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TRAIL

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

MAY No. 321



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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.

EDITOR

Another Coast to Coast was enjoyed by many last weekend. Many thanks to Phil Fawcett and family for again arranging this great get together off TRFers from all parts of the country.

While I'm on the subject of 'thanks' could I just say how much I appreciate the contributions I get for TRAIL. Although I don't thank everyone personally I do welcome all articles no matter how long or short. It doesn't matter how your article comes to us (spelling, grammar etc.) but no bad language please. Bike reports and run reports are always welcomed by readers as are tips on maintenance. Rights of Way info is very useful especially for those who ride away from home. I can't edit a magazine without your help because, contrary to what some people think, I don't write it myself.

Thanks also to all who support our advertisers. Let them know where you saw their ad when you contact them.



Don't Forget

NEXT TRF EXECUTIVE MEETING

Saturday
25th June

Motorcycle Museum
Nr Birmingham

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COVER PHOTO by Roy Simcock

All Contributions to the Editor, Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancs., BB7 9DG. editor@trf.org.uk
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

NOTICE BOARD

TRAIL RIDING IN LIMOUSIN

I am interested in any information about trail routes and rights of way in France, particularly in the Limousin or any advice on how to go about finding these out.

Any information or leads would be appreciated to further my preparation for this trip.

Paul Champion,
Email: campion7557@aol.com
Tel: 07753 756424.

TRF MEDIA DATABASE

Remember to send media e-mail contact addresses with a brief description for inclusion in the TRF media database to receive our press releases.

Contact *Andrew Prince*
Tel: 01789 450366, Email: cotswold@trf.org.uk

MANX GP WEEK

I wonder if there are any members trail riding in the IoM during Manx week. I will be taking my Serow and a 1935 Ariel (not for trail riding) over for the period. Do like doing a few trails but not on my own. I've loads of experience but not a lot of trail riding ability, a happy plodder.

Seymour Moss,
Email: seymour@moss40.freeserve.co.uk

NORTHUMBERLAND TRAIL RIDING & CAMPING WEEKEND - BIKES, BEVVIES, BANTER

4th & 5th June

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£10 per bike for TRF members (proof required) or £20 for non-members.

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Good evening out with other TRF members (families welcome).

This is the first time that Northumberland has held a weekend like this so lets make it a good one - TELL YOUR FRIENDS!

Please phone to book as numbers will be limited. So ring a.s.a.p. to avoid disappointment and missing out on a good weekend.

Contact *Neil Pattison* 01434 683905 before 9 pm



RoW News

MID-WALES EMERGENCY

In the past few weeks Powys CC have been issuing TROs on a number of major byways and deliberating courting anti-vehicular use publicity in the local press in the process.

These include 148605 at Pye Corner west to 083603 Bank House/Lower Lanoley on OS Explorer 200, Water Break its Neck BOAT OS Landranger south from ref. 159654 and the BOAT running north from 120755 Moelfre City (OS Landranger 148).

Not at all coincidentally, a recent meeting of Radnorshire LAF put forward a motion, subsequently submitted to the Welsh Assembly, demanding that ALL recreational MPV use on Powys RoW be permanently banned. Unsurprisingly, this was rejected out-of-hand on legal grounds, but this series of events reflects the strength of local feeling and the huge escalation in trail riders coming into the area from elsewhere, often in large and sometimes commercially 'organised' groups.

Will all TRF members considering trail riding in Mid-Wales this summer be especially careful to respect local conditions and sensitivities, particularly where TROs are concerned? Ride in small groups, at moderate speeds and stick to legal tracks. We run the risk of permanently losing several important ancient routes and Powys CC's strategy seems to be one of closing down the 'honeypot' byways and thus forcing us to simply stop riding (as if) or resort to lesser known, but easily damaged green lanes which will in turn quickly justify further closures.

Mark Williams, Mid-Wales Group

NORTH YORKSHIRE; NORTHALLERTON AREA

Help is needed to save Featherbed Lane near Northallerton. This ancient pre 1835 green lane part UCR but mostly no status runs from Ellerbeck off the A684 2 miles west of the A19 at grid 427969 south to Beacon View for 2 miles. It is a delightful old lane that passes through three fords, woodland and fields.

A TRF member has recently been stopped and turned back by the farmer. As this is on the "white road" part and is neither a footpath or bridleway it is doubtful if an offence has been committed. The owner says this lane is a "private road". He threatens to obstruct the lane if biker use does not cease. It is therefore important not only to prove to the farmer that we have the right to use this ancient highway, but also to make a claim for Byway. It damages our claim if you turn back on request. Please let me know if you are stopped.

