

# leisure Trail UK

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



**BEAT 2010 KTM PRICE INCREASE WITH NEW CHAMPION EXC BIKES**  
WE'RE ENGLAND'S TOP KTM EXC DEALER - CALL AND FIND OUT WHY  
**ALL USED KTM's, CRM's & TRIALS BIKES etc PICTURED & DETAILED ON**  
**OUR REGULARLY UPDATED WEBSITE PLUS DETAILS OF ABOVE OFFERS**  
**LARGE CLOTHING & ACCESSORY DEPT WITH ALL THE TRIALS, TRAIL, ENDURO OR MX KIT YOU NEED**  
ALL KTM V-TWINS, 690 SUPERMOTO & BETA REV3 TRAILS DEMO BIKES AVAILABLE



Full range of  
2009 Beta Rev3  
Trials & RR  
Enduro models  
in stock

**GOOD MONEY PAID  
FOR NICE USED TRAIL,  
TRIALS & ENDURO  
BIKES £££**

ALL CRM  
250 PARTS  
STOCKED



OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

# 0115 973 2466

Email: [sales@leisuretrail.co.uk](mailto:sales@leisuretrail.co.uk)

Check out our website: [www.leisuretrail.co.uk](http://www.leisuretrail.co.uk)

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



## LLANERCHINDDA FARM

Family run Guest House & Self Catering Cottages with spectacular views, en-suite bedrooms, comfortable lounge bar & excellent home cooked food.

The ideal base for trail riding in Mid Wales with secure lock-up, pressure washer, drying room, map room with trails marked, own enduro circuit and trail guides available.

SPECIAL MID WEEK OFFERS AVAILABLE

CYNGHORDY, LLANDOVERY,  
CARMARTHENSHIRE, SA20 0NB  
Tel: 01550 750274

E-mail: [info@cambrianway.com](mailto:info@cambrianway.com)  
[www.cambrianway.com](http://www.cambrianway.com)

[www.trailblazers-spain.com](http://www.trailblazers-spain.com)



## Off-Road Adventures

Costa del Sol  
Costa Blanca - Morocco

## Spain and Morocco

Come Ride With Us

Day Rides, Weekends, Groups

**Tel: 0845 869 6727**

Spain: 0034 952 030 179

# TRAIL



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

JANUARY 2010 No. 377 EDITOR: FRED ELLISON



Patron: Lord Fairfax



## TRF OFFICERS & CONTACTS

|                            |                          |   |
|----------------------------|--------------------------|---|
| Chairman:                  | <b>Andy Gerrard</b>      | 01525 717634/07803 600571 <a href="mailto:chairman@trf.org.uk">chairman@trf.org.uk</a><br>52 Conway Drive, Flitwick, Bedfordshire MK45 1ST              |
| Vice Chairman:             | <b>Don Oakley</b>        | 07877 767306 <a href="mailto:vicechairman@trf.org.uk">vicechairman@trf.org.uk</a><br>Priory Cottage, Hankerton, Malmesbury SN16 9JZ                     |
| Membership Secretary:      | <b>Debbie Hutchinson</b> | 07966 438907 <a href="mailto:memsec@trf.org.uk">memsec@trf.org.uk</a><br>Marcliff, Bakers Hill, Exeter, Devon EX2 9TE                                   |
| Secretary:                 | <b>Polly Cody</b>        | 01525 717634 <a href="mailto:secretary@trf.org.uk">secretary@trf.org.uk</a><br>52 Conway Drive, Flitwick, Bedfordshire MK45 1ST                         |
| Treasurer (Acting):        | <b>Arnold Brewer</b>     | 01865 741410 <a href="mailto:treasurer@trf.org.uk">treasurer@trf.org.uk</a><br>16 The Croft, Old Headington, Oxford OX3 9BU                             |
| Editor:                    | <b>Fred Ellison</b>      | 01254 823893 Fax: 01254 887999 <a href="mailto:editor@trf.org.uk">editor@trf.org.uk</a><br>Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG        |
| P.R.:                      | <b>Richard Simpson</b>   | 07812 402021 <a href="mailto:richardsimpson@blueyonder.co.uk">richardsimpson@blueyonder.co.uk</a>   |
| RoW Officer:               | <b>Robin Hickin</b>      | 01926 817060/07890 550847 <a href="mailto:row@trf.org.uk">row@trf.org.uk</a><br>42 Model Village, Southam, Warwickshire CV47 9RB                        |
| I.T.:                      | <b>Simon Bingham</b>     | 01295 251648 (day)/01295 711311 (eve) <a href="mailto:it@trf.org.uk">it@trf.org.uk</a><br>27 Peveril Road, Greatworth, Banbury, Oxon OX17 2DN           |
| BMF Liaison:               | <b>David Giles</b>       | 01332 552288 <a href="mailto:bmfliaison@trf.org.uk">bmfliaison@trf.org.uk</a><br>22 Ford Lane, Allestree, Derby DE22 2EW                                |
| LARA Rep:                  | <b>David Giles</b>       | 01332 552288 <a href="mailto:lararep@trf.org.uk">lararep@trf.org.uk</a><br>22 Ford Lane, Allestree, Derby DE22 2EW                                      |
| CCPR Rep:                  | <b>Dave Tilbury</b>      | 023 80618937 <a href="mailto:ccprrep@trf.org.uk">ccprrep@trf.org.uk</a><br>Oakbank Cottage, Oakbank Road, Eastleigh SO50 6PA                            |
| Equestrian Events Liaison: | <b>Mark Holland</b>      | 01989 565249/0845 3308892/07941 427774 (mob)<br><a href="mailto:equestrian@trf.org.uk">equestrian@trf.org.uk</a> Corn Farm, Devauden, Chepstow NP16 6NS |

## STATIONERY & LEAFLETS

|                        |                          |   |
|------------------------|--------------------------|---|
| Keepers of Stationery: | <b>Debbie Hutchinson</b> | Leaflets & Membership Forms   |
|                        | <b>Fred Ellison</b>      | Letterheads & Compliments Slips   |
| Display Equipment:     | <b>Leo Crone</b>         | 01325 463815 (7a.m. - 5p.m.) Display boards held at<br>Ut 10, Red Barnes Way, McMullen Road, Darlington DL1 2RR |

## REGIONAL RoW ADVISORS

|                       |                       |  |
|-----------------------|-----------------------|--|
| Wales & West Midlands | <b>Tim Stevens</b>    | See above for contact details  |
| South & South West    | <b>Dave Tilbury</b>   | See above for contact details  |
| Eastern               | <b>Richard Sugden</b> | 01354 651390 <a href="mailto:home@rlsugden.fsnet.co.uk">home@rlsugden.fsnet.co.uk</a><br>122 Station Road, March, Cambridgeshire PE158NH |
| East Midlands         | <b>Robin Hickin</b>   | See above for contact details  |

## TRAIL MAGAZINE ADVERTISING

**Display Ads:** For Advertising Rates please contact Hazel Ellison, [trailadvertising@hotmail.com](mailto:trailadvertising@hotmail.com)  
01254 823893, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG.

