducing a single shock rising rate suspension system, at the same time also achieved from a relatively simple damper unit 'rising rate damping'. That's it, cheap to make, one damper unit and a few linkages and nice to look at.

Mind you I do believe there were one or two other manufacturers claiming rising rate from their single shock set-ups at the time but in fact they were not rising rate, the opposite in one case. Something to do with patents and things.

The Japanese were infamous, first for their lousy tyres and their shocks. Older trail riders might recall XL185's and similar models with their awful ornamental rear suspension.

Then Honda and others came along with their single shock models, no more fiddling with dampers and things, even the basic trail bike was comfortable at last, the rear end actually moved up and down. Fashion and economics did benefit us this time.

Peter Wildsmith

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# RoW News

## RIDING IN YORKS?

Derbyshire County Council have consulted with the Derbyshire & S. Yorks group to discuss their plans for the repair and re-surfacing of Roych Clough OS Map 110 Grid ref 093825 to 046858. This route was to become part of the Transpennine trail. However, following this meeting, they have taken into consideration the views of recreational vehicular users such that although they were originally intending to provide a flat "easy" surface which could be ridden easily by cycles they are now planning to retain some of the character of the route (including rock steps).

The repair and resurfacing work will take until June 2003 to complete and the TRO imposed restricting access is in effect until then. During a site visit between TRF group members and DCC representatives, large numbers of motorcycles appeared to be ignoring the Road Closed TRO signs and riding the route anyway even though the access gates were locked. This was extremely embarrassing for us. Of course there is no certainty that these riders were TRF members (I hope they weren't!) but it would be very helpful if we could draw attention to TRF groups

outside of the region of the existence of this TRO and the ongoing discussions.

If you need more information, the TRF members involved in the discussions were Fred Bolton (RoW Coordinator) Tel: 0114 244 5064 and Jack Hall (Group Rep) Tel: 01246 550004.

*Geoff Hall, Derbyshire & S. Yorks*

## WILTSHIRE ROW GOOD NEWS!

The Order upgrading Monkton Farleigh Footpaths 21 and 22 (part) to Byways has been confirmed following a public hearing. The lane formed part of the old Bath Road before it was turnpiked, but where it crosses the county boundary, it becomes a bridleway in Somerset.

An Order made on 22nd January upgrading Lacock Bridleway 24 (Stoggy Lane) to a Byway has been confirmed unopposed - a rare occurrence indeed.

*Bill Riley*

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6. Representation on the MAG National Committee and voting entitlement at MAG's Annual Group Conference on the basis of one voting membership per each 1000 members affiliated or part thereof up to a maximum of 4 per club. Your club may nominate the persons to whom these are allocated.
7. Regular briefings via MAG's bulletin OENetwork, so you know what's happening in MAG and what campaigns we are involved in.

In addition of course, your club becomes a part of the great international motorcycling community that is fighting hard to preserve the rights and freedoms enjoyed by motorcyclists, and to stop the unwanted and unwarranted interference of politicians and bureaucrats in our way of life.

*Richard Stiling, MAG Liaison Officer*

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## GROUP NEWS

### FINANCE ACT MAP REPAIRS

Since 1994 the Wiltshire Group of the TRF, in conjunction with the Wiltshire Bridleways Association and the British Horse Society have been making annual donations to pay for the repair of the Inland Revenue Finance Act (1910) Maps deposited in the Wiltshire Record Office. To date £4600 has been handed over (£2025 coming from the TRF alone), which has resulted in 178 maps being repaired, which equates to approximately 25% of the maps held by the Record Office.

*Reuben Alcock*

## TYRE NEWS

I've recently seen an advert for a new road legal dirt tyre, which bearing in mind the article in TRAIL about police inspections of trail bikes, may be of interest. It's called a Crossengo (weird name) and is made by BF Goodrich. It has a motocross type tread pattern but is certified street legal and is speed rated to around 80mph.

*Simon, Editor, Wiltshire Newsletter*

## MOTION FOR AGM?

**The Trail Riders' Wave.** The meaning of the hand wave has a great significance in human society. Like the handshake its significance goes back to primeval times when our distant Neolithic ancestors perhaps used an open hand to show that they did not have a stick or rock in it that might otherwise bash out the brains of their fellow man.