I have evidence on old maps that this is an ancient road. But I also need user evidence to support the claim. From the marks on the ground there is considerable use by motor cycles. Let me know if you have used Featherbed Lane and for how long and I will send you a user form to fill in. Minimum five years. Ideally 20

years. Any period of use applies ie 1960 to 1980 and 1970 to 1990 etc. Must be at least once per year. No gaps.

Another superb green lane is at Thornton le Beans near Northallerton called Pillrigg Lane, a Roman Road running from Grid 400918 south for 3 miles to the A168. This is only a Public Bridleway and thus most at risk of loss. User evidence is important to make a good case so let me know if you can help. This is badly damaged in parts caused in my opinion by agricultural vehicles but passable.

Brian Thompson, brian950@aol.com

WAYMARKS

I have obtained a supply of Public Byway Waymarks. These are the round plastic kind you nail or stick on to gates or posts that show a red arrow with "Public Byway" around the edge.

Where the direction of the Byway is unclear or the way deviates a waymark can be a big help to everyone including other users and the farmers. I can let you have up to 5 free of charge if you send me a stamped addressed envelope. You should obtain permission first from the farmer or failing that the highway authority. Useful also if you are doing any lane clearing.

Brian Thompson, brian950@aol.com

NYTMAG PRESS RELEASE

Media Release from the North Yorkshire Trail Management Advisory Group (NYTMAG)

Trail Users Welcome Yorkshire Dales National Park Authority (YDNPA)

Option to Work with Recreational Motor Vehicle Partners.

Motorcycle trail riders and 4 x 4 drivers have welcomed a recommendation to the Yorkshire Dales National Park Authority's Access Committee. The recommendation releases the national park authority from its previous policy of refusing to engage with recreational motor vehicle groups; a policy which the North Yorkshire Trail Management Advisory Group (NYTMAG) has always regarded as counter to any progress being made in providing for and managing recreational motor vehicle activity in the national park.

Stuart Monk from Ingleton, North Yorkshire, a representative of the Trail Riders Fellowship on the NYTMAG, is pleased at this reassessment by the members of the Access Committee. "For too long now the YDNPA has wrung its hands over this issue. The Authority has maintained policies which have disabled it from working with users to identify the real issues and to work together to solve them. With this recommendation this situation can change."

Although vehicle users will regard the YDNPA's continued assertion that use of unsealed routes by recreational motor vehicles is inappropriate in the national park as a potential hindrance to the process, and an unnecessary waste of precious and overstretched national park authority resources, they will work with the authority. The

Minister for the Countryside Alun Michael has very recently said that research has shown that there is a place in the countryside for mechanically propelled vehicles, and has required all interests to work cooperatively to tackle conflicts of interest and inconsiderate or confrontational behaviour.

Geoff Wilson, a member of the Yorkshire Dales Local Access Forum and experienced in providing for and managing motor vehicle recreation in the countryside says "For more than two years trail users in the Dales have sought dialogue and partnership with the national park authority. I welcome this proposal to authority members. I know that some Authority Members, organisations and communities may regard this move by the authority as a weakening of resolve, but the opposite is the case. It signifies a new confidence in working with partners to deal with issues within the national park. Experience has shown in other areas that recreational motor vehicle users are willing partners in the delivery of appropriate constraints on the use of the most sensitive routes within the national parks' purposes."

NYTMAG 09.04.2005

YDNPA PRESS RELEASE

TALKS TO CONTROL OFF-ROADING IN THE DALES

Talks to limit the controversial use of recreational quadbikes, motorbikes and 4x4s on country tracks in the Dales are being planned by the Yorkshire Dales National Park Authority (YDNPA).

Members of the Authority's Access Committee have agreed to begin preliminary discussions with local councils and users on ways of controlling the use of motorised vehicles on the 'green lanes' – ancient tracks originally used by horse-drawn carriages. The talks are expected to include a total restriction over sensitive areas of the Dales.

In January, the YDNPA welcomed a call by Rural Affairs Minister Alun Michael for new laws to prevent "inappropriate use of public rights of way by mechanically propelled vehicles".

The Authority wants a total ban on recreational quadbikes, motorbikes and 4x4s but, as that is unlikely to happen in the near future, Access Committee members have decided to hold talks aimed at limiting their use.

Jon Avison, Head of Park Management at the YDNPA, said: "This is one of the most contentious recreational issues for the National Park and it is a great cause for concern to Dales residents and visitors.

"A total ban is unlikely so we must reach an agreement with councils and the user groups about how we can limit and control the recreational use of these vehicles on the sensitive landscape of the Dales.

"We want to involve the users in trying to maintain and protect the peace and tranquillity of the area.