**Members Classifieds: 20 WORDS - FREE OF CHARGE** Enclose membership number.

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

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

## COPY FOR TRAIL

### COPY DEADLINE:

The first Tuesday of the month.

**COPY:** Via email, typed or handwritten  
(please try to make it legible!)

**PHOTOS:** Digital via email on CD or DVD;  
scanned originals (high resolution 300dpi jpeg or tiff); or posted originals (please include an s.a.e for return). We prefer you not to include your photos in 'Word' documents, if possible please send images separately. If sending possible front cover images please do not send camera phone photos.

### CAPTIONS:

Please caption your photos!

**EMAILING:** It is best not to place too many images on one email document.

**WEBSITE:** If you would like your article to appear on the website as well as in Trail, please forward to Simon Bingham (see contact details inside front cover).

### WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?

**Don't let this put you off, send it in and we'll sort it out.**

Photographs submitted for publication may also be used for other TRF purposes.

## TRF EXEC MEETING

Sunday 31st January 10.00 am

Heritage Motor Centre, Banbury Road,  
Gaydon, Warwick CV35 0BJ.

Tel: 01926 641188

There will be 45 free passes to the museum.

Tea and coffee will be served in the morning  
and the afternoon.

Please bring your TRF membership card with  
you and book in at the start of the meeting.

## CONTENTS

|                                     |    |
|-------------------------------------|----|
| NOTICE BOARD                        | 2  |
| ROW UPDATE                          | 3  |
| BLOOD & TRANSPORT<br>DONOR CAMPAIGN | 4  |
| BMF NEWS                            | 5  |
| LOOKING BACK AT '09                 | 6  |
| COUNTER ARGUMENTS                   | 8  |
| FINDING THE FELLOWSHIP              | 16 |
| BERWYN RUN                          | 19 |
| SOMETHING TO AIM FOR                | 21 |
| NICK'S MUDDY DAY                    | 22 |
| SCOTLAND IN THE FALL                | 26 |

### WANTED:

- Product Reviews • Bike Tests
- Long Term Reviews • Cover Pictures

**COVER PHOTO:** Photo from  
Dave Loney, Llangollen area, Wales

**All contributions to THE EDITOR**  
Fred Ellison, Sheepcote Farm  
Moor Lane, Wiswell, Clitheroe  
BB7 9DG [editor@trf.org.uk](mailto:editor@trf.org.uk)

**COPY DEADLINE:**  
1ST TUESDAY OF THE MONTH

**BMF Discount Code: TRF09K114**

bike me **aprilia**  
Supports the TRF



## NOTICE BOARD

### RIBBLE VALLEY GROUP CHANGE OF VENUE

The monthly meeting will now take place at 8.30 p.m. on the 2nd Tuesday of the month at The Brown Cow, Bridge Road, Chatburn, Clitheroe BB7 4AW.

**Please note February's meeting will be the AGM.**

### DAKAR BOUND

I am planning a round trip to Dakar leaving early June  
Anyone interested in the journey contact me at [shearwater69@fsmail.net](mailto:shearwater69@fsmail.net)  
Leo Crone

### SOMERSET GROUP CHANGE OF VENUE

New venue is The Old Pound Inn, High Street, Aller Langport.  
Meetings to be held 8.00 p.m. on the 2nd Thursday of the month.  
Keith Williamson, Treasurer.

### TEESSIDE & NORTH YORKSHIRE DANCING & CAMPING WEEKEND

Now fully booked. Please do not send any more entries.  
Richard Dodds

## FORTHCOMING EVENTS

### National and Regional RoW Workshops

Dates to be arranged.

### Devon Group: Tamsin Jones - Dakar Rally

Friday 26th February 2010

### Devon TRF Teign to Tamar Spring 2010 1

7th & 18th April 2010

### bmf Events: see [www.bmf.co.uk](http://www.bmf.co.uk)

**bmf Show:** 15th/16th May 2010

**Garden of England Show (GEMS)** 12th/13th June 2010

**Kelso** 10th/11th July 2010

**Tail End** 18/19 September 2010

## MAKE SURE YOUR EVENT IS LISTED

Send any details to The Editor (see contact details inside front cover)

## RoW UPDATE

Now that we have a New Year and a new decade upon us it is prudent to look forward and make plans for the future. One thing that has come home to me with the passing of Brian Thompson, is the fragility of our in-house experts. Also how much we rely on them to help support us in fighting to retain our rights and how important it is for them to pass on their experience to others.

The recent Workshop in November was, I think, a great success and all of those who attended went home to the four corners of the UK happy with the knowledge they had gained. Soon I will be passing on copies of all presentation material used on the day to be available to all members through the TRF website. Hopefully some of those attending will have been able to pass on some of their experiences on the day to others in their local area, although I know this is not the case everywhere. As such in 2010 as well as planning some further National RoW Workshops, I would like to offer the opportunity to you to run some Regional RoW Workshops with topics pertinent

to your local needs. Obviously it would be impossible to run a days workshop in every part of the UK, and some of you won't want it anyway. The offer is there, so if you think there would be sufficient interest from your area, please contact me to discuss the possibility of running a Workshop in your region.

I am also presenting a paper to the next executive which looks at how support is offered to Local Groups and how we can extend the knowledge that we hold on RoW matters to more groups and ordinary members through a network of Regional RoW Advisors. These, as yet unknown, individuals will be complementing our current contractors and ensuring that as the RoW work builds over the next decade we do not leave all the fighting for our rights to a smaller and older number of dedicated people. As soon as the paper is finalised I will circulate it to relevant RoW individuals who request a copy prior to our National Exec on 31st January this year.

Robin Hickin [row@trf.org.uk](mailto:row@trf.org.uk) 01926 817060



**DD DUST DEVILS**  
*Adventure Travel*

5 Off roading 5 KTM bikes 5 Accommodation

We are one of the worlds leading motorcycle adventure companies based in Marbella Spain which offers a fully comprehensive off roading experience, with 5 star packages starting from as little as 199 Euros please enquire now or just take a look at what we can offer:

[matt@dustdevils.net](mailto:matt@dustdevils.net) tel: 00 34 695 798 878

[www.dustdevils.net](http://www.dustdevils.net)



**NHS**

## Blood and Transplant

# TRF & NHS BLOOD & TRANSPLANT DONOR SIGN UP CAMPAIGN

I have been in touch with Fay Simcox, who is a Press Officer with NHSBT, and we now wish to move along with our Campaign with immediate effect. We would like every TRF Group to encourage as many of their members as possible to become blood donors and to sign up to the Organ Donor Register (ODR). When each TRF Group feel they have a reasonable number of people (minimum of 10) for a photo opportunity they should let me know.

