GROUPS

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David Clegg, Tel: 0275 844569
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CAMBRIDGE
Richard Palmer, Tel: 0353 88344
1st Thursday, Golden Ball, Boxworth.
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John Johnson, Tel: 061 427 6963
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
CORNWALL
Sally A. Madgwick, Tel: 0208 74411
Ring Secretary for details.
CUMBRIA
Roger Harris, Tel: 0539 725198
2nd Wednesday, Duke of Cumberland, Kendal.
DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 0246 237910
2 & 4 Tues., Enfield Arms, Broughton Lane, Altercliffe, Sheffield
DEVON
Richard Arscott, Tel: 0803 612950
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott.
DORSET
Tony Summers, Tel: 0202 894419
1st Tuesday, Greyhound Inn, Winterbourne Kingston. (Nr. Bere Regis)
EAST MIDLANDS
Graham Chinnery, Tel: 0332 863433
2nd Wed., The Chequers Inn, Main St., Breaston, South Derbyshire, J25 on M1.
EAST SCOTLAND
Les Mollison, Tel: 0382 738530
2nd Wed., Glencarse Hotel, A85, Perth to Dundee Rd.
EAST YORKS
Dave Barratt, Tel: 0977 672402
2nd Wednesday, Kellingley Social Centre, Knottingley
ESSEX
Mark Kinard, Tel: 0279 777620
4th Tuesday, Green Man Pub, on A120, Takley.
GLOUCESTER
Charlie Morriss, Tel: 0453 885323
1st Tuesday, Painswick Institute, Painswick, Glos.
HERTFORDSHIRE
Alan Vincent, Tel: 0923 775263
1st Wed., Coach & Horses, Newgate Street, Nr. Cuffly
ISLE OF WIGHT
Mick Holbrook, Tel: 0983 866361
Last Thur, Liberal Club, Landguard Rd, Shanklin, I.O.W.
KENT
Jeff Hayward, Tel: 0322 863521
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch
LANCASHIRE
Keith Westley, Tel: 0704 893215
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Alan Wilkinson, Tel: 0529 60793
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford
LODDON VALE
Bernard Green, Tel: 0344 50289
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Mark Snoddy, Tel: 091 386 0749
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NORTH WALES
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Mr. C. Ball, Tel: 0952 598092
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3rd Mon, District Arms, Woodthorpe Road, Ashford, Middlesex
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David Knight, Tel: 0933 313816
1 3 Thurs, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough
WEST MIDLANDS
Dennis Hayter, Tel: 0527 23550
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Geoff Pollick, Tel: 0395 232124
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TRAIL

SEPTEMBER, 1994 **No. 193**

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

EDITOR: Mike "Nettlebed" Pedley.

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Refer to p.5

Who would you rather go trail riding with? Paula Hamilton or Tim Stevens?!

Photo by Alan Kind

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EDITOR ..... Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe, Lancs. BB7 4JF. Tel: 0200 445657

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

EDITOR

I often recall the words of our past Chairman Dave Giles, "I joined the TRF to have fun".

Newer members, on reading last month's TRAIL may have gained the impression that certain members joined for aggro and conflict!

Secretary Peter Ballard is castigated for his views on certain Groups, the Coast-to-Coast organisers are chastened for daring to 'have fun' on a grand scale and even Alan Kind and Ken Canham, who parked their motorcycles for the weekend and went mountain-biking, could not escape the conflict!

"We are all different", says Richard Dugdale in his defence of Coast-to-Coast organiser Fred Garbutt. What a true observation! We all have basically the same interest yet we approach that interest in a variety of ways and thank goodness we do. I call it individualism, some may even call it freedom.

"I ride slow, steady and solo" claims D.J. Reynolds. Fine, but personally I would not find that much 'fun'. To me, Trail Riding means camaraderie; it's an important part of the fun for me. I do, however, agree with D.J. (Dave? Don? Dennis? Doug? - is this perhaps why you ride alone?) when he says that we are a 'minority group within a minority group' (motorcyclists) but that is no reason to be ashamed of what we do! Have you ever turned around on a legal lane just because the farmer was up ahead and last time he gave you a hard time? If you have, then you have done trail riding a disservice by appearing guilty when you were not.

Peter Ballard has the good name of trail riding and the future of the TRF at heart, make no mistake about that but, like others who have worked for the TRF, frustration created by the apathy of some is hard to take, harder than criticism in fact because I know that Peter will gain some satisfaction at finally having provoked a response!

Remember this is a Fellowship. I hope that also strikes a note with the East Midlands Group who recently made us feel anything but welcome in Llangollen the other Sunday. Admittedly we turned up unannounced but we were told about your run on the previous day and we were given the impression that we would be made welcome. Instead we were left sitting in the car park with two of your newer members but nevertheless we made the best of it and had a good day.

Peter Ballard, Fred Garbutt and Richard Dugdale and many more have put in time and effort to make trail riding FUN for others - have you?

NETTLEBED

PS - If anyone comments on the state of the Coal Road above Dent tell them it's not trail riders. I was appalled (and it takes a lot to appall me!) the other week to see four or five Landrovers having great fun in the mud - in the process stone walls were demolished and used to fill in holes and wire fencing ripped up in their pathetic efforts to have their fun. I would hate to think that anyone would associate us with that mess!

THE SEC SAYS

Well I seem to have stirred up a little nest of hornets, a few of the hornets have even made the effort to let the TRF know who their officials are, thanks to 'North Midlands' and 'Ribble Valley'.

This leaves the following Groups still to inform the TRF who their officers are. I hope that one or two more will have let me know at the Exec. Meeting that would have taken place by the time you read this; Cambridge, East Yorks, Essex, Kent, South London & Surrey, South Northants, Thames Valley, West Anglia, West Yorkshire.

This information is very slow in coming in despite the posting of a questionnaire to each group, a reminder copy a couple of months later, reminders at all exec. meetings (except when my car let me down on the way once), and reminders of various sorts in Trail.

I will accept criticism of my methods to get the information, but in defence my latest cunning plan helped two groups to come out of the woodwork. I can also defend my love for my motorcycles, but how on earth can anybody defend their admission of living in Lincolnshire!

It is good to see that through this fog of lost contact we can still keep a sense of humour. Remember that the job is not finished until the paperwork is done.

