

Leisure Trail UK

EVERYTHING FOR THE TRAIL
ENDURO & OFF-ROAD RIDER
KTM, CRM & DRZ SPECIALISTS

**AT LAST KTM LC8 950 VEETWIN IS HERE
DEMO BIKE AVAILABLE FROM MID APRIL**

2003 KTM's ARE HERE!

EXC 125 / 200 / 250 / 300 2-Stroke
EXC 250 / 450 / 525 4-Stroke
SX 125 /250 Moto Cross
LC4-E 640 Supermoto, Road, Trail & Rally Range

PLUS No Price Increase for 2003 KTM's so
phone for an Orange Deal.

KTM UK Main Dealer Back-up & Full mail order spares support for ALL KTM's

QUALITY USED CRM's AND NEW & USED BIKES CURRENTLY IN STOCK

CRM Mk1	from £1,595	03 BETA 200 ALP	NEW £2,950	01 KTM 520 EXC	£4,300
CRM Mk2	from £1,795	SUZUKI DRZ 400S	NEW £3,995	01 KTM 400 EXC	£3,895
CRM Mk3	from £2,395	SUZUKI DRZ 400E	NEW £3,995	02 EXC 6 days	£3,350
CRM AR	from £3,195	KTM 640 S/Moto	NEW £5,195		
XR 250 E/S	NEW £3,850	02 KTM 580 EXC	£4,500		



**GOOD USED
TRAIL/ENDURO
BIKES ALWAYS
WANTED
£££**

OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

0115 973 2466

sales@leisuretrail.co.uk www.leisuretrail.co.uk

- HONDA CRM250 - FULL RANGE OF ACCESSORIES, SPARES & GOODIES IN STOCK. PHONE OR EMAIL FOR FULL LIST
- CRD PIPES & GUARDS IN STOCK
- FINANCE ARRANGED - QUOTES AVAILABLE ON REQUEST
- ALL MAJOR CREDIT & DEBIT CARDS ACCEPTED



Good Gift Idea

A must for the serious TRFer

CARY MAPS CD

personalised for TRF Members £10.00 inc. p&p

BYWAYS & BRIDLEWAYS DATABASE 2002

FROM ALAN KIND

including a book on Highway Law from 1912
personalised for TRF Members £10.00 inc. p&p

THESE PRICES HAVE BEEN HEAVILY
DISCOUNTED - FOR TRF MEMBERS ONLY

BUY THESE CDS

they are excellent value -
even if you have no immediate
need for them the cash
could save a lane

Cheques should be made out to 'R. Butterworth'
and sent with your membership number to
56 Westwood Park Dr., Leek, Staffs., ST13 8NG.



LLANDOVERY

(OS Map 160, SN 808 429)

Our remote sheep farm (Best B&B in Wales '97)
has 15 comfortable en-suite rooms. Blazing log
fires, underfloor heating, self service bar, parking,
workshop, pressure washer, drying rooms & tons of
really great homemade food make this a popular
venue for trail riders. We have all the rights of ways
marked on our master maps & have GPS's etc.

We have a 22,000 acre 'playground'.

Neil Harries is also available to guide you
on the many green lanes in the area.

Can you handle it?

For a brochure:

Tel: 01550 750 274 Fax: 01550 750 300
nick@cambridgianway.com



**PHONE NOW
FOR WINTER
SPECIAL OFFER**



Patron: Lord Strathcarron

TRAIL

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

JUNE 2003 No. 298



The new Chairman Geoff Wilson and his wife Jennifer
by Lime Kiln on Cotter End, Highway, near Hawes,
with BMW R80 G/S

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

TRF OFFICERS

CHAIRMAN	Geoff Wilson, 4 Scaur Close, Lazonby, Penrith, Cumbria, CA10 1BT. Tel: 01768 898584
VICE CHAIRMAN	Tim Stevens, 99 Cheshire Street, Market Drayton, Shropshire, TF9 1AE. Tel: 01630 657627, E-mail: timLARA@aol.com
MEMBERSHIP SEC.	Mary Stevens, P.O. Box 343, Market Drayton, Shropshire, TF9 1WT. Tel: 01630 657627, E-mail: memsectrf@aol.com
SECRETARY	Ted Lowres, 53 Stokefields, Guildford, GU1 4LT. Tel: 01483 535644, E-Mail: ejlowres@ntlworld.com
TREASURER	John Gardner, 119 Hallbridge Gardens, Up Holland, Lancs., WN8 0EP. Tel: 01695 622792, E-mail: john@gardner119.freeserve.co.uk
PUBLIC RELATIONS OFFICER	Chris Marsh, Trilliums, Ashmore Green, Thatcham, Berks., RG18 9ER. Tel: 01635 869136, Fax: 01635 873914, Mobile: 07769 650780, E-mail: trfpublic@hotmail.com
EDITOR	Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancs., BB7 9DG. Tel: 01254 823893, Fax: 01254 887999, E-Mail: print@ellison.sagehost.co.uk
BMF LIAISON OFFICER	David Giles, 22 Ford Lane, Allestree, Derby, DE22 2EW Tel/Fax: 01332 552288, E-Mail: davegiles@dlgtraining.freeserve.co.uk
LARA REP.	Richard Fordham, 299 Simonside Terrace, Heaton, Newcastle upon Tyne, NE6 5DS. Tel: 0191 2762207.
MAG LIAISON OFFICER	Richard Stiling, Tough Art, The Corn Exchange, Corn Street, Bristol, BS1 1HQ. Tel: 0117 927 9795, E-mail: mag@trf.org.uk
KEEPERS OF STATIONERY	Leaflets & Membership Forms, Mary Stevens. <i>Membership Secretary.</i> Letterheads & Compliments Slips, Fred Ellison. <i>Editor.</i>
DISPLAY EQUIPMENT CO-ORDINATOR	Leo Crone, Tel: 01325 463815 (7a.m. - 5p.m.). Display boards held at Unit 10, Red Barnes Way, McMullen Rd., Darlington DL1 2RR.
EQUESTRIAN EVENTS LIAISON OFFICER	Mark Holland, Corn Farm, Devauden, Chepstow, Monmouthshire, NP16 6NS. Tel Mobile: 07941 427774 (evenings).
RoW CO-ORDINATOR	Dave Tilbury, Oakbank Cottage, Oakbank Road, Eastleigh, Hampshire, SO50 6PA. Tel: 023 8061 8937, (8.30a.m. - 5.30p.m. only) E-Mail: dave@hants-lanes.fsnet.co.uk

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

MAGAZINE ADVERTISING

DISPLAY ADS:

For Advertising Rates please contact John Hargreaves: 131 Rhodes Ave., Blackburn, Lancs., BB1 8NW. Tel: 01254 721897, Mob: 079293 75477, E-mail: traildad@hotmail.com

MEMBERS CLASSIFIED ADS:

20 WORDS - FREE OF CHARGE Enclose membership number

ALL Commercial Advertising to be paid for - £1 per line, £5 minimum.

Please send all classifieds with payment if applicable to: THE EDITOR

Copyright: All material published in TRAIL is the copyright of the TRF. Use may be freely made of it without prior permission on condition that any material used is credited "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.

EDITOR

I do hope that you have received this copy of Trail before Saturday 21st June on account of there being an Exec meeting at Nottingham that day with a new chairman and possibly a new strategy for the TRF. It is an important meeting (they all are). ALL Group Reps should attend these meetings, their job is to put forward your views and report back to the group. He or she should of course not be out of pocket and should receive expenses from the group or in some cases expenses can be claimed from the national treasurer.

O.k. lecture over, but a good turnout makes the Exec feel appreciated and also they need to know what YOU are thinking!