"The Authority is already working in partnership with North Yorkshire County Council to test the use of Traffic Regulation Orders to stop vehicular use on certain routes and to measure the effects on the environment and other users."

19.04.05

Keep It Simple

Further to the Editor's appeal to avoid abbreviations and acronyms in TRAIL, after visiting several groups over the past year and speaking to new members I am very much aware that some of the TRFs "experts" like me, are guilty as charged!

Here to try and make amends and shed some light is my list of the more common terms used in TRF circles.

RUPP: Road Used as a Public Path. (Presumed vehicular rights).

CRF: Carriage Road Footpath (Non statutory definition. Used in some counties).

CRB: Carriage Road Bridleway (as CRF).

Note If CRF or CRB then even stronger presumption of vehicular rights exists.

BYWAY: Byway Open to All Traffic (conclusive vehicular rights exist).

BR: means bridleway. An offence to use with a vehicle. For use on foot, cycle, horse only.

BW: as BR.

Non Definitive Road: A highway not on the Definitive Map. Depends on the evidence.

White Road: As non def highway, but also means not on the UCR list as Non Def Road.

Green Lane: Not defined in law, but usually means a highway at least 10ft wide unmetalled.

Road: Defined as a highway.

Highway: Legally either a FP, BR or Carriageway. First classified in 16c by Sir Edward Coke.

Carriageway: Full vehicular rights exist.

Carriage Road: as above.

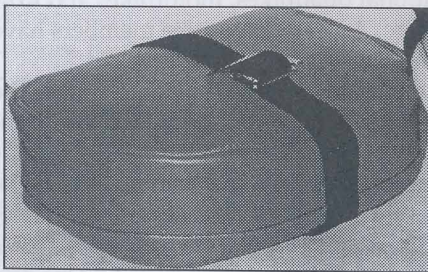
Private Carriage Road: Normally not a public vehicular right of way, but open to argument.

Byway Claim: A claim for Byway status per Section 53 WCA81 to the Highway Authority.

FP: Footpath. An offence to use with a vehicle. Use on foot only.

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FW: Footway. As FP.

UCR: Unclassified County Road (presumed vehicular rights).

ORPA: Other Routes with Public Access. Shown on OS Maps to show UCRs.

WCA81: Wildlife and Countryside Act 1981.

CA68: Countryside Act 1968.

NPACA49: National Parks & Access Countryside Act 1949.

CRoW Act: Countryside & Rights of Way Act 2000.

HA80: Highways Act 1980.

RTA88: Road Traffic Act 1988.

RTA84: Road Traffic Regulation Act 1984.

TRO: Traffic Regulation Order (banning traffic).

ETRO: Experimental TRO (ie fixed period).

DoETR: Dept of Environment Transport and Regions.

Highway Authority: The legal authority that decided claims etc. (Can be a national park, a county council or a metropolitan district council).

NP: National Park.

YDNP: Yorkshire Dales National Park.

NYMNP: North Yorkshire Moors National Park.

LDNP: Lake District National Park.

NNP: Northumberland National Park.

PDNP: Peak District National Park.

DC: District Council.

CC: County Council.

PC: Parish Council.

MBC: Metropolitan Borough Council.

RA: Ramblers Association.

BHS: British Horse Society.

CTC: Cyclists Touring Club.

TRF: Trail Riders Fellowship (only joking!).

DMMO: Definitive Map Modification Order (made by the highway authority ie a Byway Order).

CRO: County Records Office or Archives Dept which leads to;

Byway Evidence: Evidence to satisfy the test for Byway status ie vehicular rights exist.

DEFRA: Department of Environment Food and Rural Affairs.

IPRoW: Institute of Public Rights of Way Officers (Experienced TRF Group Rights of Way Officers should consider applying. Further details from me. You do not have to be a full time local authority professional).

CPRE: Campaign for Rural England.

FoE: Friends of the Earth.

WG: Wicket gate (usually 5ft wide for bridleway).

FG: Field gate (usually 10ft wide for a Byway or UCR).

FB: Footbridge.

LARA: Land Access and Rights Association.

ACC: Association of County Councils.

DDA: Disability Discrimination Act 1995.

NT: National Trust.

FC: Forestry Commission.

SSSI: Special Site of Scientific Interest (nature site protected by law).

BP and BS: Boundary Post or Stone.

MP and MS: Mile Post or Stone.

HMSO: Her Majesty's Stationery Office. (Government Bookshop; publishes Acts of Parliament etc.).

Roman Road: Has no legal status apart from historical interest. Not evidence though clearly a good starting point.

Enclosure Awards: If an awarded road this is conclusive evidence of vehicular rights of way. Date from about 1760 to 1840. Records held in CROs (County Records Office).