Peter Ballard

* * * * * "KETTLEWELL - THE SECOND COMING" * * * * *

Due to the response to the November "Discover the Dales" Weekend, West Yorkshire Group are putting on another weekend based at Kettlewell: Rides out on Saturday 25th and Sunday 26th February. Accommodation will be at Kettlewell Youth Hostel, and all meals provided. COSTS: Saturday Night only £28; Friday & Saturday Night £44; Friday, Saturday & Sunday Night £56. The price is higher than November but includes a smart "Second Coming" 'T'-shirt. For more information, contact Charles King on 0484 686383

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TRAIL RIDING ON CAMERA

Trail Riding on Camera: the Making of "RidgeRiders"

Alan Kind of LARA reports on the making of a motorcycling odyssey.

Motorcycling often gets a raw deal from television, where the largely negative images of speed, rebelliousness and danger are more attractive to programme makers than the enjoyment and fulfilment that motivates most riders. Trail riding has been on television before, but only as a "should they be banned?" news item in environmental mouthpiece of countryside motor sport I have learned to be cautious when the voice on the phone starts talking about bikes on TV.

This time it was different. I had a call from Nick Knowles, a TV news reporter with Meridian, who had picked up the on-going saga of the Ridgeway, England's longest green road, and had become captivated by the idea of motorcycling along its 40 mile length as the theme of a three part television series. Nick and the programme's producer Peter Hayton (a died-in-the-wool Harley man) took my concerns and warnings seriously and promised that the programme, whilst having entertainment as its principal aim, would take care not to show the riders as gung-ho idiots tearing up the countryside and behaving loutishly. Much discussion and hard work passed before late August saw filming get underway in Wiltshire.

Popular television needs its celebrities and RidgeRiders is no different, except that these people are all keen and active motorcyclists. The idea was that Nick and I should ride modern trail bikes, while on each of the days two or three well-known guests would join us on classic bikes brought along by local members of the Vintage Motorcycle Club. Day 1 - from Streatley to Uffington Castle brought three guests and appalling weather. Torrential rain may not stop trail riders, but it does make filming difficult and it was almost lunchtime before the riders, in convoy with the camera crew, finally set off onto the Ridgeway and the first locations. The day's guests were Neil Morrisey (Rocky, from Boon) on a 1962 short stroke 350cc AJS roadster, American author Richard La Plante (another Hog devotee) on a 1959 pre-unit Triumph Bonneville, and actress Paula Hamilton (the girl who didn't throw away the keys to her VW) on a modern Yamaha DT125. No tender "luvvies" these. Richard was limping from a foot recently broken on a cross-USA dirt bike ride, Neil's most recent bike was a Super Tenere, and Paula's early riding career would give a magistrate apoplexy (as would her rather form-fitting riding apparel...). The classics were on standard road tyres and the Ridgeway, summer-baked hard, was now very slick on top from the cloudburst. The old bikes' owners, on hand in case of mechanical problems, did look a bit concerned, but were happy that the machines were being used for their original purpose - adventurous motorcycling.

In typical Thames Valley fashion the rain suddenly stopped and, by the end of the day, we had all dried out enough to enjoy the most incredible views from the ramparts of Uffington Castle, closely followed by a large cream tea at Britchcombe Farm just below the White Horse. That's the best bit about being a TV star - you get your cream tea while the

equally hungry film crew has to work the gear. Sorry lads, its a tough job but somebody has to do it. Somewhere between Scutchamer Knob and the Devil's Punchbowl Paula lost an earring - a mother of pearl disc on a copper dangler. She said that she would be "really very grateful" to anyone finding it and both Nick and I immediately had this vision of 10,000 guys furiously searching the Ridgeway the day after the programme goes out.

Day 2 started from the old mill at Kingstone Winslow, with guest Andy Kershaw (yes - another Harley rider) getting acquainted with his mount for the day, a most impressive Brough Superior SS80. If anything comes across in this programme it will be the immediate rapport of rider and bike. At the end of the day we nearly had to prise Mr. Kershaw's backside off the saddle and give the Brough back to its highly amused owner. Guest 2 was probably the most experienced motorcyclist of all the "celebs" because in her previous career, fashion photographer Julie Sleaford had been a serious road racer for four years. Julie is not exactly built like a rugby forward and her bike for the day, a rigid framed Norton sidevalve single, was a bit too big and unwieldy, especially when it came to delivering the essential "long, swinging kick" to hoof it into life. But she stuck with it, finishing the day absolutely worn out, with tea and organic cake at the cafe on top of Barbury Castle.

The last of the three programmes starts on Hackpen Hill where musician Midge Ure (wot! another Harley rider? Is the producer's personal bias showing through?) was introduced to his BSA A10 and, in a very welcome change in proceedings, I got my grubby mits on a smashing 350cc "Jampot" Matchless, in road trim, but with a genuine scrambles frame and alloy motor. The second guest, new Sky Television presenter Claire Smith, took Nick Knowles' Suzuki TSR125, while Nick borrowed my DR350. Claire obviously has motorcycling in her genes - her father is Bill Smith, Cheshire bike dealer, former chairman of the ACU, and winner of (I think) a record 49 TT replicas. Just where the Ridgeway crosses the road on Hackpen Hill, we just "happened" to meet a couple of local Scott riders for a bit of chat about bikes and farming practices. I hope the legendary howl of these Scotts climbing the steep tarmac comes across on the box - it is spine-tingling. Day 3 finished with four tired but happy travellers looking out across the Vale of Pewsey and an equally tired but happy producer, director and crew confident that they have a winner on their hands.

Some of the interviews are a hoot. Andy Kershaw pondering the origins of Wayland's Smithy. Neil and Paula debating how Scutchamer Knob might have acquired its name. Midge Ure ruminating on the sarsen stones in weather more fitted to February than August. Julie got the low-down on corn circles and UFOs from local Trog,. Reg Presley. Then there's the two nuns in habits and fell boots... But the stars are really six classic British bikes, none younger than 32 years, still able to meet the challenge of Britain's classic green road.

RidgeRiders goes out on Meridian Television, starting 3rd October, 1994 (TBC)

Recreation 2000 & the TRF Bursary Scheme

M. Welbank in his comments (Trail 191) on the first of my series of articles on Liaison (Trail 187-189) quite rightly points out that there is nothing significant 'in law' about the year 2000. But as I have gone on to explain an awful lot of reputations are tied up in this target. Similarly, Local Government is prioritising through Area Management Strategy documents; so local groups must ensure that Trail Riding appears in the document covering areas where you ride.