Later in medieval times the handshake showed that the hand was empty and that the sword or weapon was safely sheathed. Also the open hand could be interpreted as an offer of help.

In our mechanised world gestures still have a place at the faster pace of modern travel. A wave to let a fellow driver pass in front or to acknowledge a courtesy is part of motoring culture, whatever the Highway Code says about "proper" hand signals.

So what has this to do with trail riding? Well, when we are wrapped up in our helmets, boots and armoured jackets, I can see that we may look intimidating to Joe Rambler, Cyril Cyclist or Heather Horserider. I have found that a wave helps to show that there is a compassionate human being underneath all that equipment. Even if the wave is met with an icy stare or is totally ignored, then at least I have made the effort to be friendly. I once read in another magazine that a trail tour guide

insisted that his customers wave to the locals to maintain the entente cordial (it was in France and generally the French are well disposed towards motorcycles).

This leads me to my proposal. I think that this is important enough to be added to the TRF Code of Conduct as follows:

TRF members should acknowledge the presence of other green lane users with a wave or other suitable gesture.

In practice I tend to give a left-handed salute to the peak of my helmet, which allows me to keep throttle control and my hand is also close to the front brake if needed. In this way I feel that I have helped to assert my right to be where I am, and I can also sit on a moral high ground of affability!

So there we are. I would like to propose this motion for the AGM this year. Any seconders?

*Steve Neville, Kent*

## Southern Group TRF FUN DAY

Saturday 12th July, Ham Lane MX Track – Langrish

**This years Fun Day is promising to be BIGGER and BETTER than the last!!!**

We again have the use of Ham Lane MX Track for the Saturday. BBQ food is available throughout the afternoon and evening. After the day's festivities you can put your feet up, have a shandy or two and even stay the night as camping is available for no extra cost.

The track is situated among some of Hampshire's finest green lanes. Short Runs are organised throughout the day, for all levels of riding skills and start at regular intervals.

The MX track itself is one of the best in the area and will challenge your riding skills with it's steep hills and numerous jumps. Also available for your use, is a fantastic trials/play area suitable for all, from beginners right through to the Dougie Lampkins.

So if you want to test your suspension to the limit or try your nerve in the trials area, then this is the place for you. All levels and abilities will be catered for.

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No. of non-riders (partners, children, friends etc.) \_\_\_ @ £5 each inc. food, drink, toilets etc.

Total amount paid £ \_\_\_\_\_

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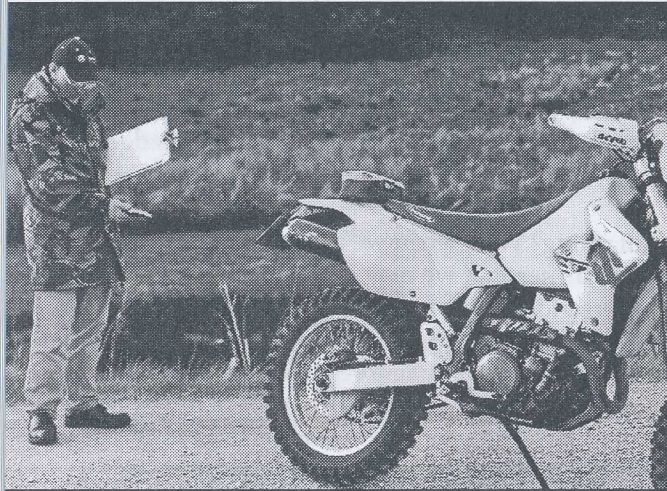
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# That Noisy DRZ 400E



Roger in action with his noise meter

The Suzuki DRZ 400E is a great trail bike, bags of power, excellent suspension and the all important electric leg to bring it to life - o.k. not a KTM but £1500 cheaper and if the DR 350 is anything to go by a reliable bike requiring only moderate maintenance. So what's wrong with it? Well its the awful racket coming from the exhaust. Is there a cure short of spending £250 or thereabouts on a replacement silencer or £500 on a complete system?