And then there was the Coast to Coast, back after a break from 1999, talk about a baptism - its a wonder that no-one drowned and I don't just mean John Robinson, despite all the rain it was a great weekend. Group Eight were a mottley crew with everything from a Serrow to a 525KTM and ages from twenty something to quite a bit more. Neither bike nor man were given any quarter and no-one asked for it - great bunch - thoroughly enjoyed it and it was good to see some new faces. If you want to do 2004 an early application is essential as it will almost certainly be oversubscribed.

p.s. I honestly didn't know about the dog (see page 23).

Happy Trail Riding.

Fred Ellison

KIR Trail Sport

Off-road Tyres and Accessories by Mail Order

Bridgestone Enduro/Trail Tyres		
ED03 (Road Legal front Enduro tyre)	3.00 - 21	£33.50
ED04 (Excellent for 125/200cc bikes)	4.10 - 18	£38.50
ED04 (Enduro tyre 250 and above)	120/90-18	£45.95
ED660 (Latest Rear Enduro Tyre)	120/90-18	£45.95
ED661 (Matching Front Enduro Tyre)	90/90 - 21	£34.95
ED12 (USA spec Enduro tyre)	120/90-18	£45.95
ED16 (All terrain rear tyre 100/100-18)	4.60-18	£37.50

Barum/Mitus Trials, Mx, Trail & Enduro Tyres		
C20 (Good All-round Trail tyre)	130/80-17	£42.00
C16 (Hard-wearing Rear MX Tyre)	120/90-18	£34.50
C16 (Good All-round Front tyre)	3.00 - 21	£28.50
TR1 (Trials Pattern Rear Tyre)	4.00 - 18	£32.00
C11/C02 (The Legendary Stoneking)	120/90-18	£36.50

IRC Road Legal Grippy Trail Tyres		
TR8 (Standard Fitment on XR400)	3.00 - 21	£33.50
TR8 (As above Actual Width 4.75")	4.00 - 18	£39.95

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

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

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

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

EAST MIDLANDS TRF GROUP MEMBER
Please phone for more detail or copy of my Free illustrated price list

Telephone: 01949 850530 (anytime)

EXEC MEETING
SATURDAY 21ST JUNE 2003
NOTTINGHAM WATER
SPORTS CENTRE
10.00 AM

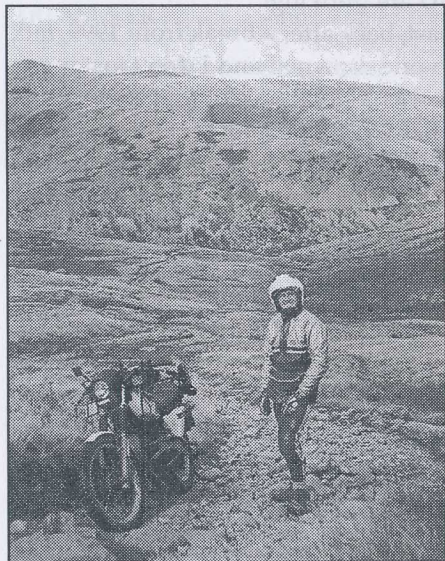
CONTENTS

From The Chairman	4
Notice Board	7
Report of Exec Meeting	8
Strategy & Image	10
4 XR's 2 Drownings...	12
Historic Public Road	15
RoW News	16
Tribute	17
Autumn Trail Riding	19
Letters	20

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

FROM THE CHAIRMAN...

When asked by two stalwarts of the TRF if I would be willing to be nominated as an interim Chairman following the mid-term resignation of John Pritchard I wrote this:



Geoff & R80 G/S on north side of Gatescarth Pass, Mardale, Lake District (currently closed to motorcycles by ETRO)

for British motorcycle sport (the ACU). I now work part time on practical upland footpath management, mainly in the Lake District National Park. I am a past director of the BMF and past chairman of the Motoring Organisations' Land Access and Recreation Association (LARA). I am a member of the Lake District National Park Authority's Trail Management Advisory Group, and a member of Local Access Forums for both the Lake District and Yorkshire Dales National Parks. I am a parish councillor, Chairman of the Cumbria Rights of Way Liaison Group and a member of the Countryside Agency's Discovering Lost ways Advisory Group. My interests include motorcycling (including trail riding) in all parts of the world (including China, North Korea, Mongolia, Russia, Malaysia, the Sahara desert and New Zealand), walking, physical geography and recreation management in sensitive areas. I'm a northerner,

The TRF would need to appreciate that I will fight the corner of the countryside as strongly as I fight the corner of the motorised user of it. I am a countryman in heart and soul and if pressed I guess that I would say that the countryside takes priority [over trail-riding activity]. Some TRF members may be uneasy with that, and perhaps they should be. If I was not comfortable with that situation in myself then I would not be the advocate for vehicle users that I hope I am.

That's my fundamental standpoint. But there are others that members may like to know about. But first what am I? Where do I come from?

I'm older than I feel, and for the best part of 30 years practiced as an electrical engineer, and was for five years the Chief Executive of the governing body

don't suffer readily those who come across to me as fools, and don't go a lot for image or spin. I prefer actions to words.

Now to those other standpoints I mentioned earlier. I don't list them in any order of priority:

- Critics of trail riding say engine NOISE is their main source of objection. I agree with them. Noisy motorcycles on the public highway (tarmac covered or not) are inexcusable, and it's not necessary.
- Modern trail bikes have enough power to be unaffected by the marginal reduction in power caused by good silencing. Anyone skilled enough to be riding on the outer extremes of a bike's performance should be on the motocross or enduro track, not on the public highway.
- Riding a motorcycle in ways that by reasonably agreed standards threaten or offend other users, or the countryside, is antisocial behaviour.
- That some of us feel the need to dress like gladiators in body armour and full-face helmet to protect ourselves when trail-riding on routes that by their very status are used by other classes of user in some way justifies the claims of detractors that it's not an appropriate activity in a public place (on a public highway).
- The interests of motorsport and recreation must be reconciled with the well-being of the countryside.

- Trail riding isn't a competitive activity, either against other riders or against the terrain.
- People wishing to challenge themselves and their machines in the countryside should do so in the carefully regulated environment of authorised sport, not on the public highway and amongst other users.
- When conducted in a sensitive and caring way (to the trail and other users) trail riding is a legitimate recreational activity.
- There are many things that people do for recreation which I don't understand any more than the many people who question the purpose of trail riding. But because I don't understand why people do them it's no reason for me to work against them or against provision for them.



HUSQVARNA UK DISTRIBUTORS

NEW HUSQVARNA - FROM STOCK

TE250 4 Stroke Elec Start Trail/Enduro
 TE450 4 Stroke Elec Start Trail/Enduro
 TE610E 4 Stroke Elec Start Trail Bike
 WR125 2 Stroke Enduro
 WR250 2 Stroke Enduro

USED TRAIL BIKES

HONDA XR250 Trail/Enduro	£1795
HONDA XR200 E/Start	£1995
KAWASKI KDX200 Choice of 5	from £1595
SUZUKI DR200 Djebel E/Start	from £1595
SUZUKI DR250 E/Start	£1895
YAMAHA TTR250 End & Raid E/Start	from £1995