As part of the Fighting Fund the TRF RoW Bursary Scheme was put in place to help PREVENT actions against us. We influence best by showing what an informed and able Champion of Public Rights we are and by demonstrating the quality of our argument which in turn is based on the quality of our evidence.

Grants for RoW Bursary aid are sympathetically considered by a working party comprising of the Charman, the Treasurer, and myself as the Liaison Officer.

David L. Giles

WANTED!

In conjunction with local RoW Officers the TRF wishes to sponsor 3 RoW projects in the following areas/record offices:

1) North Derbyshire - Matlock Records Office
2) Gloucestershire - Gloucester Records Office
3) National Support - Kew National Records Office

Each project will have specific objectives and will last for 6 months in the first instance. It is voluntary work, but the worker will be offered generous expenses. Training will be provided.

This opportunity will be offered initially to members of the TRF before giving consideration to applicants from a wider public.

Further details from D. L. Giles - 0332 552288

SNIPPET

Christopher Taylor's excellent book "Roads & Tracks of Britain" has just been re-published in paperback by Orion, price £6.99. ISBN 0-460-02233-4

AGM 1994

October 30th

National Motorcycle Museum

BOATS

Article from a Hexhamshire newspaper of the 27th May sent in by Malcolm P. Watson.

CHOPPY WATERS AHEAD AS COUNCIL LAUNCHES BOATS

A LAW dating back 223 years may be about to allow four-wheel drive vehicles and bikers to ride roughshod over the protests of landowners and many residents in peaceful Hexhamshire. For Northumberland County Council's rights of way sub-committee decided on Friday that seven paths and bridleways criss-crossing moorland in the Slaley-Blanchland area must be put on the Definitive Map as Byways Open to all Traffic (BOATS).

Councillors at the meeting took heed of the fears of local residents that the tracks would be churned up by vehicles - but accepted legal advice that they had no choice. The 1771 "Bulbeck Common Inclosure Award" had established the routes as highways for all kinds of traffic, and that law still stood today, they were told.

A further blow to farmers and landowners whose land the routes cross came when legal advice was given that they themselves would be legally responsible for the maintenance of the BOATS, under the enclosure award.

All seven BOATS proposals were supported by the British Horse Society, but objectors included the Ramblers' Association - which contested them all - the Lord Crewe Estates, the Allendale Estates, and Slaley Parish Council.

A letter from the council spoke of "strong local opposition and anxiety", and declared: "These applications are not considered to be necessary or appropriate, and would have a serious effect on the environment, farming and other interests, including the quiet enjoyment by the public of an area of exceptional landscape value".

The Parish Council said it might take legal opinion, but if it was decided to upgrade the routes would "make strong representations" for traffic orders to be made restricting their use to footpaths and bridleways.

The legal advice given to the rights of way sub-committee on Friday, however, was unequivocal. A member of the public had made application for each of the routes to be put on the Definitive Map as a BOAT. So provided the sub-committee agreed that there was evidence they did exist as highways for vehicular and all other kinds of traffic, and that their physical characteristics fell within the definition of BOATS, the routes would have to be included in a Definitive Map order.

County council solicitor Mr. Stephen Ricketts said that routes shown in the 1771 Inclosure Award gave the public the right to use them, and as far as the council was aware nothing had happened locally to remove that right.

"The enclosure award is legislation having just as much force as any Act of Parliament made yesterday. The fact that it is 223 years old does not mean it loses any of its force," said Mr. Ricketts.

And he pointed out: "We as a council are not creating any highways - all we are doing is recognising what rights the public have at the moment. There is nothing to stop me as a member of the public driving over these routes, under the authority of the Inclosure Award of 1771."

Mr. Ricketts gave the definition of a BOAT as a highway mainly used for walkers or riders.

He also declared: "As we read it, the enclosure award made maintenance of these public roads the responsibility of the landowners..." But he did suggest there was a "clear hint" in current legislation that BOATS did not necessarily have to have a metalled surface. They could be green lanes.

Principal rights of way officer Mr. Peter Howe reported that the 1771 Inclosure Award, which was authorised by a private Act of Parliament, had laid out a number of "public roads", amongst which were the seven in the applications.

" In the absence of evidence that procedures to extinguish vehicular rights were carried out, these rights are presumed still to exist. In law the maxim is 'once a highway, always a highway'" said Mr. Howe.

And he added that as recently as 1985, the Forestry Commission's solicitor had accepted that highways awarded under the 1771 award still retained public rights.

In the case of each route under discussion, Mr. Howe said, there was evidence of vehicular use, and on the basis of historical documentation it appeared that in each case a highway for vehicular and all other kinds of traffic existed. The physical characteristics of the routes also fell within the definition of BOAT.

The meeting learned that the Ramblers' Association's reasons for objecting to the BOATS was that the routes were set up for foot, horse and non-motorised traffic. Motorised traffic would create an unacceptable intrusion.

The agents for the Allendale Estates, objecting to the Low Lead Road and the Shire Road proposals, claimed that motor vehicles would prejudice existing users' rights, and the very high wildlife and landscape values.

Mr. and Mrs. D. Gibson, objecting to the Shire Road and Emley Upper Road proposals, pointed out that parts of the routes had now been planted over by the Forestry Commission.

The surfaces of the routes would quickly be turned into a muddy pulp by motor vehicles, field drainage systems would be damaged, there would be environmental noise damage, fire risks and a detrimental effect on a Country Stewardship Scheme which they had entered into.

And the Lord Crewe Estates, objecting to the Blanchland Road and Baybridge Road proposals, disputed evidence that a carriage road north of Blanchland existed, and also queried the interpretation of the route of the Baybridge Road.

They also pointed out that the estate was an area of outstanding natural beauty and was also an important habitat for rare birds of prey. Motorised use would cause damage and a fire risk, and there was also a lack of availability of resources upgrading and maintenance.

Councillors who expressed concern on Friday about the threat of motorised vehicle usage heard that they could not apply a general traffic regulation order to stop this before the routes had been put on the Definitive Map.

"We then need to look at each route individually and when there is a problem with four-wheeled drive vehicles, then there is a case for going to the magistrates and getting the route down-graded. But you need to have the problem established first," they were advised.