Well, Roger Musgrove, Ribble Valley RoW man, engineer and a lifetime biker and yours truly set off from Clitheroe up onto Waddington Fell armed with a noise meter and three products designed to do just that.

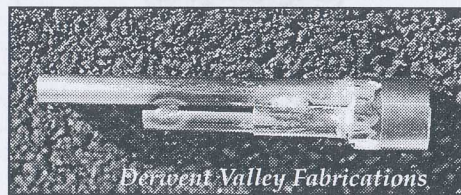
First of all we took readings from the

standard silencer, first readings being taken one metre behind the bike (I think it should have been 1m to the side) reading number one at tickover, number two at quarter throttle and the third reading with Roger stood on a stone in the middle of a small lake 10m from a level track which I made rode along at a constant 25mph, the TRF voluntary maximum. The DRZ which has been geared up slightly was in 2nd gear (with standard gearing this would have been 3rd), all readings duly noted

and on to the next.

There were three exhaust inserts to test and the first of these involved cutting the spark arrestor out of the standard silencer and (no going back) pressing in a three tube baffle - see below:

The cheapest option at £38 + £2 p&p. Simple to fit and offers a big reduction in noise although it did feel to have lost power, available from Derwent Valley Fabrications Tel: 01629 826826.

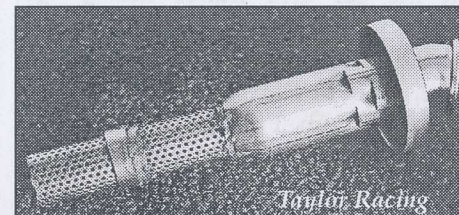


Derwent Valley Fabrications

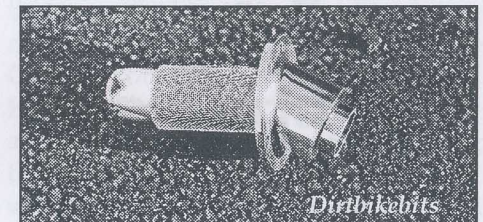
# EXHAUST Is there a cure?

Next was a well made complex unit from Taylor Racing Tel: 01249 657575 - unfortunately this did not fit but by holding the thing in place and getting our fingers burnt, we managed to get the static readings considering that gases were escaping all over the place these were impressive - about £100 for this - I'd have to think about it.

They did say that the unit supplied was a test bed sort of thing and I'm sure one ordered from Taylor Racing would fit.



Taylor Racing



Dirtbikebits

Number three like the previous offering should have been, was a complete replacement for the tail section of the silencer and even includes slightly longer allen screws made by B&B in Australia and imported by Dirtbikebits.com. Very nicely finished and claimed to increase power from 36.9hp to 38hp and certainly the bike felt just as responsive, maybe a little more so. Definitely tempting at £56.52 inc VAT and I understand that a quieter version is under development.

## Noise Test & Evaluation on Suzuki DRZ 400 enduro motorcycle

All measurements recorded on Bruël & Kjorer Type 221 instruments (decibels)	Standard Exhaust Suzuki enduro Patt baffle	Derwent Valley Fabrications	Taylor Racing	Dirtbikebits
Tick over	86.3	76.5	82.5	82.4
1/4 Throttle	104.0	102.3	100.3	101.1
<i>All above readings taken 1 m behind bike</i>				
Bike passing at 10 m distance	90	81.4	DID NOT RUN	77.5

All of the above make the bike quieter, the choice is yours, but for the price of a tyre a DRZ 400E owner can do his bit to help keep the lanes open.

Fred Ellison & Roger Musgrove, Ribble Valley



# Picos de Europa

for the working man (or indeed woman)

Regular readers will know by now that a dedicated band of Cornish TRFers make an annual pilgrimage to the Picos. You will have read tales of daring do, tearing through France in a new Maverick towing two tons of trailer and 7 bikes cos they got on the wrong ferry (okay okay the Spanish one broke down, I know really), tales of relentless non stop riding with only a high energy nut bar for sustenance, tales of the fantastic hotel at Cosgaya and brave attempts to empty the European wine lake and tales of balmy lunchtimes relaxing with a San Miguel or several. You will recall tales of faultless machinery and you may also recall tales of the size of the bill for such an adventure.