**HUSKY SPORT, THE GREEN,
 NR WINCHESTER, HAMPSHIRE, SO24 0QA**

TEL: 01962 771122 FAX 01962 771188
WEB: www.huskysport.co.uk

- The payment of road tax doesn't entitle us to ride our motorcycles just where or when we please on the public trail-road network.
- The vehicular public rights of way network is a recreational resource for all that has to be used in a considerate, managed and shared way by all to the total exclusion of none.
- Trail route management should be conducted from a standpoint that managed responsible use by vehicles should be provided for, and on the basis that vehicle users may meet walkers, horse riders and pedal cyclists on the same route and that those other users should anticipate meeting vehicles.
- Any users who don't wish to meet vehicles on a route should restrict themselves to the 95% of rights of way network that is not available to vehicles, and public information and signing should facilitate this.
- Recreational routes for vehicles should be as prominently signed as footpaths.
- Powerboat enthusiast never believed that they would be excluded totally from the Lake District National Park. But the same concerns that have resulted in a ban on speedboats in Lake Windermere (the last lake on which they were permitted) could apply to trail riding.
- The input to the economy by power boaters was dismissed, largely on the grounds that the same money would be spent on other things and not actually lost to the area, and that the elimination of power-boating may lead to increased spending on other activities that would be introduced. The same arguments could equally apply to trail riding.
- Trail riding may be no less expendable than fox-hunting. In some people's eyes both activities are as deplorable as each other, and both are activities that are claimed to be deplored by the majority of the population whose lives will be unaffected if both are banned.
- That the TRF's assertion that trail riders are responsible, cheery, considerate, conservation minded outdoor enthusiasts is not how some other, quite reasonable people, see us. Surly, violent, arrogant, damaging, speed-merchants more often encountered on bridleways than byways is how some see us.
- I anticipate that some time in the future anyone wishing to trail-ride will have to apply for a special licence to do so. If such a procedure helps marginalise and identify riders who have little care for the countryside that they ride in then I think I will support it.

By the time of the Fellowship's AGM in October I hope that I will know if I have a chance to apply all or most of these principles through the TRF, and you, the membership, will know if you wish me to continue trying to do so.

Geoff Wilson

NOTICE BOARD

POWYS RoW

Powys seem bent on denying our rights of way. Would any local members please contact Dave Tilbury tel: 023 80 61 89 37 or dave@hants-lanes.fsnet.co.uk

CHANGE OF VENUE

The South London & Surrey Group have changed their club night venue.

This will apply from the 1st Wednesday in July 2003.

New venue is Carshalton United Ex Service Club, West Street, Carshalton, Surrey.

CHANGE OF VENUE (AGAIN)

North Yorks & Teeside Group
New meeting place from 17th July onwards.

The Ranch House, Thoraldby Farm, Nr Stokesley, Map Ref. 93...493074.
3rd Tuesday of the month.

COAST TO COAST

A Bag left in Morecambe during the event is now with Phil Fawcett. If this is yours please contact
Phil or Linda on 01287 634972

TEESIDE & NORTH YORKSHIRE GROUP FUN WEEKEND

26th & 27th July

Woodhouse Farm, Great Ayton, North Yorks.

This is a fun weekend for all the family, with guided runs out onto the North Yorkshire moors. The venue also has available a hare & hounds circuit for all those who wish to use it (at their own risk). There is ample camping space. You must bring your own bbq, food and refreshments.

£10.00 per bike for TRF members, £20.00 for non-members. This covers both days, please bring proof of membership.

Last year's gathering was a great success, great socialising and great fun for all.

For more info and to reserve a place contact Phil on 01287 634972

**REPORT OF THE EXEC MEETING, 10.05.03
LILLESHELL SPORTS CENTRE, NEAR TELFORD**

(a full copy of the minutes of this meeting is available from the secretary)

Present: Representatives were present from the following Groups: Bristol, East Midlands, Herts, Lincolnshire, Lodden Vale, Norfolk, Northumberland, Peak, Southern, Teeside & N Yorks & Wiltshire.

Purpose: The Acting Chairman Tim Stevens in opening this extra Executive Meeting explained that it had been called in order to co-opt a Chairman and Secretary until the AGM, and to discuss the Strategy Document previously circulated. Other matters would be held over until the next meeting in June at Nottingham.

Review of Co-opted roles: In view of the Honorarium payments the Meeting clarified that the named Principal Officers in the Constitution would receive £1000, the named co-opted officers £500. The meeting also noted other roles not mentioned in TRAIL needing to be considered were: Dealing with the P O Box, Advertising and Representing the TRF at the CCPR. It was agreed to negotiate a fair remuneration with those already doing the job. The CCPR role is currently vacant and would be most economically filled by a London based member.

Co-option of Chairman: Two names had been put forward: Roger Peters, Chair of the Northumberland Group, and Geoff Wilson from Cumbria. Richard Marshall speaking for the Cumbria Group nominated Geoff Wilson for Chairman outlining his considerable experience and strengths. Dave Giles in seconding the nomination added that they felt the TRF is about safeguarding the network of lanes and the need to break out of the 'trench warfare' with outside Authorities by finding new solutions. Roger said that he wished to withdraw his name for the post, but that he would be willing to take on a supportive Vice Chairman role when the need arose.

The Meeting agreed to adopt Geoff Wilson as Chairman and Roger Peters as an additional Vice Chairman for the remainder of 2003

Co-option of Secretary: This proved to be a two part affair; initially there was no candidate. Dave Giles offered to take on some of the work-load by condensing the minutes for TRAIL. Mary Stevens was asked if she might consider taking the role but she replied that although some additional service might be worked in, her current position as membership secretary was demanding. There the matter rested until we returned to it later in the afternoon when Ted Lowres, of the South London & Surrey Group, offered to act as managing secretary as long as he could rely on someone else to provide the office-work function. This was agreed and Ted was co-opted as secretary for the remainder of 2003.

New TRF Strategy: Chris Marsh presented the Strategy Document. Starting with the responses from the 'TRF Membership Survey' he extrapolated figures for the trail riders in general, what they spend on their recreation and their

contribution to the rural economy and UK taxation. Uppermost in many members' minds, he told the meeting was a question of image: that the TRF was too old fashioned in what it did and how it was run. As an alternative he thought that the structure outlined in his document modelled on that used by MAG would enhance membership participation and recruitment which in turn would pay for assistance in running the organisation.

Dave Giles thanked Chris for his ideas and for all the work involved; however, he felt the TRF needed to concentrate in the short term on influencing government where our present 'touring' image served us well: we need to find people who understand Parliament and how it works; we need a focused strategy.

John Jenkins from the Norwich group reported that they try to educate 'rogue' riders to ride responsibly, and have had some success, but he feels such riders still do not respect the Countryside. The meeting felt that somehow the Groups were 'falling short' and spent some time considering why this might be. Do Group Reps pass on important national information as well as they might? Dave Tilbury expressed concern that after one and a half years as Vice Chairman and now as RoW Co-ordinator, he still does not have from every Group the name and address of their RoW Officer.

Chris Marsh asked the Meeting if the draft Strategy is acceptable, so that he can bring it to the next Executive Meeting as a final document. He needed guidance on what to do next, write a job description for lobbying? There was further discussion about the Strategy in entirety, the general feeling of the meeting was that it was good in parts.

The meeting asked Chris Marsh to write-up job descriptions for the 3 posts he had identified as part time paid posts in the Strategy: RoW Co-ordinator, PRO Co-ordinator (to do lobbying), and Membership Secretary.

Constitution: The Chairman asked what changes would be needed to the Constitution to facilitate the Strategy? It was agreed that a sub-committee could look at this, and the following volunteered: Dave Tilbury, Richard Stiling, Roger Peters and Tim Stevens. In addition: Dave Tilbury suggested that 'All Groups will conform to the rules set out in the Constitution' should be added to the Constitution: Mary Stevens suggested that the start date for the Membership Secretary role be brought forward to November rather than January, because renewals were at their peak in January when new officers commence their duties: Richard Stiling suggested dropping the words 'Governing Body' from the TRF. The meeting discussed how this title helps in dealing with outside organisations. Richard was advised that he could propose a rule change but that this risked reducing the clout of the TRF.