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Tithe Maps: Tithe Commutation Act 1836. Shows routes not subject to tax. At CROs (County Records Office).

Finance Act 1910: A land tax. No tax was payable by landowner if his land crossed by a right of way. Records held at Public Records Office in Kew.

Pre 1835 maps: Held at CROs.

Right to Roam: (CROW Act 2000 gives walkers only a "right to roam" on open country over 600m also on common land. This gives walkers an estimated additional 250,000 miles).

By no means a comprehensive list, but I hope it helps....

Brian Thompson,
TRF Northern Contractor,
briant950@aol.com

Nikon Brake Callipers Warning

I attempted to replace the front brake pads in my DRZ400 to find that the pad hanger pin, which is a steel pin threaded into an aluminium casting, had seized solid because it had been assembled at the factory 'dry', i.e. without any easing grease on the threads to facilitate servicing. This is a component that needs servicing during its life and should be designed and assembled to allow for future servicing.

This is the first set of replacement pads in this calliper from new, at only 5700 miles but coming up 4 years old, so they have had plenty of time to corrode together. I couldn't get the pin out using all the usual tricks and my local Suzuki dealer put his 'best man' on it and he failed also and managed to sheer off the pin portion during his attempt. The dealer also said that they had experienced this problem many times before and he had a few choice words to say about Nikon's assembly practices!

I was then faced with finding a skilled engineer who could drill out the remains of the pin and re tap the thread [something I wouldn't tackle!] or alternatively, buying a new casting at £320.00 including VAT! **All for the want of a smear of grease.**

Fortunately I know a precision engineer and toolmaker and he spark eroded the remains of the pin and re tapped the thread; good as new. I have now completed the work using 'copper ease' on the thread of the new pin.

I felt that Suzuki GB should be aware of this so I emailed their marketing department in Crawley [having first obtained the correct address from their switchboard] requesting they pass the complaint onto whoever is responsible. It was intended as a constructive criticism pointing out their bad assembly practice and the damage it does to their reputation. To my surprise I have had absolutely no response. This did surprise me as I assumed that their marketing department, at least, would be concerned about their reputation.

Now I know that Suzuki don't make the brake callipers, they are made by Nikon, but firstly Suzuki should be dictating certain standards of manufacturing and assemble quality from their suppliers [which they obviously don't] and secondly they should, as a matter of course, respond to a customers complaint [which they obviously don't].

So, from this, you can draw your own conclusions regarding Suzuki's approach to quality, their approach to customer care and their concern for their reputation.

Be warned, if you have Nikon brake callipers and they haven't been touched from new, check that you can get the pin hangers out or you may be faced with the same problem.

When I buy my new bike next year [whether it is a Suzuki or not remains to be seen] should I be expecting to strip it in order to reassemble it properly or am I being over cynical?

Peter Fancourt, Sussex TRF

East Sussex National Green Lane Day 2005

Sessingham Lane: 3rd April 2005



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National Green Lane Day (NGLD) in East Sussex was held on the 3rd April 2005. At the request of the County Council we cleared Sessingham Lane, Arlington 60, especially around the section where it is crossed by the Wealdway.

There were members from a wide range of clubs in Sussex, all under the auspices of Land Access Recreation Association (LARA). The clubs represented included the All Wheel Drive Club (AWDC), the Southern Rover Owners Club (SROC), the Discovery Owners Club (DOC), the South Coast Land Rover Owners Club (SCLROC) and the Land Rover Series II Club (LR2C).

We split into two teams, the smaller of the teams started at the beginning of the unsurfaced section whilst the larger section of the group headed down towards the river. Over the course of the day, the two groups made good progress, but there were not enough people there to allow the two teams to join up. However, the smaller team managed to clear a good 30m stretch of Brambles and undergrowth. They also lopped off a few overhead branches that could catch the unwary equestrian user! The 'river' team managed to clear the undergrowth around the bridge and then started to work back up the lane clearing the undergrowth and spurious saplings on the south side of the lane, as well as one or two rotten branches that hung

precariously overhead. This allowed a lot more light into the lane and our efforts were much appreciated by the other users, including the equestrian users we had to turn back due to the location of the fire, which had to be located in the middle of the lane to avoid setting the place alight!

During the occasional tea breaks, discussion turned to the fact that the bridge was not suitable for vehicular traffic, even though it was on a BOAT! Talk of replacing the bridge with a suitable structure was discussed and Tony, our LAF man, said that he had already asked the LAF if the creation of 'missing links' in the Rights of Way network were also applicable to vehicular users. The answer, which is in the meetings minutes, was affirmative, so steps are going to be taken to see if we can get the bridge replaced with a more suitable structure as part of this creation of missing links! The biggest stumbling block that I can see is the costs, unless someone can design a bridge that can be assembled by volunteers! There was also mention of using a Bridge Layer Tank, but somehow I can't see that being responsible in the current political climate!