Gentleman I offer you the following as proof that you can go trail riding in the Picos, have lots of mechanical trouble, camp, spend hardly any money and yet still have a whale of a time. For those of you without smoking jackets, lounge suits and American Express gold cards to pack read on.

Noticing that the fantastic limestone peaks of these beautiful and remote

mountains are only 130 miles riding from my home in Bodmin I dispensed with the car and trailer idea. We would ride to the Picos on a 20 year old XR200 and considerably newer 250 Djebel. The Brittany Ferries ferry to Santander from Plymouth was duly booked, overnight accommodation for the 24 hour crossing was free if you used the café floor (both ways and entirely adequate). Dispensing with the need to pay hotel bills we decided to camp and loaded the hapless (and rackless and pannierless) bikes up with everything from a 10 litre water jerry can to a wok. All perched on the back seat.

July came and we rode the incredibly wobbly unwashed trail bikes to the ferry port to rub shoulders with the superbike boys off to the Faro rally. One chap actually asked us to



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because as we watched in awe the big lorries disembarking there was a sickening crash and the overloaded Gerbil keeled over and lay like a stricken sheep just inches from the gleaming GPZ. We laughed nervously and tried not to catch his eye.

From the ferry port to Potes in the heart of the mountains is only about 90 miles and even at 40 mph (top speed) it wouldn't take all day. Ignoring the handling of the bikes and specifically the increasing vibration from the little XR we set off to approach Potes from an off road route. Despite the best efforts of The Map Shop in Upton on Severn, 6 years navigational training in the British Army and a new GPS we were soon completely lost, though happy to be bumping along tracks in the company of only goats and vultures. Petrol can be a bit of a problem on the little XR and after 80 miles I was beginning to panic in a way known to Gas Gas riders especially. This coupled with the vibration that by now had numbed my feet entirely made us very pleased to round a corner to find three men acting very suspiciously around a small building. They looked even more alarmed as we approached and waved at us encouragingly in Spanish. We followed their direction and soon found the tarmac and fuel. Sorted.

Well not quite for it was then I noticed that the engine appeared to be falling out of the Honda. XL and XR owners of the world know that it doesn't really

have a frame and that the engine forms a part of the main structure, the fact that mine had lost the main big engine mounting nut was quite serious. The Gerbil looked on smugly as I frantically undid the 10mm nuts from a piece of mountain armco. Wrong thread. We travelled down to the village of Le Hermida where seduced by a sign saying "pub - English spoken" we stopped for a couple of San Miguels and a piece of paper with the Spanish for please can I have a 10mm fine thread nut please on it. We set off, stopping at various garages and tyre shops en route where I tried to look cute (not possible) and waved my bit of paper. Eventually we reached Potes, the chain now holding the engine in and my sense of humour on the wane. As I struggled to pinch the nuts of a promising looking trailer

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on the wane. As I struggled to pinch the nuts of a promising looking trailer hitch in the car park my partner amused himself by pushing a British couple on a broken down BMW up and down the car park. Eventually I joined in as well and they roared off with a cheery wave.

Later and in a friendly bike shop (that did have the nut that fixed all) we met up again with the couple with the BMW. Unaware of our TRF connections they were saying that they had been members of the TRF but that it "had done nothing for them". Well it bloody well has now we retorted!!!

So off to unload the bikes and pitch camp. No problem at all in Potes and very cheap. The XR felt like it had been born again by the time I offloaded the gear and tightened the engine and we set out to enjoy some trails. In July the Picos is pleasantly warm (maybe too hot for some) and not too busy with walkers. We stayed for 9 days and enjoyed endless trails, beer and tapas in the sun at lunchtime (confusing the locals by sitting outside AND putting the sun shades down) and struggled so much to spend our 100 pounds each budget that we even brought home a giant souvenir cheese (which having spent ten days at 30C or so had matured to the extent that it was confiscated at customs as a chemical weapon) and a carpet.