Date and Place of next meeting: This will be held at Nottingham Water Sport Centre on 21 June 2003 at 10.00 for 10.30am.

Dave Giles

STRATEGY & IMAGE

Members will recall the last AGM asked for a Strategy to secure the immediate future of trail riding in England and Wales. One where the time scale was determined by the time that we had available before the full introduction of the CROW Act. (TRAIL 289). It was argued that anything beyond that time span might be an irrelevance.

The Strategy Team have clearly worked hard and come up with some interesting background figures and extrapolation regarding the extent of trail riding and its potential contribution to the economy, and to the 'profile' of those members who responded to the TRF member's questionnaire (which included me). Subsequent to this, the circulated Strategy Document drafted by Chris (Marsh) suggests that there is a need for a considerable reorganisation within the TRF and a re-branding exercise to address the need for the TRF to have a new image in order to have a future.

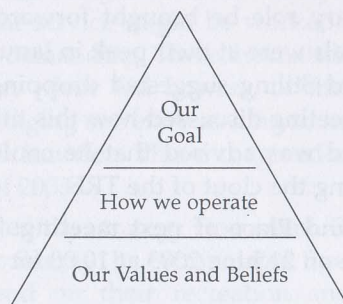
This has raised some very valuable thinking. Not least a review of 'What is the TRF?' What is its purpose? What are its values? and How should it go about achieving its goals?

There would appear from the debate to be a dichotomy between those who perceived it to need to be:

i. about the protection of the network of trails and our continuing rights (and responsibilities) in their use; a band of mutual support (Fellowship).

ii. a more customer orientated, looked for you on the web site, trail riding club for whom the necessary research work to underpin legal access has been described as inappropriate.

One tried and tested model of organisational behaviour offers a simple 3 tier structure. It is helpful in reviewing 'What we are all about'. Each tier supports the one above



TrailerTek

The Bike Trailer Specialists

Dirt or Road Bikes, Sports or Tourers, Track or Vintage
Single bike, 2-bike, 3-bike & Quad/ATV trailers



£220
inc. VAT



£345
inc. VAT

Super Buys

Single Bike Trailer

* Fully Galvanized * Beam Axle * EC Approved Lighting
* Very robust, 230 Kg & 409 Kg capacity

Spare Wheel 8" £24, 10" £39
Ratchet Straps H/D £6

2-Bike Trailer

Loading Ramp £30
Hitch Lock £8

Extra Channel £30
Jockey Wheel £24

Bike Racks

"Senior" Bike Rack
£57 inc. VAT



Trailers for cars, boats, horses, camping and much more!
Sales, Hire, Service, Parts & Mail Order
Visit our huge showroom at Micheldever Stn, nr. Winchester
Tel. 01962 77 49 88 www.trailertek.com

The TRF, as a body, has thought about these 'fundamentals', not least when drafting its Constitution, which I believe to be quite robust and meaningful. However, we appear not to be so good at communicating what that means - the 3 Rs - if you like of the TRF.

Our Goal: is to fulfil the Aims & Objectives of the Constitution - to protect the network of vehicular green lanes and our rights to use them.

How we operate: has been succinctly put as: Research - Record - Ride

And our values are: to be - Rational - Reasonable - Responsible.

If the last line needs further explanation it is that we deal in facts and data - our arguments are rational: we are prepared to listen and see another's point of view - we are reasonable: we do what we say we will do - we are responsible. This interpretation is the current, defensible image of the TRF, the image that gets us an invitation to meet with the Secretary of State and therefore, at least, an opportunity to influence the possibility of a future for trail riding.

I do not think a 'customer led' strategy would serve us better: because as I see it without the 'Triple R' strategy there will be little left for the consumer.

Dave Giles

used-trail-bikes.co.uk

Between 50 - 100 machines available
Taxed, MOT and ready to go!

RETAIL - TRADE - WHOLESALE

Suzuki Djebel 125	prices from:	£1,295
Suzuki Djebel 200	prices from:	£1,595
Yamaha Serow 225	prices from:	£1,695
KDX200SR	prices from:	£1,595
TT250R	prices from:	£1,995
CRM250	prices from:	£1,495

Other models coming soon

Tel: 01252 849984 (Hampshire) Fax: 01252 845366
For more details see our website
www.used-trail-bikes.co.uk

4 XR'S 2 DROWNINGS 1 GOOD TIME



My run was advertised Stokesley 9.30am, no beginners. The TT600 was still smoking after a rebuild, but no terminal rattles and the ignition problem sorted out (thanks Ritchie). We assembled in Stokesley town square 9.25am. I gave my usual speech to a hushed crowd: " I lead, no-one passes me, 2nd man opens

gates, 3rd man closes, Richard XR400 is tail end, no-one goes behind him, if we get stopped I do the talking, slow down for walkers, stop for horses and last of all have a good day".

Our first county road was Cold Moor, which we had assisted the council in re-surfacing. Although wet and slippery the repair had held up remarkably well considering all the rain and snow. I briefly swapped bikes with Mike, my god the KTM 520 felt like a mountain bike after the TT, so light and narrow. I felt a lot more comfortable back on my trusty old war horse after the prancing stallion that is the KTM 520.

A brief 3 miles of narrow country lanes brought us to Ingelby Greenhow. The road is signed "Unsuitable for motors" which is about as close as North Yorkshire County Council can come to admitting we have a right to be there. Large deep puddles filling steadily with the rain led to a muddy hairpin followed by an unusually full stream, dirty brown water obscured the riverbed so carefully through the river before passing the congregation entering the 12th century Norman church in Ingleby village. Two right turns had us heading for our next unsurfaced county road. Battersby started as usual with a little splosh over the beck, then slowly passed 5 geese, (^{Ed} your riding must

be improving Leo) up the hill and slowly through a field of sheep, though few moved from the hay rack in spite of the traffic, over the cattle grid and then drop it a gear, pick your line carefully and go for it for the next 1/4 mile as the rocks get smaller but the gradient increases before flattening out in the middle of Battersby plantation, a canopy of large conifers sending the lane into a perpetual twilight. Through the only remaining gate and then up into the clouds. We slowly gathered on the usually deserted tarmac road which leads to Battersby Abbey, a retreat located in a secluded dale. This Sunday we hit the monthly rush hour as a breathtaking convoy of 4 vehicles rushed (10 mph) by. Two short unsurfaced county roads through Kildale and New Row had us on our way to Jobe Cross. A.K.A. Commondale - a stony track for 3/4 of its length but its the other 1/4 that makes it "challenging". Bad drainage, lack of maintenance and the occasional 4WD and/or tractor has left it deeply rutted and mixed with the heavy rain we had been experiencing all morning had me off for the first time in graceless slow motion into one of the aforementioned deep ruts. It took 3 of us but moments to right the beast with just a push of the wonderful button on the right bar to have the heavy ensemble resume forward motion. 5 minutes later John on the husky, while trying to avoid a large deep pool of water, fell into it as if drawn to it, even so we didn't have long to wait at the road end before Ritchie and John were back with the, by now, very wet bunch.

We briefly joined the Whitby - Scarborough road before turning left opposite a glaring example of rural decline. Scaling Dam petrol station had been there since I had first ridden the area 20 years ago and now its closed just like that, no warning, just there one week and gone the next. Tranmire passed uneventfully at which point Rodger, our illustrious chairperson, took the lead.

He had researched a number of County roads we did not use. Although contentious, why should we be intimidated by them? The Travellers Rest was the first and it certainly had the smelliest puddle I've ever encountered on the trail. The next county road is part of a network of short trails which link up to form one of the most varied and challenging routes in the area. The problem is the landowner, who has instructed his tenant farmers to obstruct and challenge at every opportunity. Today was blissfully uneventful and so, after much fun, to lunch, but not before Mick and Ritchie were pulled by the local police. It didn't take too long before the officer realised he wasn't dealing with 2 seventeen year old juveniles just 2 forty plus juveniles, and sent them on their way.