I would like to thank all those of you who helped on the day.

*Clive N Westwood
East Sussex RoW Representative*



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SOUTHERN GROUP TRF

FUN DAY 2005

Saturday 16th July, Ham Lane - Langrish

We again have the use of Ham Lane 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 at no extra cost.

Ham Lane 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 course itself is one of the best in the area and will challenge your riding skills with its steep hills and numerous jumps. It will be clearly marked.

We will have the small tight woods trail again which will be suitable for the absolute beginner, with the more challenging bits for the more accomplished. All levels and abilities will be catered for.

IMPORTANT

- * All Southern TRF events are strictly non-competitive.
- * Riders will only be allowed to ride a marked route, on their understanding that they are riding on the same legal basis as they ride legal trails or public highways.
- * Riders must have Road Traffic Act insurance with a Certificate that can be produced within 7 days. This is a legal requirement for any motor vehicle used in a public place. The venue, including the marked route is 'a public place' while the TRF are using it.

I RESERVE THE RIGHT TO TURN AWAY UNREGISTERED/ILLEGAL BIKES.
Lee Wildsmith

ORDER FORM

Please send me _____ tickets for the Fun Day, in the name of _____

No. of riders @ £20 for the day incl. riding, food, drink, toilets, camping etc.

No. of non-riders @ £5 each incl. food, drink, toilets etc.

Total amount paid £ _____

Send your order complete with self addressed envelope for the return of your tickets to:
Lee Wildsmith, 31 Broomhill Way, Eastleigh, Hampshire, SO50 4RL.
All cheques payable to 'Southern Group TRF'

For Skint Users of GPS on the Trail

I use an Etrex Legend by Garmin, which has a base map so you can orient yourself to main roads, useful when you get lost. Its chief benefit is recording where you are and have been when out on unfamiliar trails led by someone else. I have been able to follow their trail later using the track facility, with a fair degree of success.



The skint element comes in with mounting the equipment. If using batteries, buy them at a supermarket, good branded products at discount prices. Do not buy them at service stations where they may turn out to be expensive fakes. Next, put some Kleenex paper folded flat on top of the batteries when securing them in the GPS so they don't rattle and lose contact.

Finally, if you are really stingy like me, make your own mount and hook up to your bike's battery. For the mount use a bit of ally the same dimensions as your GPS plus bent bits fore and aft to keep it in place. (see pic) Mount it with tyre loops from front under handlebar to rear, (use two for safety) and change them for new every 6 months as rubber loops perish. You can use the neck cord as a security looped to the bars but make sure none is dangling to catch on briars etc. I use very thin tyre loops cut from MTB tubes to hold the GPS in place on the ally. This has worked very well despite numerous offs including wet ones.

For the power cord use the accessory cig lighter attachment, and buy an

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extension cig lighter accessory from Maplins for 3 quid, plus an inline fuse for about 2 quid all in. Connect the inline fuse to the positive (centre) wire and connect that to the battery positive terminal, and connect the other (casing or negative) to the negative terminal of your bike's battery.

Run the cable under the tank to emerge somewhere around the headstock. This is also useful for keeping the bike charged using a trickle charger and an accessory cig lighter plug. The one I use is a Deltran Battery Tender, bought at the Historic Motorsports show for £26. It's an American unit for the UK market, similar to the Optimate or Oxford ones already available.

*Patrick Wallace (a skint old fart),
KTM 450 EXC, Ariel 350 hardtail, BMW R80 G/S
and a dormant Morini 501 Camel*

More Problems Down Under

It may surprise some members here that there could possibly be a trail-riding problem in Australia, that vast, relatively under-populated country, but as I wrote in TRAIL in December that certainly is the case. In my article I wrote about the difficulties that trail riders were facing due largely to the yahoo elements and their antisocial behaviour and efforts that the local police were making to get to grips with this increasing problem.

I have just read an article in the November 2004 issue of the Australian edition of Dirt Bike entitled 'Champions of the Cause', the cause in this case being trail riding. Alex Lever-Shaw and Daryl Petch who live in Queensland were increasingly alarmed by the way off-roaders were being squeezed by the massive urban sprawl that was reducing riding options. 'Places I rode as a kid are now shopping malls or housing estates'. This urban sprawl does not only apply to Queensland but to the whole of the southeastern crescent where the bulk of the Australians live. Trail riders also face increasing opposition from various environmental factions, the public liability crisis only adding to their woes.