The Cornwall Group arranged for a group of us to turn up at a blood donor session for a photo to be taken with one of the NHSBT vans and our banner, which you will have seen on the front cover of August Trail. A similar picture - with bikes - would be very good to accompany any newspaper articles, which hopefully we can arrange. Many members of the Cornwall Group have now become blood donors and have signed the ODR too. Can ALL TRF Groups now follow our lead and help to save lives. This is an excellent opportunity for us to help others in a way that shows the caring man/woman lurking inside the helmet - don't let the opportunity slip!

If you are someone who has received blood, given blood or even received an organ and are happy to have your story told, it would

add much personal interest to any article on us, so please let me know.

When your Group is ready to go ahead we will let you have a suggested Press Release, which will probably be headed "Trail Riders Sign Up To Save Lives".

Looking forward to hearing from you.

Tony Stuart, Cornwall TRF  
tonystuart944@btinternet.com



british motorcyclists federation  
Celebrating 50 years  
1960-2010

# NEWS

## Motorcyclists Not Budgeted For Say bmf

Angered that under the Chancellor's recent pre-budget report, road tax rates for motorcycles are set to increase this year, the British Motorcyclists Federation have set up a petition on the No 10 website asking the Prime Minister to intervene and stop the increases. The bmf say that at a time of economic hardship and when sales of motorcycles are already down some 27% year on year, it makes no sense for any government to increase taxes on motorcycle ownership. Unlike the car world where motorists and the motoring industry have benefited from the car scrappage scheme, conversely, due to the weak pound, the price of motorcycles has increased and now motorcyclists are to be faced with a Vehicle Excise Duty increase of between 4% and 6% - and this at a time when the Consumer Prices Index is only 1.9%! The bmf's Government Relations Executive Chris Hodder said: This is all wrong. While in monetary terms the increases of between £2 and £4 are admittedly quite small, it's not about the

numbers, it's about the principle of increasing owner taxation at a time of economic hardship when the motorcycle industry is struggling to stay solvent. The bmf are asking that in this an election year, all motorcyclists should sign-up to show the strength of feeling over motorcyclists and motorcycling being treated unfairly. The petitions says: We the undersigned petition the Prime Minister to stop the increases in motorcycle tax proposed for 2010. Given that the motorcycle industry is facing some of its darkest days with sales slumping by around 25-30%, it makes no sense for any government to increase taxes on motorcycle ownership as is proposed in the Pre-Budget Report. We petition the government to support the motorcycle industry as it has the car industry and freeze or lower Vehicle Excise Duty and provide some other stimuli for the industry and not to attack it further by increasing the cost of ownership for law-abiding citizens. The petition can be found at: <http://petitions.number10.gov.uk/motorcycled/>

# WWW.TRF.ORG.UK

## TRF WEBSITE & FORUM

PLEASE TAKE A LOOK AND SEE WHAT YOU THINK  
AND SAY HELLO ON THE FORUM.

WE WILL BE PLEASED TO HEAR FROM MEMBERS WITH ANY  
FEEDBACK OR IDEAS FOR CONTENT THAT YOU MAY HAVE.

TRF members need to be aware that in order to access the Members' Only Areas, you will need to ensure that the email you use to register your account on the website is the same one that we have for you on the TRF database. If you have any queries or difficulties please contact [it@trf.org.uk](mailto:it@trf.org.uk) or [web@trf.org.uk](mailto:web@trf.org.uk)



# LOOKING BACK AT '09

I hope you all have had a good Christmas.

Over the last 7 or 8 years PROWI has been at the centre of the ROW world, but in recent years due to the ever increasing workload of David Giles and his team, PROWI was dissolved.

Subsequently a new group was set up - PDVUG which is short for Peak District Vehicle User Group, which I am involved with. Look at the website. We are carrying on with the day to day work which is quite intense for quite a lot of the group. David and some of his team Mac + Jack etc, are still involved with a lot of ROW issues, the complaints procedure and challenging the Inspectorate LAFS etc which in itself deserves a gold medal.

Let's talk about PDVUG. Over the last 2 years or so I have been fortunate to be involved with "STAYING ON THE RIGHT TRACK" group which meets several times a year at Alden House, Bakewell which is head office for the Peak Park. There are normally 12 - 15 of us at these meetings.

Some of the members are - Richard Entwistle PDVUG; Andy Farmer Peak Park; Richard Pett Peak Park; PC Kevin Lowe Derby Constabulary; Inspector Brian Hall Derby Constabulary; Mike Rhodes Peak Park; Simon Wright National Trust; Barry Swain Crown Prosecution Service. etc.

My input to the meetings is to give a trail rider's point of view. It is quite interesting to hear the different points of view of these very influential people. The Code of Conduct angle which I use in the conversation in the meetings is always a good way to put a topic on the agenda. These small contributory facts get you a good platform to debate. Communication and education has evolved from the way in which BlackBrook has worked, in the

Peak work parties over the last two years.

But the tension which always comes out from the members at the meeting is basically the same time and time again. The unacceptable way in which these riders and drivers go off piste etc, and go home and let us PDVUG etc pick up the \*\*\*\* that's left on the fan,

On a positive note Mr John Fox who is Chair for Eyam Parr Council did make a passing comment at a Group meeting that if all users of trails used



the TRF's Code of Conduct, it would make him look at trail riders in a better light and make them more acceptable to other users because of the small groups.

Richard Pett and myself are working on a way of communicating with these user groups that operate outside PDVUG, and encourage them to meet and take on board a better way in which they could operate their companies.

One thing to come out of 09 was a sign at the end of Tides Well Lane Eyam, the initiative which has the support of all user groups in the Peaks. This work brings together all users of byways and gets common ground on which way to move forward, for all users. All this falls under the Banner of "The Code Of Respect", the sign is well designed and was put together with the input of Peak Parks Authority - TRF - LARA - GLASS, PDVUG - TRF - GLASS members have been involved with a fencing job at Long Causeway, for which the Peak Park asked us for man power,

thanks Matt, Guy, Virtual Peaks and all the members of PDVUG.