A very tasty fish and chips on the quayside at Whitby and off to Ruswarp under a clear sky.

Golden Grove was our first unsurfaced county road with the unusual feature of a flagged pannier trod for almost its entire length. Taken slowly allowing engine torque to do the work it's fairly straightforward, apply even

just a little throttle and you're on your face. Into Sneaton and blessed tarmac for about 4 minutes before diving right between 2 hedged fields which form the start of a lane we were to spend a lot of time on. It was the drop down to the ford where the problems started. While trying to avoid a large, deep ditch I managed to drop the bike in it upside down, snapping the clutch lever. While finishing the new clutch lever the men started to cross the brown, fast flowing stream. Colin DR400 and John Husky 520 both managed a fairly graceful feet down crossing. Next was Bob XR400, about 2/3 of the way across his forceful attempt had the front wheel disappear under the water followed closely by Bob and the rest of the bike. Gary and Bob between them managed to get the dead bike out the other side to let Kevin XR400 get across, which he did for about 2/3 of the stream before the front wheel disappeared under the water, you can fill in the rest.

The rest of the wet gang managed the river without the ducking although the 2 other XR's, Rodger and Ritchie, walked theirs across.

Somehow starting the XR's turned into a weird competition. Bob, Gary and myself slowly worked our way around the sodden bike draining, kicking over, wringing out, kicking over, lifting the bike onto its back wheel to drain water out of the exhaust, spraying with damp start (although we really needed dripping wet start). Meanwhile Rodger, Kevin and Colin were trying the same, all the while John was hacking back undergrowth like an extra from Groundforce. Occasionally while kicking over the XR's, one would burble, cough and then stop as if to taunt us with the prospect of forward motion. It seemed an age before both XR's were coaxed back into life. A steep climb out of the lane led us directly onto our next unclassified county road without touching tarmac. This stretch of road is noteworthy on 2 counts. Firstly it's bog for its entire length and at its end the gate is the largest kissing gate in the area, big enough for a single motorbike, horse or horse on a motorbike.

The last lane in this testing network starts about 40 yards from the kissing gate: A pleasant 3/4 mile of varied going starts with a ford leading to a ramshackle farmyard, then climbing through a small copse, finally opening out onto a flat green field, before re-joining tarmac and a blissfully dry time was had by all.

By now we were running late and my meandering route had changed to an "as the crow flies" mixture of tarmac and trail. The next lane is one of the user network we still use, cutting out 3 miles of road work to join the main Whitby - Pickering road, on which lies (at the time of writing) Fylingdales early warning radar establishment. It's down to Grosmont, over the rail line and down to the ford. It's running a little bit deep and fast but once I've negotiated the Land Rover stuck in the ford I feel sure it's a goer. My engine says "No" as it starts to cough and splutter with water edging near the bottom of the petrol tank. It's an unceremonious dis-mount and pull the beast back out

towards a not entirely disappointed bunch of riders.

The sun starts to play hide and seek as we traverse a number of small hills on Glaisdale Rigg. The steep drop down the narrow walled lane of Street is completed in the gathering gloom. We catch a brief glimpse of the setting sun at Danby Rigg before dropping into North End Farm. John, Gary and Bob leave us to head home in an increasingly dark and cold easterly direction while we few carry on westwards towards Stokesley via Ingleby Greenhow, passed the old Norman church, over the ford and it's headlamps on as we climb up towards tarmac. It's amazing how darkness changes a familiar lane. By now it's 5.15pm, dark and getting very cold, so it's a brief 9 miles of twisty tarmac back to Stokesley.

All in about 130 miles with nearly everything one could expect of motorcycling in England - cold, wet, pulled by the police but still some of the best off-tarmac action in Europe.

Remember that when your group rep asks you to write a letter to your M.P., councillor, highways officer (the list goes on) do nothing and they will presume they are doing nothing wrong in trying to deny us the right to use the unsurfaced public roads with motor vehicles.

*Yours on 2 wheels,
Leo Crone*

HISTORIC PUBLIC ROAD

An accumulation of historical documentary evidence puts this substantial byway on to the map. Erica Eden FPS/G3300/7/59 5 March 2003

Ms Eden, inquiring into a modification order made by Somerset County Council, received her baptism of fire from Mrs Marlene Masters, appearing as an objector on her own behalf. "At the inquiry," the Inspector records, "I emphasised the importance of all the evidence being put before me so that it could be challenged by all parties. Some 5 weeks after the inquiry Mrs Masters submitted copies of maps which she had just found. I felt that before I considered these in detail that all parties should have the opportunity to put their view. As a result a large amount of correspondence has ensued, some of which is further interpretation of evidence rather than new evidence itself". She also has to field a complaint from Mrs Masters that a supporter had photographed her as she was about to enter the inquiry room; but as this occurred "during an adjournment outside the inquiry room," Ms Eden considers "that this was a matter outside my remit."

The order in question had the effect of adding a 632 m byway to the definitive map for the parish of St Cuthbert Out, partly by upgrading a section of an existing public footpath. The council's contention was that the order route and a short length of UCR connected to it once formed part of the main

public vehicular route between Bath and Wells; and in her decision letter the Inspector confirms that "the documentary evidence taken as a whole gives a consistent picture of the order route and the UCR as one route. It is presumed to have been a public road before it became part of the 1753 turnpike road between Bath and Wells. Since the 1780s it appears on maps as a road depicted in the same way as other public highways in the area. The 1st Edition 25 inch Ordnance Survey Map 1887 shows the route as metalled and kept in repair. The 1821 (Wells Turnpike) Act (which created a new length of turnpike bypassing the order route) deposited plan and book of reference, the tithe map 1837, the Finance Act 1910 evidence, and the ecclesiastical records, all show the route as not being in anyone's ownership. This supports the view that the route was one that led to a moor, waste ground, village, town or place that the new turnpike road did not lead to and therefore was never vested in the (turnpike) trustees and then disposed of by them." Parish surveys of the 1930s and 1950s also demonstrated a belief that this was a public highway. Ms Eden concludes "the route was a public vehicular highway dedicated at some time in the distant past and that no legal event has occurred since to stop up that highway".

With some minor modifications, the order is confirmed.

Taken from Byway and Bridleway Inquiry Issues 2003/5/36



RoW News

DECISIONS IN BRIEF

Inquiring into an order made by Powys County Council adding a byway to the definitive map, Inspector Susan Doran has concluded that evidence of public vehicular use is so strong that the route cannot be said to have been "used by the public mainly for the purpose for which footpaths and bridleways are so used" (Wildlife & Countryside Act 1981, s.66(1)). Hence she declines to confirm the order [T6850/W/2002/514175 of 7th March 2003].

Taken from Byway and Bridleway 2003/5/36



TRIBUTE - DAVE JARVIS & JEFF INSTRELL

As motorcyclists we are only too aware how vulnerable we are to the hazards on the roads but I was devastated to hear that Dave Jarvis had been killed in a road accident on 5th April, 5 days after his 60th birthday. I knew Dave for nearly 40 years; Dave, Frank Diamond and I met as members of the Kenton and Kingsbury MCC in the sixties. He was a very careful, skilled and experienced rider on the road, in trials and on the trail. He was a quiet, undemonstrative, modest man whose accomplishments were widespread but low-key. He rode his OSSA trials bike (with a bigger tank) to Italy to watch an International Six Day Trial and competed in the ISDT in Garmisch Partenkirchen. He was a regular competitor in the Welsh Two and Three Day Trials and numerous other ACU Centre and National events. Carrying all his luggage he rode, unaccompanied, from his home in Ruislip across England, Wales and Ireland. The idea was to use green lanes wherever possible (including such classics as Gryne Fawr) to join Mick McEion at the Irish Safari, the classic riding, eating, drinking and fishing week in Kerry, Mayo or Donegal.