Some of the trails go up to 2000 metres and the little four strokes notice the difference, the Gerbil was most temperamental when pulled eventually

from a village sewer at 1800m (don't ask) and we spent the entire afternoon wrecking the siesta time of the village by stripping down and trying to start the thing. This was clearly not unusual to see British holiday makers so employed as despite the fact that we actually ended up in someone's garden, when the villagers all came back to life as the sun set, no one said anything other than a casual Hola. Deciding finally that a mystery disappearance and insurance claim may be the only way forward we made one last effort to roll the beast to the summit and thereby launched it off on a 1800m bump start. Yep. Started first turn.

The journey back was uneventful, as we joined the bikers queuing for the ferry home I noticed the circle of squeaky clean leathers closed a little

tighter and a few looks of distain were definitely thrown our way. Talking to other bikers when you travel is usually a pleasure and I was disappointed at their clear age and sizeism, or maybe it was just the fear of being hit by something falling off. Having been in the same clothes for 11 days we probably also smelt. Whatever, we enjoyed the dolphins on the way home (not on the menu – in the water) and again the café floor was a pleasure.

The whole trip had cost very very little, camp site cooking and wine at 37p a litre, zero bike prep, what more can I say. The remaining pesetas were given to the Plymouth Cats and Dogs Home and the XR is enjoying being smug about its travels to the big trailie in the garage.

Sally Madgwick

## OFF-ROADERS ARE MAKING INROADS IN DISPUTES OVER USA'S PUBLIC LANDS

When the Bush administration lifted a ban on snowmobiling in Yellowstone National Park last month, it handed an important victory to a growing number of Americans who like to savour the nation's vast public parks, forests and waterways atop machines.

The March 25 decision by the National Park Service reversed a 2001 plan from the Clinton administration to bar snowmobiles from parks. The Clinton plan followed years of study of noise, air pollution and the effect snowmobiles had on wildlife in the nation's oldest national park and its neighbour, Grand Teton National Park.

The policy reversal was more than a victory for thousands of snowmobilers who roar along the parks' roads in winter, however. It marks a turning point in a cultural war over how Americans use tens of millions of acres of national parks, forests, ranges and recreation areas. On one side are those who want to ride snowmobiles, dirt bikes and Jet Skis. On the other are those who would rather hike, ski or sail.

Although the snowmobile decision is the highest-profile signal that the trend of restricting access to off-road vehicles is over, it's not the only one.

In California, the Federal Bureau of Land Management has moved to reverse a Clinton administration plan that would have put about 50,000 acres of the Imperial Sand Dunes Recreation Area off-limits to off-road vehicles.

In Montana, the Forest Service has proposed a back country transportation plan for motorised travel in the Lewis and Clark National Forest.

"People are interested in doing new and different things in the outdoors, and motorised recreation has had a lot to offer", says Derrick Crandall of the American Recreation Coalition, a group that represents everything from vehicle manufacturers to nudists. Baby boomers, he says "are remaining active in the outdoors longer in their life cycle than previous generations, and as their bodies change...they need some help".

Taken from USA Today Friday April 25, 2003

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## WELSH ASSEMBLY

I've just got back from the latest meeting of the Welsh Assembly Transport Forum Motorcycling Strategy Sub Group in a very sunny Cardiff.

For a quick recap, The Welsh Assembly are formulating a transport strategy for the whole of Wales. This strategy will set the objectives and manner in which they will develop all aspects of vehicular use in Wales. As part of this process we (the TRF) were invited to attend as consultants. By a series of events I was selected to represent us at this forum. (If you want to know more about how and why this happened please contact me). The forum itself comprises representatives from the Police, Highways Engineers, MAG, BMF, Welsh Local Government Association, and Welsh Transport Policy Division all charged with the responsibility to produce a consultation document upon which the Welsh Assembly can make informed decisions on how to deal with motorcycle use in Wales.

The process itself goes like this;

1. We all meet and discuss how we are going to do this and what is required of us. Things like the major issues such as safety, theft, parking, leisure and tourism (this is where we feature). This enables us to decide on the structure of the final document.
2. We submit individual papers with details regarding our specific area of expertise.
3. Each paper is discussed and refined.
4. All the individual papers are then combined into one document that fulfils the over all requirements for the 'final' document.
5. This 'final' document is submitted to the Welsh Assembly, if accepted it goes to the Environment, Planning and Transport Committee then out for public consultation.
6. After a time, which has more to do with the length of a piece of string than anything I can think of, The Welsh Assembly will decide on their policy. (Don't moan at me, this is how democracy works)
7. Result; trail riding is treated as a desirable, economic, and welcomed leisure activity in Wales. (Well that's the intention anyway).