Hopefully this can be taken on board by vehicle groups with on respect, because all this does is give the Local Authority-Police-Parish Councils etc ammunition to knock us down at every corner.

Operation "BLACKBROOK" has a good working relationship with user groups in the Peaks. All the work which the PDVUG volunteers did on the Blackbrook weekends was very advantageous to the riders and drivers on the trails. I hope everyone is looking forward to the Blackbrook days in the future but we could also do with a few more volunteers. I hope the work we have achieved in 2009 has paid off. Looking forward to 2010.

Anyway all of you out there have a Happy New Year and a Prosperous One.

Graham Till

## DIRT BIKE SHOW '09

The Dirt Bike Show is the largest of its kind in the UK. All the manufacturers and suppliers are there. Lets look at the Volunteers - Mark Holland, Tony Whitehead, Steve Alcock, Fred Ellison, Andy Teece, Steve Hyde, Simon Bingham and Don Oakley.

If there had been more time before the show we could have had a Volunteer Peak Park Ranger with ROW interests. Andy Farmer at the peak HQ has said 2010 no problem but

give me more time not one day.

Andy did have the good will to send me leaflets etc to give out at the show which gave more dialogue to chat about with the people that came on to the stand. We signed up 40+ new members with hopefully a lot more that took Membership Leaflets,

Thanks again to all the Volunteers that got involved with the show.

Graham Till





# HOW MUCH DO YOU WANT TO CONTINUE TRAIL RIDING?

## Counter Arguments for use against proposed TRO's

Every member of the TRF must fight for our rights to continue trail riding.

It is no good just objecting to closures. You must have sound reasons why you object to proposed closures and write to the Local Authority every time you are informed of a proposed TRO.

Be prepared to alert your local group if you see any TRO notices posted on the lanes or TROs advertised in the local press.

Take action or face inaction!!

Set out below is some ammunition, pointers and background notes to help you to compose a letter of objection against proposed lane closures in the defence of trail riding and to counter the opposition.

Every coin has two sides. Be ready to challenge and counter the assumptions posed by the proposals.

We are not in the business of defending the indefensible. We just want a fair hearing.

OFF-ROAD is a misconception perpetuated by the anti-vehicular lobby. Trail riders use County Roads, that just happen to be unsealed roads.

Off-road riding/driving is illegal unless it is on Private land, with the owner's permission i.e. Enduro, Trials and Motocross.

The antis like the term OFF-ROAD because it suggests illegal use of land, other than legal roads. Always refer to the use of unsealed roads. Never use the term OFF-ROAD in association with trail riding, when opposing a TRO.

TROs do not solve the problem of illegal "off-

road" riding, they only penalise the legal, responsible, trail rider.

TROs do not solve the problem of fly tipping as one proposal suggested, or the deliberate torching of cars on unsealed roads.

There are adequate laws to deal with illegal tipping, torching and riding. As an Authority it is their responsibility to enforce them!!

Of course all these laws need policing, a task they find almost impossible to do.

Further closures just adds to the unenforceable laws created as a matter of expediency.

**Noise:** Motorcycles are no longer noisy, the days of the old "scramblers" are over. There is a thirty pound fine for any motorcycle producing over 98 decibels of sound. Use the existing laws to prosecute the offenders.

The opposition say the noise in the Countryside detracts from their enjoyment.

This assumes their enjoyment is paramount i.e. more important than any other user's enjoyment.

**Assumptions:** Hidden agendas, disguised meanings and general hearsay evidence. TROs contain many assumptions that must be exposed. eg:-

(a) Assumes there is a continuous stream of walkers on lanes to be disturbed, which there is not.

(b) Assumes there is a continuous stream of vehicles to disturb them. Again they are few and far between.

(c) Assumes every walker objects to motor vehicles. Some do (the diehards), the majority do not object and delight in verbal exchanges with other people, who have a mutual interest in enjoying the countryside.

Many isolated householders and farmers look forward to a chat. They may not have spoken to anyone for days. That is why some challenge you, as you pass, so they can have a conversation.

Note: Improve our image by taking a few minutes to talk to them. Listen to their concerns and act upon them.

(d) Assumes any so called disturbance is continuous, when in fact any disturbance is short lived. A motorcyclist or group of motorcyclists, moving at twenty miles per hour (600 yds per minute), will pass through the "hearing zone" of any walker in less than thirty seconds. This assumes a completely still day, with no wind to disrupt the sound waves. Whereas in fact many walkers never hear a motorcyclist approach until they are within fifty metres. They are either deep in thought, talking or unable to hear because of the weather conditions.

Thirty second disturbance, in a day's walk, not much to contend with, for a person of reasonable mind.

Of course to the extremist any noise is a disturbance but the National Parks are not supposed to be Nature Reserves. They are a place of recreation for all sections of the community to enjoy, without discrimination.

The Countryside was never a silent place. There has always been a background noise from Road traffic, tractors, domestic stock and dogs.

The Parks are supposed to cater for all legal minority group activities, as well as for the majority groups.

Roads were meant for motor vehicles. Walkers must expect to meet vehicles if they choose to walk on an unsealed road. Most do expect to meet vehicles and accept them.

Others deliberately choose an unsealed road, in

order to complain about our presence. In fact it is a deliberate ploy since they have so many other choices of footpaths and bridleways in any area of a National Park. Why else would they choose a vehicular route when they know they will be offended if they meet a MPV (Mechanically Propelled Vehicle).

Tolerance, however, is not a word in some people's vocabulary. They just want it all to themselves and call for a total ban, without a thought for other people's rights.

Note: Just remember, not all walkers are trying to block your path. They simply cannot hear you approach. That is why you must give them time and SLOW down. Give them time to step aside or gain control of their loved ones i.e. Children, Dogs.

TRF members (as opposed to the rogue elements, that cause most annoyance) ride legal motorcycles, on legal carriageways known as unsealed roads.

Unclassified roads (UCRs), Green Lanes, Carriageways, Tracks, Byways, Boats, Rupps, all have been used by various authorities to confuse the issue of legality. Each UCR or carriageway has a road number and is on "The List of Streets" held by the Highways department. They carry vehicular rights. They have always carried the rights of Horse Riders and Pedestrians also.

Local Authorities have been reclassifying these vehicular routes as bridleways and footpaths for the last ten years through DMMO submitted by the anti-vehicular lobby, even though their rights have always existed on these routes.

A waste of tax payer's money? With the advent of the NERC bill some of these routes have lost their vehicular rights. The Local Authorities save money by not having to repair the roads. The anti-vehicular lobby, unlike trail riders, are unwilling to share these routes. Every TRO gains the opposition extra traffic free mileage, as if 95% of the existing ROW are not enough. Hardly justifiable.