Coun. Stuart Oliver argued that when the routes became rights of way in 1771 there was no motorised transport, and he thought it "ridiculous" that four-wheel drive vehicles should now go along "such charming places".

However, Mr. Ricketts referred to case history suggesting that as such routes were open to the vehicles of the time, they were now open to the vehicles of today.

Coun. Glen Sanderson pleaded for consideration of the requirements of the landowners and walkers in the area. But the sub-committee agreed that in all seven cases the routes came into the category of BOATS.

The council will now draw up orders to have them included on the Definitive Map - but the public will have the right to lodge objections to the orders.

The sub-committee also discussed an eighth route, running from the U8061 south of Harwood Shield to join the U8085 at Baybridge.

This route was different in that it was not included in the 1771 Inclosure Award, but Mr. Howe sought to establish its status as a highway by quoting old maps and documents.

The proposal was supported by the British Horse Society but opposed by Slaley Parish Council, the Ramblers' Association and the Newbiggin and Hunstanworth Estates.

The latter said that they had specific documentary evidence to prove that the route had always been a private road.

A member of the sub-committee, Dr. Stafford Lynsley, insisted that in his opinion the case for it being a public road was "exceedingly weak". And planning officer Mr. Harry Fawcett conceded: "I have to say that the evidence is not strong."

Nevertheless, the sub-committee decided that it was "mindful" to have the route defined as a BOAT, but deferred a decision for three months to see if the landowner produced evidence of it being a private road.

FOOTNOTE: Calls have already gone out to Hexham's MP Peter Atkinson for a Private Member's Bill in Parliament to restrict the designation of BOATS.

BOOK REVIEW

Title: Desert Biking - a guide to independant Motorcycling in the Sahara by Chris Scott.
Published by Travellers Press, 80 Holland Park Avenue, London, W11 3RE.
Price: £9.99.

This book must be the first of its kind, aimed specifically at the motorcyclist.

It is not a travelogue which is a pity as Chris Scott has obviously travelled extensively across the Sahara and must have an interesting story to tell. Nor is it a glossy publication containing lots of photographs, again a pity but in view of the esotoric nature of the subject matter such a format would not be economically viable. What it is is a cheaply produced guide packed full of essential information for anybody contemplating such a trip. It provides invaluable information and information of sources not readily available elsewhere.

Divided into sections it covers bike choice and maintenance, equipment and documentation, desert riding techniques and navigation, before describing specific routes in detail allowing any prospective traveller to choose a route having a pretty good idea of the likely difficulties he may encounter. As Chris Scott says of the Sahara "the Ridgeway it isn't". *Sent in by Russell Tyner, London*

RoW PUBLICATIONS

COUNTRYSIDE: NEWSPAPER OF THE COUNTRYSIDE COMMISSION

This tabloid size 8-page partial colour publication tells you what they would have you believe is the truth. Published 6 times a year, they have to cram in as much as possible, but even the 'news in brief' is just a little too brief. Number 66 March/April 1994 is a good example, as on the back cover page 8 there is a miniscule photograph of a badly rutted boggy part of the Ridgeway (but is it?) with the title "Motors damage Ridgeway". Headline stuff eh? This is the only mention of the fact that the C.C. yet again lost the battle of the Ridgeway (part IV), whereas it would have been different if the decision was reversed. The comment goes on to say that LARA is appealing to farmers and 4WD not to use the route during the winter/wet weather. Apparently, in places its so muddy its impassible on foot (cries of wholesale banning can be heard in the corridors of RA HQ), "The C.C. wanted motor vehicles to be banned from the National Trail, but this was rejected by the Environment Secretary following a public inquiry". Put me right, but I seem to remember that it was a partial TRO on Summer bank hols and Sundays only. As I said previously, do not believe everything that you read in the tabloids. It sounds as though C.C. have quoted a response from LARA and maybe in a future edition the C.C. could print a correction to verify this. The paper is available free to organisations and individuals from John Dower House, Crescent Place, Cheltenham, Glos. GL50 3RA.

BYWAY & BRIDLEWAY: JOURNAL OF THE BYWAYS & BRIDLEWAY TRUST

Out of all the regular paperwork that I receive concerning RoW, the one I most look forward to is this one. Straight and to the point, the various recent developments concerning RoW are explained clearly and concisely and in a manner that is easy to understand. Written by people who have a deep love of the country and the countryside but notably of Byways and Bridleways. The publication is printed 8-10 times per year depending on the importance of the content. The news items and letters page tie in well with a subject of interest and a law report or interpretation of a part of the law concerning RoW is put into black and white compared to the miles of legal blurb printed by HMSO. I have been an individual member for quite a few years, and the meagre £12.50 is well spent by any group to support those who have helped fight the Ridgeway battles, the South Downs Way, the 1981 WCA wording to name but a few. Groups who could help others to help themselves would do well to join and subscribe to BBT by getting a subscription form from the Subs Secretary, BBT, The Granary, Charlcutt, Calne, Wiltshire, SN11 9HL.

PATHWISE: KENT PROW NEWSLETTER 1

I only received this this morning, and I quickly read through it to see if byways were if at all mentioned. Nice pictures of new fingerposts showed the old style footpath sign, a new style footpath sign and a wooden style footpath sign. With all of the so called conflict, this was a lost opportunity to show byway, bridleway and footpath sign examples. Despite the need to waymark a route that is mostly used by pedestrians and equestrians, ie: byways, the highways maintenance unit that covers Hythe is still pleading poverty and no such signs, either new or old signs are utilised in that area, opposite to what the newsletter would have you believe. There is not a bad black and white photo of the volunteers commended by KCC for their voluntary work in PROW clearance and I seem to remember that Steve Neville had the Kent TRF certificate POSTED to him. Conflict - I am not surprised, if the Ramblers are of the opinion that they are the only ones carrying out clearance work, despite a clear invitation from Gravesham HMV asking for volunteers from all users. Only Steve from the TRF, me as ACU and 5-6 4WD volunteers helped clear Happy Valley together. Easier to clear a BOAT than a F.P.? Mention is made of the RoW conference last December that Steve and I attended on behalf of vehicular users, but no mention of John Trevelyans call for a ban on vehicles. This publication is available from Pathwise, Mrs. D. Malthouse, Kent County Council, Highways and Transportation Dept., Sandling Block, Springfield, Maidstone, Kent, ME14 2LQ. I have sent off for a free subscription, but whether any vehicular user contributions will be printed has yet to be seen. Depends whether it is interesting or not.