At this moment we have nearly completed step 4 and I can say that we have a significant, positive presence in the strategy. When it does get published for public consultation I am sure you will agree.

Clear reliable information such as the Evaluation of the status and ecological value of green lanes (J. W. Dover, Dept. Biological Sciences, University of Staffordshire) and the Economic Input of Trail Riding to the UK Rural Economy by our own Chris Marsh are influential documents. To everyone who filled in a questionnaire a BIG THANK YOU.

Something I need, and soon, is the mileage of class 3 unclassified roads, unclassified roads, BOATS, and RUPPS in Wales and those in England. If anybody can give me these figures from a source that can be referenced I would be much obliged (absolutely over the moon more like).

*Richard Stiling*

## ON YOUR BIKE 2003 RESULTS

1st Peter Hall & Jerry Allen 7950 pts

2nd Michael Stones, Andy Stones, Dave Crone & Richard Connelly 6250 pts

3rd Chris Dixon & Ian Briggs 6100 pts

The 'Spirit of the Event Award' to Ron Walker & Ian Baxter

Thanks to all entrants and volunteers who helped make this year's event a resounding success. Lots of people took photos at various locations, I will try to make as many as possible available on the TRF website, have a look you may be on there. Special thanks to Ron Walker who took time to ring and make sure my wife, Wendy (Start and Finish Control) and Paul's wife Val (Chief Cook) would be at home to receive a bunch of flowers from Interflora for all their help.

*Frank Kitching, Paul Suggitt, Nick Foster - Event Organisers*



### STILING AND STEVENS

In reply to Richard Stiling's remarks about the founders of the TRF.

I was pleased to read that Tim Stevens was defending the founders of the TRF, that they were neither selfish nor dependent. If they had not had the foresight to start the TRF there would be no Green Lanes for riders today. I know the amount of time these founders spent establishing the TRF. Incidentally I was at the meeting when the BMF was formed.

*Eileen Ebbrell*

### THE DIALECTICS OF IT ALL

One of the drawbacks of the Greek dialectic is that many ideas that could have been great have been abandoned or undeveloped because of flaws magnified by the critical process. How many ideas have been lost at inception because of the process of critical analysis presently exemplified within the TRF? One does not have to be a thinker, genius or possess an above average IQ to have a good idea. The philosophically challenged may think simple, inhabit a simple world and propose a simple solution compared to the intelligentsia who live in a complex world.

Peer pressure is a powerful force often unseen, unspoken and underestimated. People will not risk ridicule and damage to image and ego by presenting themselves for position within the TRF when they see other members rising above the other heads in the crowd knocked back down when they are perceived to be imperfect. This is the dialectic issue. People today are too good at



criticism; it earns them 'brownie points' from their peers, massages their egos and often provides a cheap laugh at the expense of someone who tried to do his bit. This modern phenomenon has led to the decline of real creative thinking, problem solving and the rise of systems. A modern problem of world proportion.

I agree with Richard Stiling and Tim Stevens. Both recognise a problem which I hope will not lead to a difference of which metaphor best expresses it. Following recognition comes resolution. Resolve to work as a team towards a common goal, make the TRF a Trust, modelled perhaps on the National Trust or John Muir Trust. As such, money raised through the series of events staged at present by local clubs for their own funds can be proportionally channelled back to the national body for the purchase of lanes 'en masse', county by county. Local councils may be glad to be rid of the responsibility of running and maintaining the ancient road systems we rely on for our hobby; while the TRF contributes something on a national level that at present is being eroded. The ancient roads and transportation routes of Britain are worth saving as they are, with full vehicular access. In these days of preserving the past why is this part of it being dismantled?

One reason could be the rise of capitalism as the driving force of the global economic engine. No public owned service, utility or business will survive as a non profit making organisation. (Even charities make money). We have all seen nationalised industries irrevocably privatised as governments reassign their responsibilities. This is because business is far better at making money than governments ever were in spite of being able to levy taxes.