I and many other TRF members had the privilege of riding with this private man over many years in all parts of the UK from Devon and Somerset to the IOM, Cumbria, the border country and Ireland. He was a deceptively fast and capable rider on his elderly (A reg!) Yamaha 125 LC. It was difficult to keep up with him on tricky going and it was very rare to see David stuck and needing help. His map-reading and run-leading skills were almost legendary

The quiet man and keen trail rider, as can be seen from his TRF membership number, MD76RPAL was a long time member of Herts Group TRF and. Dave, having been made redundant last year had picked up a temporary job that he liked and was looking forward to retirement. He was also a companion to many of us on road tours.

Sadly, the bad news does not end with the loss of one long time friend.

Voyager

RACING

**DO YOU RIDE OFF-ROAD
IN ESSEX? YES!
THEN YOU NEED US**

We can supply most things that you require:

Tyres, Brakes, Service Parts, Clothing, Helmets,
Accessories, Advice (Free!), Bikes, Videos,
Coffee Machine!

Open Tues-Sat, Late Night Wednesday 8pm
CLOSE TO M11/M25

PUTOLINE, SILKOLENE, ACERBIS, SCOTT, AXO, FLY,
THH, NGK, RENTHAL, V-RUBBER, UFO, SMITH,
PRO GRIP, STOCKISTS

Tel: 0208 - 502-0800

66 Borders Lane, Loughton, Essex IG10 3LN

www.voyager2001.com

P.S. WE DO ROAD STUFF AS WELL!

Jeff Instrell had been doing battle bravely with cancer for a couple or more years and it finally got the better of him. Jeff was a man you could rely on. Built like a brick outhouse; when the chips are down, Jeff would be there to help. With his friend Nigel Gardner he was a member of the South Harrow MCC and the England Motoball team playing in England and Germany. His favourite bike was the evergreen Honda XL 250. for which, tucked away in his big blue van and taken for weekends were mountains of spares including engines and gearboxes! One of my lasting memories of Jeff is of him beating the (sh...you know what!) out of a pair of frozen leather boots to be able to get them on before setting out on a winter run from the Beacon Guest House in Brecon, We have a photo to prove it!

He was one of those riders that you always wanted behind you when the going got tough as he was straight off his mount and pushing and heaving as soon as you needed it. And later at the pub, with your ribs already bruised, he would have us in fits of laughter with his dry and quietly spoken wit. Jeff never complained, of the weather, of run leaders getting him lost, and never about the suffering his cancer must have brought. He would laugh everything off with a shrug of the shoulders. He put up with serial thefts from his lock-up of his long-term mount, various XL250s, and just bought another. He finally saw sense and bought a Yamaha TTR 250.

These two gentlemen (in the real meaning of this term) will be missed round Cader Idris and Nant Y Moch, at this time of year, as they were both regulars, even fixtures, on the Easter long weekend of trail riding in Mid Wales that the Herts TRF enjoys. The White Lion, Taly-Bont will be a poorer place for their passing.

Fortunately, thanks to the photographs taken by their companions all over the country we have many pictures of Dave and Jeff trail riding with style and determination so they will return in spirit at future slide shows at our social evenings.

I am sure that all members will wish to offer their condolences to the families of these two lovely men.

Tony McCusker and Colin Adlam

in chains
OFF ROAD MOTORCYCLE SPECIALISTS

tm and VOR Main Dealers
Parts and Accessories for Moto x,
Enduro, Trail and Trials.

Top Quality Chains, Sprockets,
Tyres, Brakes and Clothing
including Children's and toddler wear.

**Dealers for: Pro Grip, Shark, Vemar,
Sinisalo, Acerbis, Diadorra, Apico,
UFO, Toe Rag Casual Clothing and
Tools, Reptile Watches and Wallets,
and many more.**

Tel: 01425 474800 Fax 01425 461962
e-mail mail@inchains.co.uk
Unit 9, Hightown Industrial Estate,
Crow Arch Lane, Ringwood, BH24 1NZ.



ago, when I first took this up, I was desperate to get out at any opportunity, rain, hail, snow, floods, whatever. These days, getting up early, driving off in the dark, unloading the bikes and putting the gear on in a wet car park have lost some of the appeal, but after the first couple of lanes I usually remember what it's all about.

The first lane was over the A44, only a few hundred yards away through a flock of geese, and straight along the edge of the fields. Slippery ruts, just enough to get us acclimatised for the muddy, slithery day ahead.

We headed across through Snow Hill and picked up the lane down to Buckland. A friendly word with the farmer at Manor Farm who was as glad as we were that the rain had stopped.

We made a diversion to do the route over fields from Aston Somerville before heading to Laverton and back up onto the Cotswold Way on Shenberrow Hill. Pity we felt it advisable to leave out the next customary lane, part of the old route for transporting fleeces away from Chipping Camden, but it's sprouted "Bridleway, No Motor Vehicles" signs and my checks with the Gloucester Group reveal they haven't yet fully researched it.

Down past Hailes Abbey and up onto Stanley Mount before dropping into Winchcombe where we came upon diversions for the Remembrance Day Parade. The policeman directing traffic checked our map to check we weren't missing out lanes he knew of.

We did the one up onto the golf course overlooking Cheltenham, then doubled back to find the route just west of Belas Knapp. If you haven't seen it, it's well worth while, a really well preserved

Wulf Sport
The Riding Club

MAX
EQUIPE

WULFSPORT INTERNATIONAL
High St., Whitehaven, Cumbria, CA28 7PY.
Tel: 01946 692697/8 Fax: 01946 691759
www.wulfsport.com
e-mail: billbrown@wulfsport.com

long barrow. But walk the last quarter mile.

For fear of leaves on the track causing delays we left out the two steep climbs out of Cheltenham, but they are to be recommended. We zig-zagged along five easy but enjoyable lanes to get to the petrol and pub at Andersford. On one a roe deer leapt out and missed me by about a bike length.

After lunch we tried some new routes west and east of Chedworth before heading north back over the A40. I've got a map I trust as authoritatively marked, but it won't be much use soon, I fear. Many lanes are clearly signed rupp, some bridleway but looking kosher on the ground. Almost none are byways.

North of the A40 there are a number of enjoyable tracks around Hazleton, Salperton, Notgrove and Cold Aston. We dispatched these before heading north in the direction of our start point via Naunton and Temple Guiting. Then there was the exhilarating climb up from the B4077 near Stanway, its continuation, followed by a repeat of the first track of the day. The geese were still there, no doubt completely unaware of the approach of Christmas, though they were aware of us with an excellent display of hissing and flapping.

That was it for the day. Good weather, good riding, no hassle, no breakdowns, and early enough on the way home to earn brownie points with our wives. What more can you ask.

Steve Pighills, Black Country Group

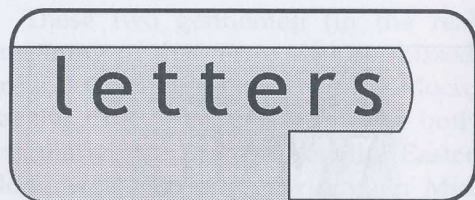
THE TRF AND POLITICAL PROGRESS

Following the introduction of the CROW Act in 2000 I wrote an article 'Future TRF' which looked at what would be a best outcome for us and how we might move towards it.