Tim Gooderson, Kent

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NOTICES

SOUTH WESTERN REGIONAL MEETING

Cossington Village Hall, 15th October 1994 at 10.30a.m.

The next meeting of the South West Region of the Trail Riders Fellowship is to be held in the Village Hall Cossington on the 15th October 1994 starting at 10.30a.m.

All TRF members will be made welcome, including those not in regular contact with their local groups. Each group in the South West and our National Officials are usually represented. The TRF National AGM two weeks later is of course the priority if your time is limited, but if you cannot make that meeting, Cossington will provide an additional opportunity to meet with other group officers and individuals to compare notes and exchange ideas at a more informal event. Expenses, including tea and coffee, but not lunch, will be covered by a donation of £6 per group. I will reserve places at the Red Tile Inn for lunch so please let me know if you wish to join us.

Cossington, grid ref ST360402, is approx. 4 miles East of M5 Junc. 23, Nth Bridgwater; take the A39 towards Glastonbury and look out for the left turn. See you there or get in touch if you have any queries.

Peter Banks, Somerset Group Rep.

TAX PLANS

Classic car fans are bombarding the government with objections to its plan to tax all cars on owners, not use. The proposed "Tax on Ownership" would apply specifically to cars and motorcycles. If you are concerned about this threat to your classic, write to the DVLA (Policy Branch), Swansea, expressing in the strongest terms your concern about the unfairness of paying for an unused car and one which is possibly being restored. Also write a letter to your MP urging him to take note of the financial burden multi-vehicle owners could face.

BIG CHANGES AT LARA

More details to follow but, in essence, Alan Kind is leaving to take over as Chief Executive of the Byways & Bridleways Trust; Tim Stevens is taking an expanded LARA role as Information Officer; Caroline Garfield has been appointed as the new Motor Recreation Development Officer; the new LARA address is:

LARA PO Box 9, Cannock, WS11 2FE, Tel: 0543 467218.

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GROUP NEWS

WEST YORKSHIRE GROUP ANNUAL DINNER

The annual dinner for West Yorkshire Group members has been booked for the 21st January 1995. The meal will be at 7.30p.m., drink will be on a bring a bottle or wine box yourself basis, and we hope to have a guest speaker(?)

The venue is Haworth Youth Hostel, Longlands Hall, Longlands Drive, Lees Lane, Haworth. The price for the 4 course set dinner will be £10.00 per head. For those wishing to drink but not drive, the Youth Hostel will provide Evening Dinner, Bed and Breakfast for only £20.00, on the Sunday morning Charles King and Mick Whittaker have promised a head clearing ride on the 98.

West Yorkshire Group would like to invite anyone from other groups to join us and make a real party of it. Please send your money and tell me if you would like accommodation (cheques payable to YHA) - Paul Hall, 6 Brook Street, Oakenshaw, Bradford BD12 7HE. Tel: 01274 690306.

EXTRACT FROM BYWAY AND BRIDLEWAY

PIPER LANE (AGAIN)

Sir, I refer to John Riddall's article (B & B 1993/9) and Bill Riley's letter (B & B 1993/10). I read John Riddall's letter somewhat open-mouthed having been involved with the matter almost since the start. How simple he made it all sound! A British Horse Society member and at that time also a committee member approached me in my capacity as East Midlands Regional Bridleways Officer to 'approve' the installation of a motorcycle trap on Piper Lane. She alleged she was the owner of the land also that she had the approval of the highway authority to do so.

None of the following we proved; a) did she own the lane? b) were private rights going to be prejudiced? c) was the status on the definitive map correct?

These queries were all very relevant as evidence had been mentioned that indicated to me that Piper Lane might well have higher rights. It is estimated by my colleague who covers Derbyshire North that something like 25 per cent of all recorded rights of way in Derbyshire are *under* classified. Piper Lane may well fit into this category. The member felt aggrieved by my attitude on all this and sought redress in the 'bosom' of the Ramblers' Association who she perceived as being more sympathetic. She fails to accept that the British Horse Society also looks after carriage drivers and that the integrity of the Society in processing claims itself for definitive map modification orders could be compromised if as a group it did not uphold the presence of higher rights. None of the 'evidence' put forward to me by this member could be verified and, therefore, she did not prove to me that only bridleway rights exist.

I do, however, hope that in this instance the Trail Riders' Fellowship fully research this Lane and for once make an application for a definitive map modification order rather than relying on prosecution defences where such higher rights are believed to subsist. I declare again to that group that the British Horse Society will not object to any such claim if the evidence is there - Chris Langham, Regional Bridleways Officer, East Midlands.

Sent in by Dave Giles

RoW NEWS

EXTRACTS FROM: Keynote paper to The LARA Conference, 20 April 1994 from Geoff Wilson, President of the Touring Commission, Federation Internationale Motocycliste (FIM), Director, British Motorcyclists Federation (BMF), and lover of the Lake District, on the fringe of which he lives and in which he works.

White Roads and Unclassified County Roads are the refugees of the highway network.

Once upon a time each of them had a purpose that has been forgotten. They may have been the ubiquitous local common highway, an old turnpike, or a Roman Road. Now they are the subject of a complex tug-of-love battle that the law alone may never be able to solve. On the one hand today we will hear from the party that claims that history is on their side because these routes were never designed for more than horse traffic, and to define them as vehicular will be contra to environmental interests. On the other hand we will hear from the other party which maintains that without the regular use of the modern day horseless carriages, the very nature of this particular class of heritage route will be lost to bridleway and footpath.

For white roads most certainly aren't part of any black and white world. On the contrary, they are lodged firmly in a grey area. Yes, they have an identity and they have a profile. In some instances they even have names. But because they have avoided being surfaced in tarmac, and because at the time that the definitive maps were drawn they were not specifically identified as having any public right of way attached to them, they remain little more than ghost roads. They have become just features in a landscape.

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Or have they?

Are they any less important a feature of the landscape than a medieval burial ground, or motte and bailey? Are they of any less value than the walls, ditches or hedges that bound them?

Or is it a multi-use recreational resource untapped? The most useful part of a Rights of Way network that in the Countryside Commission's own words is "the single most important means by which the general public can enjoy the countryside."