Laws governing roads are being relaxed and re-evaluated to allow their easier privatisation. It is entirely provable that any company taking over a road system in part or in full, will close down any that will be an unnecessary drain on its resources. It may close down green lanes by downgrading, but this would most likely be done beforehand by national government with a system designed to make their management expensive or awkward to administrate by the local councils.

Not only the TRF but all user groups should be acting in unison to secure not only the use but also the ownership of all green lanes, every one of them that has been downgraded in the past hundred

years included. As a body, the TRF can employ the skills of its growing membership to effect the necessary changes. Make the club a pro-active, nationally recognised authority on green lanes, their use and management, by encouraging members, supporting and backing each other. With a pro-active membership, local groups will co-ordinate working parties maintaining their own lanes financed from the common fund, not unlike the National Trails Office volunteer scheme shown to great effect in April's issue of 'TRAIL' with 'Wiltshire TRF's BIG DAY OUT on the Ridgeway'. With these and similar changes we will have a voice in politics of the future, enabling us to secure a right to ride that we will otherwise surely lose by the present apathy and stubbornness to agree direction.

*Paul Clark, West Mids*

## KENT NEWS

Kent police are running two operations to combat illegal "off roading". In North Kent they have been out taking names of individuals caught riding on private property without permission. While down at Dover they have arrested three riders for the same reasons, they are now waiting a court appearance.

The leader of Kent County Council Sir Sandy Bruce-Lockhart OBE has a mind to TRO all the major byways in the county, not sure why.

I appeal to all Kent members to get in touch with your county councillor and find out what Kent County Council's policy is on TROs on public rights of way, what policy does the council have regarding reviewing any TROs already in force, let them know that there is a group that exists that uses these lanes responsibly (at the moment they seem to think the countryside is full of hooligans).

**Stu Cocksedge has booked a space at the BMF Garden of England motorcycle show, this is held at the Whitbread Hop farm on the weekend 14/15 June. We need at least four volunteers per day to man the stand, also some input on what to include on the stand. Contact Stu on 07867 760884.**

*Richard Colquhoun*

## RE 'A SHORT TRIP IN TIME' TRAIL NO. 295 MARCH 2003

I no longer smoke a pipe, I do write complaining letters to the local newspaper however, my leather patches are on a jersey and occasionally I cannot sleep (disturbed mind, clearly).

Rodger Davies' article was most absorbing and it made me reflect on some 'signs' en route to Somerset's first local access forum - should it be in capitals?

A rainbow appeared as I approached Taunton, then I was directed along Greenway Road and up Gypsy Lane to the Sports Centre. Good omens in names, I say.

*Gwyn Thomas, Axe Vale (Two LAF seats)*

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**SUZUKI DRZ 400S** 2001 'X' 5900 miles, mostly road, some recent green lane use. CRD sumpguard, hand & frame guards, Air Rage exhaust, s.s. output shaft spacer, MT21s. Properly maintained, a nice example of this dual purpose bike. £3100 ono. **Suzuki DR125SJ** 1988 'F' 16000

miles, mostly road, some recent green lane use. New chain, MT18 front tyre, MotoX rear. Seat recovered, new RM plastics, cam chain, handguards, Micron exhaust, etc. All original road gear. Regularly serviced. A good example of this dual purpose bike. £875 ono. Tel: 01492 540660 or 07880 547027.

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**FOR SALE DR350 SEV (1997)** black, 6900 km, 1 year MOT, indicators, spare headlamp, & c. £1750. Call Dave on 023 80 618937.

**KAWASKI KLR 250-D8** black, 1991, 13,500 miles, carrier, 17" & 18" rear wheels, heated bars, TRF chain oiler, knuckle protectors, air compressor plug. Used for trail riding & MCC & other trails, many gold medals won, well maintained & serviced, workshop manual, new chains & sprockets recently. MOT & taxed to August 2003. £800. Tel: 01784 412823 (W), 01895 237453 (H).