Lever-Shaw and Petch set up an organisation called FOHVA, which stands for the Federation of Off Highway Vehicle Association. Their aim has been to fight fire with fire. They reasoned that as it was largely politicians of one sort or another who caused the most of their problems then it was necessary to use someone with political knowledge to fight their corner and do it on a national scale.

Petch has a background in administration and knows how to deal with politicians and governments and the relationships that he is forging with National Parks and various State Forestry organisations is proof of the fact that these departments much prefer dealing with another 'department' rather than individual groups. It is also testimony to the fact that there is a real need to have a co-ordinated and professional approach to these issues.

They regard their organisation as 'dirt bike enthusiasts looking after dirt bike riders' interests'. The sheer number of dirt bikes sold to recreational users is already a problem, so we need to provide places for them to ride, events for them to participate in and educate them in responsible dirt bike use before we lose the privilege. We want to get more riding areas and more riding parks functioning, get more trail-ride events and licence more quality trail tour operators. It is imperative that we show dirt bike riders as responsible users'.

FOHVA are disappointed that the motorcycle industry is not showing more support for the cause. They have tried approaching motor cycle manufacturers and dealers, but most of their marketing budgets go on race teams and magazine adverts, which is really frustrating, as recreational riders spend far more money on bikes and accessories than racers do.

With adequate backing from manufacturers, industry and tour operators,

FOHVA believe that they would have the clout to really influence local and national government departments and then off-roading would start to have a future rather than face a steady erosion - from self-interested pressure groups such as the greens and environmentalists - of their present freedom to ride.

I am not suggesting that our problems are identical to theirs but there are sufficient similarities that a dialogue with our cousins 'Down Under' might produce useful benefits in both countries.

Bob Combley

Ed. The moral of this story is 'Do not be part of the problem' just keep riding - responsibly of course.

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Yamaha TTR250 - One Year On

This time last year I took delivery of a new Yamaha TTR 250 as a replacement for my GasGas Pampera, which had just been sold after four years of sterling service.

First impressions, as I put some miles on it on tarmac, were smooth and civilised but with a slightly breathless engine (for a 250 4-stroke) in a reasonably suspended chassis.

Having done some reading on the model prior to purchase I decided to investigate the truth behind some of the things I had read. I removed the exhaust header looking for the restrictor mentioned in several articles. Sure enough it was there. But not for long!

Part of the engine's breathlessness was attributed to overly tall factory gearing and the restrictive OEM air filter. A front sprocket one tooth smaller and a CRD aftermarket air filter made a noticeable difference.

After its initial service I was happy to try a bit of trail riding to find out what joys the chassis, with its long travel suspension, had to offer. (The Pampera's suspension doesn't have as much travel). The factory settings for the front and rear damping were at 50% according to the owner's manual. The front end felt overly

harsh, more noticeable over rocky, bumpy terrain. Backing off the compression/rebound damping to 30% front and back made the ride supple. Subsequent rides showed the rear to be too soft, quickly remedied by winding the damping back up, almost back to the 50% factory setting. The front felt fine at 30%, even around Llandoverly where some of the trails are a real test of suspension.

Tyre choice for the rear wheel is a bit limited by the restricted gap between the tyre and swing arm, especially when considering mud tyres. I opted for a 110/18 Crossengo as I felt a 120/18 of any make would be too tight a fit. A slightly longer chain would allow more clearance as the rear wheel would sit slightly further back in the swing arm, but as the chain fitted was almost new this would have to wait.

The original lower engine/sump protection consisted of a rather inadequate steel tube that looped below both left and right engine cases. This was quickly replaced with a 4mm thick aluminium protector from CRD. This protector has already shown its worth – the recent trip to Llandoverly remodelled this protector such that a mallet and a large block of wood were required to straighten it. Seeing the state of the underside of the CDR protector I would not fancy the chances of the frame or engine without it!

Out on the trail it performs well at medium speeds, although you do have to keep the revs reasonably high because it doesn't have the low end torque of the GasGas. In slower, technical terrain it is not as nimble or forgiving as the GasGas. It seems to be a case of carry more speed or have a close inspection of the scenery. However the longer travel suspension comes into its own on rocky terrain, or when the pace picks up and you can spend more time in the saddle rather than on the pegs, if that is your riding style.

Features I like about the bike include: Electric and kick start. Well sealed, easy access airbox. Good ground clearance. Reasonably comfortable saddle. Good fuel range (120 miles to reserve). Reliability – the only items requiring replacement to date have been due to my visits to the scenery.

Features I don't like include: Location of the tool box behind the side panel where it accumulates all the debris from the back wheel (very messy if you need the tools part way through a ride) and the obligatory side stand cut-out switch (removed and linked out very early on).