I think we will all agree with that, but what chance when the general public cannot know about it? Why the White Road and some UCRs have escaped any sort of official classification we can only guess. Maybe it is because just a generation ago when the definitive map was drawn up everyone then knew that the road was public for all sorts of traffic, despite it being unsurfaced, and they didn't consider it necessary to define it further. Now it is a road in limbo. And like many of its kind under threat of being lost entirely.

When the Countryside Commission launched Recreation 2000 in January of 1987 (yes, so long ago) the target was set that by the turn of the century a) there would have been carried out a thorough assessment of the recreational potential of the rights of way network in each area, b) steps would have been taken to establish a satisfactory legal framework to protect the rights of way network.

We are almost half way through the target period, and I don't get the feeling that we are very much nearer that goal today than we were in 1987. So far as I know just one county has taken any action to embrace white roads into its formal Rights of Way network. Where they have done so none of the problems warned against by those who would have no decisions taken in favour of the vehicular user have materialised.

What stands in the way of the aspiration embodied in Recreation 2000 being fulfilled is -

* a considerable degree of ignorance amongst local authority officials, both employed and elected.
* a lack of appreciation of what the law requires to be done.
* an unwillingness to accept the responsibility for action by those who are required to do it.
* and most of all an unwillingness on the part of us all to compromise over the areas about which we have some disagreement in order that we may have more time to enjoy the many thousands of miles of highway over which there are no disputes whatsoever.

In the middle ages when a cartographer had drawn upon all of his geographical understanding, across the space that was left which extended beyond his knowledge he scribed:

Here be Dragons

Are white roads and UCRs the only remaining dragons? Can we tame a few today?

The Ridgeway, Wiltshire, in 1913

Note the ruts - obviously not a phenomena of the '90s

LETTERS

TYRES (REGULATION 27 C & U REGULATIONS)

...a wheeled motor vehicle ...a wheel of which is fitted with a pneumatic tyre shall not be used on a road if:

a) the tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put or to the types of tyres fitted to its other wheels.

As I understand the 'N.H.S.' marking, this is intended for markets outside the UK where different laws may apply. We ride RUPPs, Byways, UCRs, etc., all of which are public highways.

Gwyn Thomas, Somerset

TYRES

Recent issues of Trail seem to have re-opened the question of the Law relating to tyres.

Section 41A of the Road Traffic Act 1988 (as amended) make it an offence to fail to comply with a requirement of the Construction and Use Regulations.

Regulation 27 of the Construction and Use Regulations specify 8 defects. Our concern in 1(a) that the tyre is unsuitable having regard to which the vehicle is being put. This is a question of fact in each case. Whether a tyre could pass an MOT or carries NHS markings may be relevant but is not conclusive. The following is an extract from the Road Traffic Law 'Bible' Wilkinsons:

KNOBBLY TYRES

8.85 A number of cases are being brought regarding knobbly tyres. These are special tyres used on scrambling motor bicycles. They are also found on bicycles used by farmers around their farms. The knobbly design is to give them a better grip over rough country.

These tyres are usually clearly marked 'not for Highway Use' or in a similar fashion. At speed the knobs will distort and the bicycle will become unstable. The tyres are not designed for use on roads because the adhesion of the rubber on the road is greatly reduced.

8.86 The charge usually brought regarding them is one contrary to reg 27(1)(a) namely that the 'tyre is unsuitable having regard to the use to which the motor vehicle or trailer is being put'.

Some magistrates' courts have convicted and some have acquitted. Some have taken the view that these tyres are completely unsuitable for use on roads. In other courts the defendant has emphasised the words 'having regard to the use to which the motor vehicle...is being put'. Evidence has been given that the motor cycle is being driven slowly and with extra care or for a short distance for access purposes.

It should be noted that decisions in Magistrates Courts do not form precedents to be followed by other Courts. Anyway, because each case depends on the use to which the vehicle is being put it doesn't matter that either that Court or another Court has come to the conclusion that say a Metzler moto-cross tyre is unsuitable in a previous

case. It will be appreciated that the Court will be helped in their decision if they can hear evidence as to why the tyre is unsuitable. This will involve a Prosecution witness usually a Police Officer giving his opinion. The general rule is that such evidence is inadmissible unless the Court is satisfied that the person giving the opinion has the necessary expertise. Formal qualifications are not necessary and the expert can rely upon books, studies, articles written by others. I would suggest to anybody who finds themselves at Court they listen carefully to any Prosecution evidence to ensure it is factual only and doesn't stray into opinion. If the Prosecution put forward an expert witness you question him closely. What qualification has he got to talk about tyres, does he know the difference between trail, trial, Enduro and Motocross tyres? Can he say why some are capable of passing an MOT and some not? Can he explain precisely the difference between an FIM Enduro tyre and a Motocross tyre?

When either side intends to rely upon expert evidence the practice is to serve a copy of the expert's report on the other side. If this is not done the other side is entitled to ask for the case to be adjourned and costs. It is also normal practice for the respective experts to sit in Court and hear the evidence of each other.

Remember the prosecution have to prove the case. If at the end of the case they haven't come up with any evidence regarding the unsuitability of the tyre then ask the Court to say that the prosecution have not established a prima-facie case and that there is no case for you to answer.

If this is unsuccessful then it's your turn. You can either say nothing or call evidence. You can call an 'expert' perhaps a technical minded friend. If you get a report from say, a tyre company send it to the C.P.s before the trial, and ask the Court to admit it into evidence under Secion 30 of the Criminal Justice Act 1988.

You can give the Court your view as to how 'use' should be defined. I would argue that it has a wide meaning. That it means suitable for the overall purpose to which the machine is put and conditions it may be expected to encounter, not just today. That my tyre must be a compromise. If the meaning of use were restricted it would result in absurdity - a vehicle may require more than one tyre in any given journey. Parliament could not have intended that. OK, so today you're going to the shops but tomorrow you're going to Wales.

Russell Tyner, London

SELF FLAGELLATION

As a green laner and mountain biker and knowing the adverse publicity they both suffer from, I always try and maintain a good image for trail riding as I'm sure most of us do, but a recent event has left me wondering if all of us are as sincere as we make out because I see us being legislated out of the countryside after what I witnessed.