Then the National Parks will spend hundreds of



thousands of pounds of tax payer's money resurfacing these routes for walkers and a few horse riders to the exclusion of a minority group of trail riders who they accuse of causing damage.

Considering millions of pounds of tax payer's money is spent every year, using helicopters to fly in hard core and stone, in order to repair damage to footpaths in the National Parks caused by pedestrians, this smacks of discrimination.

One man's damage is another man's erosion. Not even the M1 would exist for long without maintenance.

So the Local Authorities' neglect of an adequate maintenance programme for unsealed roads, leads to erosion, which leads to TROs (Traffic Regulation Orders), effectively closing the road to traffic. A vicious circle.

This deliberate policy leads to greater pressure on the remaining roads, further erosion and more calls for closures.

Couple this with the fact that users are not allowed to officially repair the so-called damage. Lanes fall into disrepair.

Do trail riders complain about rough surfaces? NO!

Do walkers complain about overgrown ROW? Yes all of the time.

Note: very few cases of official repairs carried out by the TRF have been sanctioned since the National Parks, Landowner, Local Council and the Highways department all have to be consulted and a repair agreed. There is always one objector and the process grinds to a halt.

This whole strategy becomes an effective long term way of circumventing any resistance to closures by the vehicular user groups.

In other words a "Self-fulfilling Prophecy". Closure by stealth.

It goes without saying that "damage to unsealed roads" is mainly done by agricultural/forestry machinery during the planting and harvesting

season as official reports have shown. The fact that some National Parks and Highway dept officers ignore this evidence demonstrates their level of intransigence.

They are public servants. We should continually question their motives and examine their accountability by challenging closures.

One John Deer tractor can do more damage in one day than a hundred motorcycles can in a year.

Of course any activity, with a commercial background, that causes "damage" is accepted by the authorities.

The opposition prefer to insinuate that all the damage is caused by leisure vehicles and call for a total ban. Patently untrue!!

The other enemy is water and the lack of adequate drainage. Council Highways still prefer to fill holes on unsealed roads with hardcore, which gets washed out after the next downpour. I can only assume their motive is one of expedience i.e. they are seen to be doing something.

If they concentrated their efforts on drainage channels, alongside the unsealed roads and cross drains, 90% of the "damage" would not occur in the first place. They would not need to transport hundreds of tonnes of hard core and the job would, in the long term, be self financing.

The Deeds of Properties should show the presence of any RoW including a legal road, if one runs through or adjacent to the property.

Landowners often deny knowledge of this fact even though they collect the Government allowance for unsealed roads, that cross their land.

Solicitors are supposed to do a land search for every property they convey, but some are remiss in their duty. If challenged ask the landowner to look at their deeds before they complain about users crossing "their land".

Roads do cross land. Land which in fact belongs to the Local Authority. It is a public road.

It is a grass field some say!! Only because it was ploughed out years ago is the reply.

As a trail rider I do not mind the farmers using the extra land even though it is illegal to use it continually. What you should object to is them accusing you of "tearing up" his field. No, you are riding on the road, which just happens to be a grass surface.

(Also remember that many a tenant Farmer is under pressure by the landowner to harass trail riders even though they do it reluctantly.)

This is where the myth of "Green Lanes" comes in. Green means NEW. A lane is a green lane if it has an unsealed surface.

The opposition will have you believe a green lane is an ancient pristine, verdant, Right of Way in the Countryside, that should only be used by walkers.

The surface is delicate, sensitive and needs protecting. This is only a ruse to try and get control of who uses these ancient roads. What happened over the last few hundred years when these groups of "Protectors of the Countryside" were not around? Nothing.

The roads are still usable. A motorcycle has much less impact than an ox and cart or a carriage pulled by two horses.

Make no mistake about it horse riders are under just as much threat as trail riders, only they have not realised it yet.

At one time "A Road was a Road" for vehicular use.

The anti-vehicular lobby have spent millions of pounds, hiring barristers, to muddy the waters over vehicular right, with considerable success, over the last ten years. This is just a game to the barristers, rather like creative accountancy. It is not whether it is just and right that matters rather "if one can argue a case and win".

That is why the appeal courts are so busy.

This is why you must counter every threat to lane closures by writing in protest otherwise they will close every lane without opposition.

Make no mistake the opposition is well organised and orchestrated in their responses to proposed TROs.

If you want trail riding in the future you have got to fight for your rights, not sit on your chuffs.

The popular image of motorcycles flying through the air, (as seen on TV) is confined to known circuits, with known risks, executed by expert riders.

Anyone attempting to ride at speed (as the opposition frequently accuse us of) on a UCR would soon end up in a Casualty Ward and they do.

The lunatic fringe do not last long on the trail. Unfortunately their legacy of anti-social riding is perpetuated by the orchestrated complaints of the anti-vehicular lobby.

Trail riding is for the responsible, considerate motorcyclist who is as interested in the countryside and its heritage, as in the riding.

Trails would not exist but for hundreds of years of accumulated Rights of Way, created through use by ordinary people and industry.

The National Parks eg The Lake District, were (and still are) industrial sites throughout their history.

The National Parks are trying to preserve the landscape in a "Romantic Notion of Utopia". They are trying to turn vast areas of our country into an Open Air Museum.

As a consequence, National Parks have been depopulated, over the years, by draconian planning policies, that are prohibitive and only favour tourism and non-vehicular activities.

"Local people and their Families" have been forced out by lack of development and job opportunities.

The National Parks have become second-home/holiday lets for the rich, instead of the vibrant communities they once were.

In many villages schools, shops, garages, all the facilities that sustain a community have been lost.

Only a society as rich as ours could sustain a self



appointed, bureaucratic, job creation system that is the National Parks.

Highways departments can not maintain the multitude of bridleways and footpaths, many of which fall into disuse and are lost through neglect.

Trail riders use and maintain the existing network of unsealed roads keeping them open for others to use.

Why do walkers and horse riders want to use unsealed roads when they have 95% of all RoW to use instead?

Answer: Unsealed roads are wider, they can walk three/four abreast. They generally have a better surface, many are stoned, they are kept clear by vehicular use whereas footpaths and bridleways are usually soft underfoot.

Anti-vehicular lobby groups would have the public believe that all unsurfaced roads have been damaged throughout their entire length by vehicular use whereas in fact many of these roads are sustainable and only have small, repairable, sections along the route, usually where drainage is non-existent.

Use photographic evidence to prove/illustrate the true extent of the erosion when you send in your objection where applicable.