Glen Parkinson,
Wiltshire TRF

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Nowt so queer...

Up in one of the most Yorkshire parts of Yorkshire - Blubberhouses and Middleton Moors - there is currently an embryo management initiative that may involve a TRO on a long unclassified road, and regeneration of fragile moorlands allegedly damaged by local lads 'scrambling'. English Nature (EN) is involved in the process, and one of the landowners involved told Byway & Bridleway how EN had recently gone to inspect the 'notorious 4x4 damage on Middleton Moor'. "Apparently they arrived in a convoy of six Landrovers, which all sank into Clifford's Bog. It took them all day to reach the top boundary wall as they had spent the entire time winching each other out! What fun they must have had but, of course, they are authorised personnel so that's o.k. Apparently they caused the most terrible damage, which was photographed and recorded on video. Having satisfied themselves that the track is now well and truly out of repair, they are going to have a meeting to decide what can be done to protect it. Funny old world."

Taken from Byway and Bridleway 2005/4/26

letters

C&U REGS WENT OUT IN JUNE 2003?

Please excuse me being either confused or pedantic but..... Ref page 19 in April issue 'Letters'. I thought that in June 17th 2003 all UK Constructions & Use (C&U) regs were scrapped with ECE regulations taking over, except for 2 UK specific C&U regs that remain - sidecars shall be fitted on left for all new registrations and headlights dip to left.

So what was the police man doing referring to his C&U regulations in his car when they were scrapped - or am I wrong again. What do the ECE regs say on the matter of indicators in this situation?

Stand up and lower your centre of gravity if you disagree!

Best rearguards, Peter J. Ballard

LET'S BE HAVING YOU!

To use the expression of Delia Smith at Norwich Football Club recently..."Come on! Where are you? Let's be having you!!"

A recent 4 day P.L.I. on three lanes in North Somerset - Eastwell, Fullers and Yadley - all ancient highways in the large village of Winscombe produced 178 Objectors and 2 supporters. Three Axe Vale TRF members turned up and one gave user evidence. The byway claimant was a lady horse-rider and all the evidence, except one, came from horse-back riders.

Where were Bristol TRF, Somerset TRF or others who surely have used the muddy Yadley Lane holloway near Shute Shelve just off the A38 Bristol to Bridgwater Road near Winscombe?

*Yours in despair and frustration,
Gwyn Thomas, Axe Vale TRF*

P.S. North Somerset Council employed a barrister to OPPOSE their own Definitive Map Modification Order! The horse-rider claimant went on appeal. Can you believe it?

End Note

After every flight, Quantas pilots fill out a form called a gripe sheet, which tells mechanics about problems with the aircraft.

The mechanics correct the problems, document the repairs on the form, and then pilots review the gripe sheets before the next flight.

Never let it be said that ground crew lack a sense of humour. Here are some actual maintenance complaints submitted by Quantas pilots (marked P) and the solutions (marked S) recorded by maintenance engineers. By the way Quantas is the only major airline that has never had an accident...

P - Left inside main tire almost needs replacement

S - *Almost replaced left inside main tire*

P - Test flight OK, except auto-land very rough

S - *Auto-land not installed on this aircraft*

P - Something loose in cockpit

S - *Something tightened in cockpit*

P - Dead bugs on windshield

S - *Live bugs on back order*

P - Autopilot in altitude-hold mode produces a 200 feet per minute descent

S - *Cannot reproduce problem on ground*

P - Evidence of leak on right main landing gear

S - *Evidence removed*

P - DME volume unbelievably loud

S - *DME volume set to more believable level*

P - Friction locks cause throttle lever to stick

S - *That's what they're for*

P - IFF inoperative

S - *IFF always inoperative in OFF mode*

P - Suspected crack in windshield

S - *Suspect you're right*

P - Number 3 engine missing

S - *Engine found on right wing after brief search*

P - Aircraft handles funny

S - *Aircraft handles warned to straighten up, fly right and be serious*

P - Target radar hums

S - *Reprogrammed target radar with lyrics*

P - Mouse in cockpit

S - *Cat installed*

P - Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer

S - *Took hammer away from midget*

Submitted by Ginger Cop

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GAS GAS PAMPERA MKII 1999. T&T. New C&S. 2 owners from new. Well looked after 250cc model. £1175 ovno. Tel: 0115 9521645 (Notts.).

YAMAHA XT600 TENERE Twin h/lamp, 3 AJ model, 1990, 73000kms, 12 mths T/T, new tyres, ex. cond. £1295 ono. Tel: 01246 209099 (Derbyshire).