While out mountain biking near Helwith Bridge in the Yorkshire Dales on Sunday 10th April about 10.30, and trying to explain to a non-motorcycling friend about trail riders' sympathetic usage of green lanes, a group of 10-12 motorcyclists came down Long Lane to join the tarmac, all riding enduro style bikes, big knobblies, racing numbers, body armour, lots of revving of 2 and 4 stroke engines, and blasted off up

the tarmac road, pulling wheelies, riding on the verge, lots of noise and so on. I was gobsmacked and angry at such a display on the main road never mind a green lane in a National Park.

Further up on the lane leading from Horton to Cam Fell, which is also part of the Pennine Way, was tyre evidence of bikes riding off the green lane around gateways, and very close to Ling Gill, which is some sort of SSS1 or Nature Reserve, can't quite remember, but which is ecologically important to "Those With Power" was an impromptu hill climb up a steep, soft and peaty hill made by knobblies. The erosion to this will be serious and it's not even part of the well defined lane, so what excuse is there for doing it?

Action like the above is like owning a nuclear bomb for those who would have us banned from green lanes, especially in the National Parks, with the evidence of what "irresponsible motorcycle yobbos" do, for all to see.

I have a good idea who the group are but would they like to identify themselves and justify their actions on, like I said, 10th April, about 10.30, to the rest of us.

Rick Parker, Leeds

Editor - Or if you think that you know them tell them that this does not do the rest of us any good.

LOST IN SPACE: GOLDEN HORSESHOE RIDE 1994

Once again a group of trail riders from mixed cultures (Cornwall, Devon, Dorset, Gloucester and Somerset) converged on Exmoor to assist the British Horse Society with it's annual two day 100 mile endurance ride. Housed splendidly in a country hotel with all meals found (...easier to find than the route...) it really was a bit of a nuisance having to go out on our bikes at all.

Sunday was probably the best day, unless you go to see the horses of course...The sun thought about shining and two teams left Simonsbath to mark the route up. Tony, Cornwall's answer to Baden-Powell, came complete with whistle, compass, map table, field kitchen and rocket launchers (advanced design stake carriers) and was deployed to the North of Simonsbath to mark up the 25 mile moorland route with three others. Eight hours and 40 miles later they re-appeared. "We got a bit lost" Tony limply explained. Losing his way proved to be the least of his problems as Tony was later found wandering around on his hotel landing clad only in a towel and glasses having lost his room key. The southern route was of course marked in a highly efficient and speedy manner despite Curly's Honda having to be towed home, not a good start. That night, Peter Banks chained his identical Honda to an iron bed. This effectively put paid to Curly's plan. We were however worried that someone might damage the Honda whilst stealing the iron bed frame...

Monday morning arrived at 5.30a.m. or so my alarm clock said, you wouldn't have known as a thick veil of mist had descended on Exmoor and you could barely see for ten yards. We checked the course, or at least we think we did, you could have been anywhere. The horses set off and promptly vanished. Dark shapes would appear and disappear in the gloom. Piercing whistles, motor cycle horns, wailing horsewomen and tortured ducks penetrated the eerie silence, though the duck was later traced to the horn on Alan's XR. Norman stopped his bike at one point by a flag and sounded his horn, more than a dozen horses appeared from all directions. By fanning out and sweeping the open moorland we were able to follow the course and shepherd the lost horses home. Following the weather forecast for the next day the organisers opted to cut the moorland loop out of the event. All those stakes for nothing, we were a little dispirited and returned to the bar for cheering up.

Tuesday morning also arrived at 5.30a.m. and we set off in totally clear conditions to check the now reduced route. Nice one the Met. Office. The conditions were however wet and freezing cold, by 9.00a.m. we had a report of one older official having been taken to hospital with hypothermia. We worried that it was Tony, but no, it was a radio operator. We were told by the Ambulance crew to beware of riders suffering from hypothermia too. Who was watching us though? By now conditions were apalling on the course. With the extra pressure on the shortened route the ground had become like black porridge and certain er traction problems were experienced. Curly advised us all to proceed at full throttle setting in as high a gear as possible. This does appear to work but we are not too sure what it does for our image! We were falling off everywhere, Alan managed to fall off in the path of a speeding vet's landrover while Tony catapulted himself into the heather, I managed a couple of rapid get-offs and Curly did admit to dabbing once, what a

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shame. The course markers were eventually taken down by 7.00 that night and we had a very welcome meal provided before driving home.

The weather conditions this year had been most educational. I shall always carry a compass now, I might even learn to use it. It was clear from the thanks extended to us by many of the horse riders that they had been genuinely grateful for our presence, perhaps they too should carry a compass and a map.

Just a post script about our bikes, you obviously have to go a long way to beat a small Honda, we had three XL185s, two XR200s, one XR250, one XT600 and some green thing of Tony's.

Sally Madgwick, Cornwall

SPONSORED BUNJEE JUMPING

Some time ago a question was posed in TRAIL. "Why do you ride trails?" it asked, and gave a choice of answer, which went something like...

1. To ride a motorcycle gently through the countryside
2. To improve road riding skills
3. To study agricultural machinery

I put myself in the second category after five years riding trails and MX practice tracks I believe my machine control skills have improved immeasurably. However there are some serious drawbacks.

After fourteen years riding bikes with never even a slightly serious injury or damaged machine, I suppose inevitably something had to change.

I first noticed this change in attitude after a gentle autumn group run with some 'freshmen'. After we split up mid afternoon and started making our way home I was feeling frustrated. I hadn't even broken into a mild sweat that day, and keen to explore my newly acquired DT125R, I decided to do one more lane on my way home. The lane I chose is metalled but has a lovely wide ford right in the middle. Pulling up at the edge to give it the once over. I noticed quite a good flow but the children paddling a third of the way out gave me reassurance that all would be OK.

I am sure that some of you, with a churning feeling, can skip the next paragraph.

I gave it a modicum of throttle and dumped the clutch to lift the front wheel over the step into the water. The drag on the back wheel and underside of the engine pulled the bike down and back like a bunjee rope but no fear I gave it more of a handful and disregarded the water splashing over the tank. However like a giant paddle the front mud guard was washed away by the force of flowing water 'No problem' I thought, we've all drowned bikes before? I stood up and started to pull the bike back, and back up stream. Some flow eh? I am told that Yamaha wet bikes are very accomplished but that DT is not the best prefix. I pulled the bike back to the shore, to much hilarity of the children and gently kicked it over. Hydraulic lock! OK I thought, not a deadly serious problem, off with the body work, seat, tank, exhaust and air box drain plug. I kicked the bike over a few times and tried to start it. Water logged plug every time. It seemed there was water in the crankshaft area which went up the transfer ports and wetted the plug.