You could also point out that as soon as a TRO is applied, within two years, overgrowth of vegetation, on many lanes, closes them to horses and walkers.

When did you ever see a horse rider or walker clearing a lane of vegetation, in order to keep the lane open? Never, they just complain to the council.

Many trail riders are retired walkers and mountain bike riders who have run out of steam but still desire to get away from the crowded honey pots of the National Parks and onto the isolated moors and hills that they once accessed, without the aid of a motor.

95% of visitors to National Parks never stray more than half a mile from the honey pot locations, into the Countryside.

The National Parks claim millions of people visit the National parks implying that all of them will be disturbed by trail riders. Patently untrue. Another greatly exaggerated claim. Most are sightseers only leaving their coach or car to buy refreshments in the towns and window shop.

The other 5% actually use the National Parks for activities.

What percentage of these people actually encounter a Trail rider in a days walk? Very few.

How many people have you seen on the fellside above a thousand feet on any one day? Very few I suspect, apart from the few organised events eg. the over subscribed, Scafell Pike, which forms part of the Three Peaks Challenge.

It must also be noted that the safety record of the Lake District in particular could be called into question.

With over fifty deaths a year on the fellsides has there been a call for controls or TROs on the footpaths. No!

They have the Mountain Rescue Teams. Well meaning organisations run on donations by macho volunteers. Every rescue is a feather in their caps and makes good reading in the press.

The problem of foolish, irresponsible walkers is an acceptable consequence of the tourist industry and impossible to police.

Trail riding has an exemplary record on safety yet TROs quote safety concerns about dangers to other users.

Challenge them. Ask them for facts and figures about incidences involving MPVs (Mechanically Propelled Vehicles) and other users on UCRs they propose to close.

Of course on the Trail we are much more conspicuous and easily identified. Whereas potential disasters, in the form of fell walkers, are much more difficult to identify.

Yet the opposition and local highways departments are citing the "Danger to other users" as an excuse to propose TROs. I say excuse, as opposed to reason because a reason

must carry evidence, in the form of recorded facts, not just hearsay evidence.

Where is their evidence of accidents involving Trail riders/4X4s and people or their dogs.

All activities pose a risk. A Risk analysis would probably suggest the chances of being hit by a trail rider on a green lane are about the same odds as been hit by a meteorite.

Sites of Special Scientific Interest (SSSIs). Is a concept created by the likes of English Nature. An unelected Quango set up to employ non-productive, so called environmentalists who want to freeze time and interfere with natural evolution that has been developing throughout the Earth's history eg the North Yorkshire Moors were covered in trees before the industrial revolution. Now they extol the virtues of the open moorland. We all appreciate its beauty but we do not all want to preserve it in its present state forever or pretend to manage it by excluding access to the public for recreation.

The whole earth is a Site of Special Scientific Interest. To pretend that some areas are more important than others is a nonsense.

It is a ploy to gain control over land use. A perpetual job creation scheme for the, Environmental Scientist with an obsessive interest in the miniature of some obscure flora or fauna. Thousands of acres of access land are closed to the public based on the existence of, for example, a snail, less than one millimetre in diameter, that can only be of interest to very few academics. The real reason is control.

The landowners support the concept to exclude the public from their land.

SSSIs give the Quangos a "raison d'etre", a cause to fight, to justify their existence, while getting paid by the tax payers i.e. you and I.

There used to be the nonsense of Nuclear Free Zones until Chernobyl. The myth was blown apart in one night of Global, radioactive, pollution.

Some TROs, on unsealed roads, are proposed because they happen to pass through an SSSI.

They suggest straying from the road would endanger the protected species. Nonsense! Few if any stray from the designated route.

The Road Traffic Act states that if a road is blocked or obstructed then every motorist has the right to use the nearest alternative route. Of course the opposition use this point against us suggesting we will always stray from the route of the UCR. Not the case.

Motorways pass through SSSIs. No one suggest closing the motorway. Trail riders ride on the road not the SSSI.

Again when it comes to the shooting season, vehicles and beaters use SSSIs but of course no damage is done because that is a commercial venture unlike trail riding which is for pleasure and therefore unjustifiable.

They suggest vehicle fumes harm the growth of plants in SSSIs. Nonsense! Acid fumes actually promote the growth of some rare plants. Carbon Dioxide (in the exhaust fumes) is essential to plant growth. Increased levels of carbon dioxide actually promote extra growth. Many of the oppositions statements are never examined. They contain assumption that is allowed to pass by without challenge i.e. motor vehicles in the countryside are a bad thing.

Remember, whenever you challenge a TRO, always ask at least one question. This means the authorities must reply to you personally and eventually answer your question.

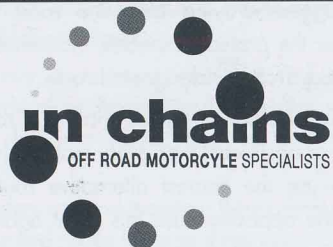
No question(s) will be read and binned!!

I know writing to Local Authorities is a matter of confidence. I hope the above notes will help you object to the next proposed TRO and contribute to stemming the tide of closures. We have already demonstrated that submitting written objections at least slows the process of closure down.

Every letter helps.

Best wishes John Robinson T&NYTRF Group





### Tm & Beta Main Dealer

- Other makes of bikes available. We offer support & backup to all our customers.
- New & used bikes in stock at all times.
- Consumables available for all makes & models. Chains & sprocket our speciality.
- Full range of: clothing, helmets & boots Progrip, Acerbis, Smith, Oxtor, No Fear to name a few.
- Accessories & trick bits • Full workshop facilities

### Motocross/Enduro Training Schools

For beginners to the more experienced.

Small groups tailored to experience or one-one tuition. Bookings now being taken or call for more information. Coached by Ben Milward (ACU approved) First Aid Qualified & Public Liability Insurance held.

Unit 9, Hightown Industrial Estate, Crow Arch Lane, Ringwood, Hants BH24 1NZ.

Tel: 01425 474800 Fax 01425 461962

Email mail@inchains.co.uk

Web page & on-line shop: www.inchains.co.uk



DD Graphics bring you the latest designs created to spruce up that tired trail bike.

Most companies cater for MX and some enduro designs but we are unique, as we specialise in designs for Trail bikes as well as some Enduro and MX. Make your trail bike gleam again with our varied designs and kits from just £25 inc. shipping.

A great Christmas gift for the hard-to-buy-for biker in your life!