A 'best outcome' for the TRF would be 'unhindered access to an enlarged network of recognised unsurfaced vehicular rights of way'. For which, in any real world, we would have to pay a price – hopefully by negotiation rather than by Government imposition.

We would have to demonstrate recognition of other users in the countryside through restrained and reasonable riding: compliance with the law over vehicular rights and TROs; sticking to our Code of Conduct; and maybe acceding to a future licensing scheme. But with a good plan the last item would be negotiable if we could convince the Government that they would have more to gain by working in partnership with us.

To achieve this we needed a well thought through Strategy: using experts to help us see where we could use the new legislation to our advantage; seeking the broadest support (alliances); ensuring we had sufficient resources; identifying



and mitigating risk and be very clear about our focus.

The timescale to implement this was short. It was until the introduction onto the Statute Book of the detail of the law - the Statutory Instruments - that would introduce Restricted Byways and the swinging s.34a modification to the Road Traffic Act (1988).

The Strategy document was to be the road map required to negotiate this short time span after which - in a worst case scenario – trail riding would have been considerably curtailed. There were to be 3 clear phases:

- The creation of the broadest church of User Groups aimed at influencing DEFRA in its drafting of the detail of the law – the Statutory Instruments.
- An effort to encourage all the parties concerned to respond to DEFRA's consultative document in objective terms.
- Gearing-up to repeat the above processes with both Houses of Parliament before the Statutory Instruments are submitted, as they must be, for positive affirmation.

Progress Report:

- We participated in the Trail Users Alliance which spoke to DEFRA on behalf of pot-holers, hang-gliders, fishermen, canoeists, radio hams and others who use vehicles on green lanes, as well as the cyclists, horse riders and carriage drivers. This has become the Byways and Bridleways Council (BBTC).
- Through our own endeavours and in conjunction with LARA we have sat at

the same table to speak directly with Alun Meacher the Secretary of State for the Environment about our concerns. And I have through the support of the BMF (at their recent Parliamentary Reception) spoken of the same matters with the Shadow Sec for the Conservative & Lib Dem parties plus the All Party representative from the House of Lords.

- We continue to liaise with the legal department of DEFRA (Bristol) and to offer support and constructive suggestions with areas of concern such as the Ridgeway and the Discovering Lost Ways project run by the Countryside Agency.

Government Agencies continue to explore alternative ways forward with us.

Meanwhile within the Groups:

TRAIL TOURS
AT A PRICE YOU CAN AFFORD

Picos Mts - SPAIN
Adds a new dimension to your trail riding
AWESOME MOUNTAIN SCENERY

Guided by
Paul 'Blue' Woods & George Cherry
who probably know more trails in the Picos than anyone else

Sat. 27 Sept. } both these trips
Sat. 4 Oct. } **fully booked**
- so we're doing an **extra week**
Sat. 20 Sept. a few places still available
...so don't delay!

www.moto-tours.co.uk

TRAIL RIDING HOLIDAYS
George Cherry, 18 Scott Avenue,
Stanstead Abbots, Ware, Herts, SG12 8BG.
Active member of Herts., T.R.F.

01920 413730

Some Groups are making progress with their plans to protect the lanes in their area by ensuring that where the evidence shows higher rights that applications for Modification Orders to the Definitive Map (DMMOs) are being made. Without this 'insurance' large numbers of green lanes we currently (legitimately) use will in all probability be taken away from us. In the Peak area 4 groups have formed a consortium to fund part time paid research work and submit DMMOs. All groups should give this approach serious consideration: loss of the network of lanes that trail riding requires is only inevitable if you do nothing. Membership of the TRF, adherence to its Code of Conduct, and support for the stated aim 'to preserve and protect the full status of Green Lanes and the rights of motorcyclists and others to use them – as a legitimate part of the access network to the countryside' remains the best bet for the future of trail riding.

Dave Giles

RIGHT SAID FRED OR THE COAST TO COAST - ABRIDGED VERSION

Day one: - Anyone seen Fred? He was out until 2.30 this morning. Fred and Wayne arrived. Are we all ready then?

Off we went in beautiful fine weather, the scenery was magnificent, the trails varied. The first mishap was an unruly KTM that shed it's rider into a seven foot ditch off the Monk's Trod going down Throstles Nest near Whitby. Fortunately he didn't damage any primroses or orchids when he landed. No. Son, you are supposed to park your bike before taking a leak.

The storm clouds were gathering and after "lunch on the move" (great cake shops in North Yorkshire) it duly tanked down as we headed for Masham. The weather eased off and us 'Old Fellas' gave in to the young bucks across Kirkby Malzeard Moor, six miles of ball bearings and a string of whoops. Great fun. Scar House reservoir followed by Carlton Moor. Daring our first bogs. After six weeks of sunshine, they were as dry as they have been for forty years and they still managed to bury two bikes. That's when trail riders really bond... So with a fresh coat of bog covering the helpers we pressed on.

WWW.
DUALSPORT
For the rider who wants to be that little bit different .COM

ENDURANCE
ENDURANCE Motorcycle and ATV computer
Fitting kit for all bikes
Alloy protective cases available

GLOVE BOX NUMBERPLATE BAG
Secure storage for GPS mobile phone & camera

SPARE TUBE FENDERBAG
Storage for a spare tube tyre levers and a gas cylinder

BARPACK MAPCASE
Bombardier, Cannondale, Polaris, Suzuki
Acerbis, Cycactive, Enduro Engineering, Maier, X-Metal
New and used bikes - check website for details

QuadTech, Wark Farm, Hexham, Northumberland
Tel 01434 230 827 Fax 01434 230 829 Mobile 07762 332 444

Time was running out so we made a dash for the check-in at Hawes. Brilliant, no punctures (thank God for Gloop), no breakdowns (good maintenance), no injuries (someone is looking after us). While others partied the night away, I took to a bath and an early night. Funnily enough I enjoyed the day so much I was too wound up to sleep well, but my back, my front, my sides were saying "just lie still".

Day two: Fred's in charge today. Fred arrived. Are we all ready then?

Off we shot, Fred leading. We'll just do a loop until the queue at the pumps has died down.

Then filling up at Hawes the real journey began. Over to Dent Dale magnificent, Great Wold, fantastic. Did I mention the rain, two inches overnight and tanking down but that's what's great about trail riding, changing conditions varies the challenge. John (that's me) had a "senior moment" on the river crossing, saved his machine, filled his boots though, this was as good a place as any for a Baptism. Whatever, thanks guys. The Tea Van lady at the Ribble Head Viaduct must be a Zen Buddhist, she certainly has the patience of Job, with a queue of gannets ordering unimaginable fry-ups and gallons of tea and coffee. By the time the last one was served there was a pool of saliva just below her serving hatch.

Now heading toward the coast, Fred attracted the attention of an alsatian, unfortunately it was half a mile later that the dog attracted the attention of Fred. Wasn't it kind of Fred to exercise the Lady's dog especially in the middle of the Coast to Coast run. Just as well the dog had a muzzle on and we were able to reunite it with its most apologetic owner.

We are running out of time Fred. What do you mean it's not dark until eight. (Ed. You really worry too much John) We duly fought our way through sundry bogs. Again rescues were effectively made by a "wall of a Lad" who could pick up bikes like matchsticks. Well done, if only I could remember names.

The final incident was bizarre, in the middle of nowhere (Salter Moor) Paul decided to joust with an approaching rider. The other guy jumped the rut at the crucial moment and hit Paul square on the shoulder. At this point Paul performed a wonderful aerial display, with a score of nine out of ten, the landing was perfect (soft moss over peat) only the angle of the bike lost him a point.