I sat down for a fag and a re-think of my strategy. A horse rider stopped for a chat and explained how her horse (on the tall side) was nervous about crossing the ford. They were successful but she did get her feet wet, good job I didn't make it half way I thought.

Oh well, one last go at clearing the last of the water had the DT upside down with me turning the engine over. Success! But no lesson learned. I decided I was the fool hardy adventurer.

Next Spring, I joined eight other Herts group members on their annual pilgrimage to North Yorkshire, lesson still not learned but the feeling of invincibility is very over powering. It was the last day of our trip and while ascending Milham fell, I hit an extremely large boulder in the middle of the track at full throttle in second gear. The forks jarred and went skyward, the rear wheel hit the rock and the DT pivotted in mid air. I was over the bars with my feet pointing skyward (bunjees again!) and landed awkwardly on my right shoulder. I should have known when I couldn't push myself up from the heap I landed in, that this was something more serious than a winding. Sure enough my right clavicle made an attempt to delight in the beautiful Lake District scenery. Luckily it only just failed to break through the skin. My buddies put me in a sling, wrapped me in a space blanket and called the emergency services. A Land Ranger Map reference was given but in best 'Chinese Whispers' fashion, there was some confusion by Ambulance control as to my location, the Fell Rescue, absolute heroes! walked me down to the road and packed me off into an ambulance.

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Tel: 0929 554545.

Apparently 98% of broken clavicles heal in three weeks. I'm obviously a rare breed as after six weeks there was no unification. Week seven saw me in the operating theatre for a full length plate and seven screws with another five weeks for rest and rehabilitation. The worst bit of all this is 12 weeks on Statutory Sick Pay £52.50 a week, how would you cope? *- a lot more than some - Ed.*

Anyway, my thanks to Cumbria Ambulance, Milham Fell Rescue Team and Herts Group TRF for their help and support. Remember you have been warned by the fool hardy adventurer!!

C.R. Poll, Hertfordshire

CARBON FIBRE, A CAUTIONARY NOTE

I never imagined that carbon fibre composite material would ever enter the humble world of trail riding. I noticed on the Coast-to-Coast run a very trick DR350

fitted with a rear brake caliper shroud/guard made from carbon fibre.

Components and accessories made of carbon fibre are manufactured in a very carefully controlled environment, with personnel wearing special overalls, gloves, goggles and sometimes, forced air breathing apparatus.

If you file or cut carbon fibre the dust generated can cause severe eye irritation and damage, and also severe respiratory problems which could cause lung damage or possibly cancer. Burning carbon fibre can generate toxic fumes and splinters of carbon fibre embedded in the skin can cause severe skin irritation and blood poisoning.

If you drill carbon fibre with a normal twist drill it will 'break out' and splinter the rear of the surface being drilled which will cause unseen delamination and will weaken the structure. Instead, special 'dagger' drills are used and diamond coated rotary files are used to work the material with any dust and residue vacuumed up as it appears.

Finally, waste carbon fibre, resins, and solvents are required to be disposed of as hazardous waste material and not slung in the nearest bin or left lying around the workshop.

So now you know, happy fettling.

Roger Evans, Lincolnshire

THE WAITING GAME - THREE WELSH TRACKS

By the time this is being read we should have a pretty good idea of the fate of three of Wales' best known trails.

THE GAP: If, in defiance of the volume and quality of objections, a Powys sub-committee on 13th September recommends the TRO, it will be another month (13th October) before it reaches the Highways & Transport Committee. That Committee will then consider whether to use delegated powers to make the Order or to put the final decision to full Council on 24th November. Either way, if the unbelievable happens, there will be time to arrange an all-comers mass wake and barbecue on the high point or in the gulley - or both!

MONKS TROD: Following a preliminary consultation process, the decision to be taken by Powys on the 13th September is whether to advertise a revised TRO to prohibit all vehicles instead of the present ban on 4 wheels. More later but start composing your letter of protest now just in case.

CLAERWEN: The Public Inquiry into this long outstanding byway claim takes place on 6th September. With pressure from WTRA and LARA, Dyfed is attempting to create a BOAT to fill the gap on their definitive map between the Western end of Monks Trod and the Powys County boundary near Claerwen Farm and reservoir. Elan Valley Trust (set up by Welsh Water) are the objectors. A number of us (2 and 4 wheel) will be supporting the County Council and hoping the Trust has no surprise trump card up its sleeve.

Bill Kershaw, Gwent

NOISE IN THE COUNTRYSIDE

A noisy bike undoes the work that may have been done to convince walkers and the residents that we are responsible. We know that most people have little idea that vehicles are allowed on non-tarmac roads. Generally they do not mind if we are quiet.

Many people think we are 'scrambling'. If they see responsible people on non-aggressive looking, quiet bikes then they will surely think that we are enjoying a legitimate and tolerable activity. Then, rather than the talk being "we saw some scramble motorbikes racing on footpaths today - it must be stopped", it could be "we saw some motorcycles today... on a road used as a public path - were they trail riders? Maybe it is really a road!".

When these RUPPs come to be re-classified the local residents will object, particularly if they can think of a particular vehicular 'incident'. Unless the Council can get all objectors to withdraw there will be a Pulic Enquiry. This involves the TRF in great expenditure of time and effort. Vehicular 'incidents' will be aimed in lurid detail, sowing 'seeds of doubt' in the Inspectors mind. If neither the documentary nor the user evidence is strong then the lane will be lost.

Mark Holland, Gloucester Group

IN RESPONSE

In response to Paul Atherton's letter of August '94 in which he states his KDX125 is only suited to girlie runs, I have been riding with the Lancs. Group since 1985 and on all the runs I have attended the only difference between a hard and an easy run is the amount of lanes and the speed at which they are ridden, and since we all agree to abide by the 25mph rule when we join the TRF, speed shouldn't be an issue. It is therefore my belief that green lanes are not the place for enduro bikes but trail bikes (like Paul's KDX125 perhaps - *he has now sold it -Ed.)* and as for converted motocrossers, even if one could be PROPERLY legalised (and I don't believe they can) they would in my opinion be everything that the spirit of TRF is opposed to.

Or maybe the TRF I joined in 1974 and rejoined in 1986 is not the same TRF as I now find myself a member of!

No Problem, Lancs. Group

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