SUZUKI DR200 (Reg 2000) MOT, Renthals, bark busters, alloy s/arm, small rear carrier. £1650 ono. Tel: 01749 674178 (Somerset).

HONDA XR400RW 98 R, 4000 km, one owner, good cond., alloy sump guard. £1850 ono. Tel: 01423 881531, Harrogate, 0788 902 2043 mob (work).

HONDA XR200 1982 exc. cond. offers or p/x for modern trials bike. Tel: 01538 300343 N. Staffs.

GAS GAS PAMPERA 250 trail bike. 2001. Mechanically excellent. Near new tyres, paint work tatty. Green lane use only. Reasonable offer. **Kawasaki GPZ550** 1989. V. good mechanically, tyres etc. Prof. serviced. Panniers & top box. Cosmetically tatty hence only £450. Illness forces sales. Tel: 01524 427919 or 07795 212524.

FOR SALE Suzuki DRZ400E 2001 IMS Tank CRD exhaust. All usual extras. T&T, quick sale required £1800. **Also very special** Andrew Sexton built BMW P Dakar replica £3000. Phone for details. Tel: 0775 918 7500 (London).

BETA ALP 200 Only 2700km. New Michelin front, new pads, good c&s, fitted hand guards. Well maintained, some scuffs & scratches. Sept 2002. £1750. Tel: 01824 750659 (N. Wales).

REAR WHEEL (or just the hub) wanted for 1980?? 125XL Honda Pro Link. Not too bothered about the chrome/sprocket but the hub/cush drive 'MUST' be in good condition. Oh! & cheap please as I only have my pension to live on. Sob! Sob! Tel: John Grew 01903 813625 (Sussex).

SUZUKI DRZe Elec. start. Low miles & all the extras needed for laning - enduro comp. tyres, bash plates, bark busters etc. etc. & lots of new spares - cables, oil filters & new bodywork. £2150. Tel: Paul 07768 584178, Midhurst, W. Sussex.

HONDA 250XR 1999 Elec. start/digital speedo 11000 km MOT Nov. £1975. Tel: 01527 502101 day/546442 evening (Worcs).

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, The Star PH at Star on A38.

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

BRISTOL Glenn Summers, Tel: 01454 619246
4th Mon, 8pm, The Midland Spinner, Warmley, Bristol.

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

CORNWALL Sally Madgwick, Tel: 01208 74411
3rd Thurs, 8pm, Pencaron Club, Bodmin.

CUMBRIA Anthony Hayhurst, Tel: 01539 721115
2nd Tues, The Gilpin Bridge Inn, Levens, 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 Wheatshaf Public House, Hatfield Peveral.

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

GLOUCESTER Geoff Wilkie, Tel: 01453 811412
1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

HERTFORDSHIRE
Nicola Graham-Adriani, Tel: 01582 623 277
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, The New Inn, Leek Road, Longson. (A52, 1.5 miles West of Leek).

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

KENT Anthony Evans, Tel: 01732 360884
2nd Wed, 9pm, Pied Bull, Farningham, Off A20, Nr Brands Hatch

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tues, Black Bull, Hall Lane, Mawdesley.

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.

MANCHESTER Phil Kinder, Tel: 0161 339 5343
2nd & 4th Mon, 9.00pm, Arden Arms, A6017 in Bredbury.

MID WALES Stephen Hall, Tel: 01982 570295
Last Thurs, 7.30pm, The Crown Inn, Rhayader.

NORTHUMBERLAND Chris Moody
Tel: 0191 387 3507 6-10pm or 07860 302001 (mobile)
1st Tues, 8pm, North Durham Motorclub, Annfield Plain, Nr Stanley.

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 Peter Cole, Tel: 01844 214075
3rd Thurs, 8.00pm, Royal British Legion Club, Rutten Lane, Yarnton.

PEAK DISTRICT John Ward, Tel: 01335 370191
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby.

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

SOMERSET Greg Hughes, Tel: 07887 821472
2nd Thurs, 8pm, The Crown Inn, Fifehead, Nr. Taunton.

SOUTHERN Lee Wildsmith, 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
Graham Walker, Tel: 07841 158820
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 Nick Harris, Tel: 01798 344594
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

TEESSIDE & NORTH YORKS
Roger Preston, Vic: 01429 837093
3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93..493074.

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 Paul Clark, Tel: 01564 741700
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE Peter Dyson, Tel: 01274 571747
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
Dave Gunster, Tel: 01527 456095 Mob: 07960 422523
1st and 3rd Tuesday, White Hart, Fernhill Heath, Worcs.

MEMBERS CLASSIFIED ADS ARE FREE. If you must write an essay a contribution to the 'fighting fund' would be appreciated (enclose a fiver!)