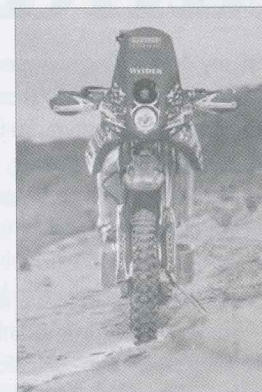
New designs just launched in our shop for Yamaha WR250R and DT125RE. Loads of designs available for trail and enduro bikes on our website, check out [www.ddgraphics.co.uk](http://www.ddgraphics.co.uk) for details.

For more information please email: [info@ddgraphics.co.uk](mailto:info@ddgraphics.co.uk)



## EVENTS 2010

### Tamsin Jones – Dakar Rally – Friday 26.2.10



In January 2010, accomplished enduro rider **Tamsin Jones** is attempting to become the youngest UK woman to complete the world's hardest motorcycle event – the Dakar Rally. In February, Tamsin will be paying Devon TRF a visit to tell us how she got on!

Starting at **8pm**, this event is **open to members and non-members** of the TRF and entry is just **£5** per person, payable on the evening. The event will be held in the function room of **The Dolphin Hotel**, Dolphin Square, Bovey Tracey, Devon, TQ13 9AL, where you can enjoy the food and drink on offer before and after the event.

Come along and support the TRF! Funds raised will support the Group's rights of way work.



Please visit [www.trfdevon.org.uk](http://www.trfdevon.org.uk) and click on "events" for more details of these and other upcoming events!

## Leisure Trail UK

### KTM CRM DRZ Beta

Full Range of Spares, Accessories & Clothing by Mail Order. Phone or Email for copy of our Price List

#### Trail & Enduro Tyres

Full range of Trail, Trials, MX, Enduro & SuperMoto Tyres by Mail Order  
 Bridgestone, Mitus, IRC, Michelin, Stocked  
 Michelin AC10 110/100-18 POA, 80/100-21 POA  
 IRC TR8 4.00-18 POA, 3.00-21 POA  
 Mitus/Barum TR1 Trials 400-18 POA, 300-21 POA  
 Bridgestone ED660 120/90-18 POA, ED663 90/90-21 POA

#### Chain & Sprocket Kits

Huge Range of Sprockets both Steel & Alloy Rears  
 Supplied with OE Japanese RK 0 Chains Stocked for most Trail, Trials, MX, Enduro & Supermoto Bikes Mail Order  
 O Ring Chain/Sprocket Kit for most Jap Trail/Enduro POA  
 O Ring Chain/Sprocket Kit with Renthal/Talon Alloy POA

#### All for Next Day Delivery

All Major Credit, Debit & Switch Cards Accepted

Tel: 0115 973 2466  
 email sales@leisuretrail.co.uk  
 www.leisuretrail.co.uk

## DEVON RIM COMPANY

Alloy, Chrome & Stainless rims supplied for all types of bikes

Full wheelbuilding service - spokes made in-house to fit your wheels correctly

Special prices for TRF members (all inc. VAT)  
 Wheel rebuilt with high quality stainless spokes - £94  
 Wheel rebuilt with stainless spokes & new alloy rim (21") - £147  
 Collection & delivery of wheels by courier - £11.50 each way

Complete wheels supplied for many popular off-road bikes  
 New tyres & tubes supplied & fitted  
 Hubs reconditioned - Bead Blasting - Welding - Machining  
 Specialists in BMW TUBELESS WHEELS (GS Models)

We manufacture stainless rims & spokes for classic bikes, modern Triumphs, Jap cruisers, Harleys & custom bikes

Please contact Doug Richardson (Exmoor TRF member)

T: 01769 574108 E: [devonrim@ukf.net](mailto:devonrim@ukf.net)  
[www.devonrimcompany.com](http://www.devonrimcompany.com)



# Finding the Fellowship in Northamptonshire and Warwickshire

I met Robin and my two riding companions and off we went, with me following as one does, not entirely knowing where you're being taken. Many of Warwickshire's green lanes are UCRs and I don't actually recall seeing many byways. Markings are a black arrow to denote UCR.

It's a good idea and I must ask Kent CC if they could do the same. Hillidon, Southam, Gaydon (Motor Heritage Centre), Shipston on Stour, were but a few of the places. There were also the same stupid CROW/NERC anomalies we get across the UK such as the Salt Road (no clue as to its heritage there then [sic] as if the authorities care) starting as a UCR and suddenly becoming a bridleway and then a UCR again. In my opinion there is no other form of legislation that is as poorly implemented as is right of way law.

I stopped at a weak bridge to check to see if the DRZ400 might be a bit too heavy and sent the KTM's over first. Owners of DRZs know excessive weight can be an issue!

We stopped to take some pix of Chasterton Mill as the sun was going down. A compact Fuji Finepix was not an ideal camera for low light of this type and I noticed a couple of guys unloading a Nikon DSLR and tripod on their way to take some proper photos. Nevertheless the effect was spectacular to see. Moments like this are part of what trail riding is about. It's a

means to an end and without doubt the best way to see the countryside (maybe a glider comes close though).

Back at Robin's we debriefed and I thanked and said farewells to Boz and Rich; the former would be at Sundays workshop. Then it was load the bike onto the trailer and it was off for 2 nights at the B&B. This was an ideal venue down a long, long farm track to a comfortable annexe. Dinner at a local pub and a well deserved rest.

Saturday I was to be on my own. Now this is not a recommended state of affairs but there were no local riders available and none of the Kent Group seemed to have the opportunity or chance to accompany me. Life is too short to

wait for other people to make a commitment and if I always waited for company I'd do half of what I do. So armed with two phones and a first aid kit plus tools I went to explore Northamptonshire.

The first lane had a temporary TRO much to my annoyance. However onto the next lane and I skirted south of Daventry, down towards Silverstone and Bucknell Wood. Robin had warned me about part of this being impassable. Being on my own I avoided this but still managed to ride into a ditch.

So this posed a problem as you can see from the photo. The issue was to keep it upright but at the same time pull it back; or to ride along the ditch and out? An exploration of the ditch

A few months back reading TRAIL I saw that the TRF was running a rights of way workshop in Dudley, West Midlands. Feeling a sense of duty I thought I should go but a round trip of about 350 miles was too much for one day. So is there any good trail riding near there. Being a huge urban sprawl I didn't think the area would have many green roads.