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## GROUPS

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**BLACK COUNTRY** Martin Bond, Tel: 07971 551352 or Nick Hammond, Tel: 01902 700749  
1 & 3 Tues, 9pm, *The Mitre, Church Road, Bradmore, Wolverhampton*

**BRISTOL** Bob Chapman, Tel: 0117 960 9660  
4th Mon, 8pm, *Keynsham Rugby Club, Bristol Road, Keynsham*

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

**CORNWALL** Sally Madgwick, Tel: 01208 74411  
3rd Thurs, 8pm, *The Ship Inn, Wadebridge, 8pm*

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2 & 4 Tuesdays, *The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire*

**DEVON** Rob Williams, Tel: 01626 364564  
2nd Tues, 8pm, *The Welcome Stranger, Bickington, Nr. Newton Abbott*

**DORSET** Martin Diamond, Tel: 01202 571325  
1st Tues, 8pm, *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** Peter Hall, Tel: 01405 862616  
1st Tues, *The Plough, Snaith*

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

**EXMOOR** Ian Sadler, Tel: 01884 821547  
2nd Wed, 8pm, *The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton*

**GLOUCESTER** Wayne Little, Tel: 01452 611735  
1st Wed, *The Wagonworks Club, Tuffley Ave., Gloucester*

**HERTFORDSHIRE** Dave West, Tel: 07768 402424  
2nd Thurs, 8pm, *The Old Guinea, Ridge, Near Potters Bar*

**HIGH PEAK & POTTERIES**  
Graham Till, Tel: 01782 776338 or 01782 833222 (work)  
1st Tues, 8.30pm, *Black Horse at Endon (A53, about 3 miles west of Leek, Staffordshire) & 3rd Tue, 9pm, Cheshire Cheese, Buxton*

**ISLE OF WIGHT** Andy Hawkins, Tel: 01983 617232  
1st Wed, 8pm, *The Eight Bells Inn, Carisbrooke, Newport, IOW*

**KENT** Richard Colquhoun, Tel: 01634 575090  
2nd Wed, 8pm, *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, 8pm, *Manvers Arms, Monks Road, 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 07860 302001 (mobile)  
1st Tues, 8pm, *The Swan, Heddon on Wall*

**NORTH WALES** Richard Hughes, Tel: 01244 533855  
1st Wed, 8pm, *Cross Keys, Buckley, OS 117 290 637*

**NORWICH** John Jenkins, Tel: 07721 880463  
2nd Wed, 7.30pm, *White Horse, Trowse, Norwich*

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

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

**RIBBLE VALLEY**  
Mark Wolstenholme, Tel: 01282 432088  
2nd Tues, *Pendle Hotel, Chatburn, Clitheroe (off A59)*

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

**SOMERSET** Greg Hughes, Tel: 07887 821472  
2nd Thurs, 8pm, *The Bell Hotel, Curry Rivel, Nr. Taunton*

**SOUTHERN** Jacqui Tillotson, Tel: 02380 611110  
3rd Thurs, *Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords)*

**SOUTH LONDON & SURREY**  
Steve Sharp, 0208 773 4204  
9pm 1st Wed, *Ewell Sports & Social Club, Banstead Road, Ewell, Surrey*

**SOUTH NORTHANTS**  
Trevor Gardiner, Tel: 01788 815927  
2nd Mon, 9pm, *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** Phil Male, Tel: 01793 731777  
1st Wed, 8.30pm, *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**  
Roger Preston, Tel: 01429 837093  
3rd Tues, 8pm, *The Bluebell Inn, Ingleby Cross, Northallerton*

**THAMES VALLEY** Gary Hiller, Tel: 01932 851291  
3rd Mon, *District Arms, Woodthorpe Rd, Ashford, Middlesex*

**WEST ANGLIA** David Knight, Tel: 01933 313816  
1st & 3rd Thurs, *Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough*

**WEST MIDLANDS** Simon Mills, Tel: 01926 332982  
1st & 3rd Thurs, *Wilmslow 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** Vic Price, Tel: 01380 724651  
1st Tues, *The Bell On The Common, Broughton Gifford*

**WORCESTERSHIRE**  
Steve Hobby, Tel: 01562 820121 Mob: 07970 929029  
1st and 3rd Tuesday, *White Hart, Fernhill Heath, Worcs.*