Fred, "Where is the sea?" It's over there say Fred. Not a sign, moorland and hills for twenty miles in all directions. Fear not said He, we'll make it and we did.

Many thanks Phil for the organisation and his wife and children for supporting him. The chance to meet riders from all over the country was well worth the experience. Perhaps it should be called the Coast to Coast - Tour of the North since we did over two hundred and fifty miles in the two days not including the travelling to and from the start points. Once again many thanks from Group 8.

John Robinson, North Yorks & Teeside

COAST TO COAST

A BIG thanks to Phil and Linda for all the hard work and organisation, including the cable ties!! Also thanks to all of Group 2 for rescuing me from my swim in the river on day two and being patient with my oil changing delays.

Roger Preston

p.s. I'll take my scuba kit next year.

TYRES - A MINEFIELD FOR THE GREEN LANER

As an "Old Bloke", when I were a lad, you bought a pair of tyres that lasted the life of the bike. Yes, they were limited in their grip but at least you were not forking out for a new set every month. Today's modern throwaway society it seems to me is born out of pure greed by manufacturers to maximise profit. Yes, the grip has improved but at what cost? The present generation have come to accept short tyre life, they have known no better.

Well the B.F. Goodrich Crossengo reported in last month's Trail happens to be the set I am riding at the moment. The grip is excellent under all conditions grass, stones, mud and ruts but as usual 835 miles and the back tyre is 50% shot, the front is showing little signs of wear. I am a non-aggressive, average rider by virtue of being a devout coward, with a low threshold of pain, never do more than 60 mph on the road, but the back tyres still disappear.

Is there anyone out there who knows of a tyre that is legal, offers grip but will last at least 3000 miles. If you do send the information to the address below and I will co-ordinate the information and send the results into Trail for the next issue. Yes, I know its a complex issue but we might get a consensus and cut through the mass of information on the different tyres on the market. Sometimes your dealers recommendations are based on Manufacturer's discount not on performance.

Bike	cc	Tyre	Type	Mileage	Comments
Suzuki	350	B.F.G.	crossengo	850	Going down fast

J. M. Robinson, 5 The Ridge, Saltburn, Cleveland, TS12 1JQ

LABELLING

The fact that Alun Meacher told us that he is aware that our problem is illegal and irresponsible users is tremendous news. NOW is the time to label ourselves; NOW is the time to openly advertise that we are responsible and legal; to make it very clear that the rider on the bike that just passed the Rambler is a TRF guy! and his registration number will be on our database.

Anyone who objects to labelling himself would immediately lose the protection of the TRF and would be one of Alun Meacher's illegal and irresponsible group.

This is the best opportunity we have had for years to establish a genuine

identity and anyone who is not prepared to become a 'labelled bottle' should not deserve the help and knowledge of the TRF because his refusal can only mean that he is not prepared to adhere to our Code of Conduct.

I am already organising my label.

Rod Butterworth

A CAUTIONARY TALE

A fellow TRF member (who will remain nameless) recently told me of a rather unfortunate and expensive experience he had with his Honda XR. The bike in question was experiencing oil starvation problems, which resulted in damage to the cylinder head and cam shafts etc. The obvious thing to check was the oil pump and various galleries and oil ways, but there didn't appear to be anything obviously wrong. In desperation a new oil pump was fitted (yet more expense) only to find that this didn't make a blind bit of difference.

The problem was finally diagnosed as a wrongly manufactured oil filter element (the cardboard/paper was wrapped too tightly) which was not allowing oil to pass through it. The filter element in question was an after market item (NOT GENUINE HONDA).

So the moral of this story to all you penny pinching trail riders out there who are saving themselves a few pence each time you change your oil and filter - think twice before fitting that aftermarket filter!

Reuben Alcock

REQUEST

Would Rush Racing supply a FMF 'Q' pipe for a noise comparison? They have described them as "All legal" and quiet and mine is neither.

Giles Greenaway

WHO WILL HAVE THE LAST LAF IN SOMERSET?

Message from RoW lady person at a recent LAF - "Get your byway claims in, TRF". It is very clear already that H.A.s have no funding, will or intention of making byway orders of their own volition on RUPPs (let alone the many other green lanes wrongly recorded or not at all) without claims going in.

Gwyn Thomas

CLASSIFIED

BRENDAN CHASE B&B Lake Windermere from £15.00 each x 4 sharing. Bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy, CCTV surveillance. Tel: 01539 445638.

SUZUKI DR350SE 1998 'W' reg. Year's MOT, CRD's, Renthals, new chain, sprocket, pads, disk. Really exc. cond. £2150. Tel: 023 92 632418 (Hampshire).

WANTED BMW R80GS Early type without paralever, any condition. Tel: 01254 878644.

3 BIKE TRAILER Galvanised, ramp, light board, spare wheel, lock for tow hitch. £250 ono. Tel: Martin 01453

FOR SALE

2 x MONOSHOCK COMPLETE UNITS
For Honda XR 200R Bikes.
£120 ea or £200 for the pair

XR200 Monoshock Spring £2, Acerbis Front Mudguard £10, Kick Start suitable for XR200 £5, Speedo Head for XR200 £5, Brake/Clutch Blade for XR200 £1. Carriage at cost.

If anyone buys the 2 Monoshocks I will throw in the other bits without any carriage charges.

MotoGuzzi MkII V50 Restored. £600 ono.
MotoGuzzi MK111 V50 Unrestored. £250.

Cancelled order of computer tool kits which will make good Fender Bags for most bikes.
8 3/4 x 7 x 1 1/2" containing screwdriver/set of bits and small pointed pliers. There is space in the bag as these were intended to be a kit to which you could add your own choice of tools. Good quality bags made from substantial material and will survive life on a rear mudguard for a sensible length of time.

If you don't like it when you get it, send it back by return for a full refund. The most you can lose is the postage! (They can also be used as a portable tool bag).

Only £12 Post Paid for a Kit orig valued at £22.

Rod Butterworth Tel: 01538 385538
56 Westwood Park Drive, Leek, Staffs, ST13 8NG

546604 (Gloucestershire).

HONDA XR400 1998 'S' reg, 2600 km, virtually as new. £2500. **Honda XR200** 1996 'N' reg, low seat, spare tyres, ex. runner. £900. Tel: 01793 782700 (Swindon).

BMW F650 Funduro, 1994 'M' reg. Red, 27000 miles, FSH & receipts. MOT record, topbox, garaged, in superb condition. £1900. Tel: 01952 243505 (Telford) can email piccy's.

HUSABERG FE 501 1994, maintained to high standard, MOT to Feb, meticulous engine rebuild, good starter. £1450. **XL125** twinshock, good runner tidy needs wiring for MOT, plus 185 good engine, good frame V5, nearly all there. £600 won't split. Tel: 01491 682171 (South Oxon).

HONDA XR 280 Allens performance cam, electric start, large BAJA petrol tank, 17,000 K. £1800. T&T, Good cond. Tel: 01752 345360 (Plymouth).

SUZUKI TS250ER Throttle cable & clutch cable for this bike. Several years old but never fitted. £1 ea plus p&p. Phone Jimmy 01274 833510 (W. Yorks).

1982 SUZUKI PE250X Stored 8 years, rebuilt, £400+ on motor, chassis etc overhauled and refinished, MOT, superb classic. £975 ono. Tel: 01279 302468 (Essex).

SINGLE BIKE TRAILER Brand new. Cost £230. Best offer over £125. Tel: 01260 281471 or 07787 152914 (Cheshire)

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, The Star, Star (A38), Nr. Shipham, Somerset

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

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

SOUTH LONDON & SURREY
Steve Sharp, 0208 773 4204
9pm 1st Wed, Carshalton United Ex Service Club, West Street, Carshalton, 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, 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 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.