A call to National RoW Officer Robin Hicken confirmed this. However, Northamptonshire and Warwickshire do have a good spread of green lanes. The relevant maps are Stratford upon Avon (151) and Northampton & Milton Keynes (152). So a plan was formed where I would ride to Robin's and ride with two of the West Midlands Group, Stewart Bosworth (Boz) and Rich who would show me the UCRs of Warwickshire. The second day I could ride Northants and its BOATs. Robin recommended a farm doing B&B called Long Furlong near Charwelton and they were bike friendly as well, but only a double and twin room. So plan the ride and ride the plan.





showed there was no "out". Don't Panic (in large friendly letters) as the Hitchhikers Guide to the Galaxy recommends, was good advice. The trick was to get in the ditch in front of the bike, grab the front wheel and work it backwards, without dropping it. Success! It got up just far enough before it fell over to get it out. Front wheel drive would have helped. I wonder if a 2 kW electric motor built into the hub would make a good 2WD system?

Later on I met 3 other trail riders. I recall a couple were TRF and I linked up with them (sorry guys forgot your names but it was two CRF250s and a DR350). Fortunately I was with them as towards the end of the day one fell off in a ditch and I jumped off to help him. Unfortunately I'd left my lights on and with all the stop starting the battery would not re-fire the motor. Argh! Panic! We eventually managed to tow bump start it on a muddy lane in about 5th gear using a tow strap fixed to a foot peg and the steering head. Phew! We eventually split off and other than having to do another bump start on a tarred road having stopped to check the map I made it to the B&B half an hour after the heavens opened up. A bath and another well deserved dinner.

Sunday was the Rights of Way Workshop in Dudley about 70 miles away. I left the bike and trailer at the farm to collect on the return journey. This was the justification for the trip and it was an informative session covering section 34 and 59s; Traffic Regulation Orders and the Law from 1949. I won't say more as I'm sure TRAIL will cover it elsewhere. Really worthwhile and I plan to disseminate some of it to the Kent Group.

So what a great weekend. It combined actual trail riding with a learning opportunity and great companionship. That is what the Fellowship is about; but you have to make the effort as no-one forces you, and you get out what you put in; I certainly did!

Steve Neville



# BERWYN RUN

Forty years ago John Ebbrell (one of the founders of TRF) wrote an article in "Motor Cycle" published 31 December 1969 under his column "Twistgrip & Spanners" titled "Soldiering through bandit country with Ebbrell and an army BSA". His three routes described are in the Berwyns, West of Llangollen.

So on 5th December I lead a hastily formed group of two, Chris & Pat who have been following on previous runs in the Berwyns. The weather had been exceptionally wet for the previous days so we kitted up accordingly in wet weather gear. Although we got off promptly at 9.30 from my Welsh abode I was aware of the short time of daylight hours at this time of year coupled with remembering on Pat's last time up here we were riding in the dark on return to base after coming over the Wayfarer in diminishing light conditions. One other technical detail which I only became aware of. On Pat's TTR 250 he sets off with a tool bag strapped in front of his headlight obviously army trained for blackout combat, so he put me right. When its dark he wears it on his waist.

As we proceeded on the run we had just passed the reservoir which feeds Oswestry and the next gate which I opened when Chris went through and as he was just trying to get off his bike to attend to the gate he slightly tipped over into the track. Along came Pat collided with Chris's body in mid flight!

Pat's legal statement referred to preventing

Chris from falling down a steep drop at the side of the track! We continued on without photo evidence heading for the carriage road running behind the firing range. When we got a bit nearer I saw the red warning flags (usual for Saturday) so after crossing a swollen stream I consulted OS explorer map 255 to plot the most inspiring detour. Sod's Law really the area of map east of Llanrhaeder-Y-M where we were currently positioned, the bottom right hand corner block, was the General Information/key symbols so back to pigeon navigation. After consulting my fellow riders Pat was up for checking out Pistyll Rhaeder (highest waterfall in Wales). Given the wet weather of days previous, it was quite majestic!

Back on the trail ground conditions were saturated so the next track was running with water and large areas washed away resulting in quite a challenge to the end. We made our lunch stop in Llandrillo just before 2pm., where we met a "local" originally from Birmingham. A Brummie and proud of it.

So after food we only had 2hrs left to play. First up was the track that led to the Wayfarer where you sign in the visitors book. This is the highest point of our crossing the Berwyns range usually the wettest and coldest, today the slate rocks were running with water on the download slope towards Llanarmon D.C. If you can glance to the left on the way down without falling off the bike you usually see a



few mini Niagara waterfalls. Further on out of Llanarmon going towards Treceiriog we passed 2 other bikes coming up, one of which was a BMW 450, the only I have seen out in the Berwyns. The road out up the hill leads to Fford Saeson this refers to the road of the English (Fford) is Welsh for road, I do not know whether this is derived from the English ford ie road crossing with water and as you know there is plenty of water in Wales or did did Henry Ford take the F out of his Ford car! At the top we crossed Fford Sws the road of the "Welsh" another ancient trackway which probably saw thousands of sheep across the moors to the markets. As time was short I did a quick investigation to check out Fford Saeson further along for 1 or 2 miles. This is a tread lightly area because of the delicate state of the track and environment with sustainability in mind so I took photos of Chris & Pat & bikes just before the turn round point before a very boggy/sinking/bottomless stream crossing.

The original track leads to Cynwd but at present we are waiting for Denbigh County Council to sort out an obstruction, padlock gate with landowner issue. Also at the time of writing they have not still confirmed whether Alti y Badi has had the TRO removed (blaming drainage contractors) after 18months of closure achieving very little except a few metres of tarmac near Llangollen. We finished back at our start around 4pm, seeing off Chris & Pat with recharged coffee flasks in addition to a mug of coffee each.

In celebration of 40 years TRF I am proposing following John Ebbrells Berwyns trails with the customary champagne/cava +cake. Watch this space for details of first run early in January 2010 subject to weather, any members interested in celebrating with me RSVP

Aleck Coulson

West Midlands, Wales & Valencia Spain

Borra Da & hasta la vista y fins despres



**ASTURIAS**  
**Trail**  
**TOURS**

Spanish Adventures  
for You and  
Your Motorcycle

Customised trail tours for riders and their enduro/trail bikes  
in Asturias Northern Spain. Tour base 2 hours ride/drive from  
Santander (ferry from Portsmouth/Plymouth) - 3 hours ride/drive  
from Bilbao (ferry from Portsmouth).

[www.asturiatrails.com](http://www.asturiatrails.com)

# SOMETHING TO AIM FOR...

Every year, up until his sad demise, the TRF and the trail riding scene in the UK received a few minutes favourable hearing from Brian Thompson's address to a prestigious House of Commons Dinner in the Members' Dining room overlooking the River Thames.

Surprised? Very few people knew that! That's been the case every year since 1986.

This is because in 1985 Brian Thompson was made a Churchill Fellow and every year he was invited to a Churchill Dinner packed with MPs, Peers, other Churchill Fellows and their guests and establishment figures.

Each Fellow is invited to speak for a few minutes on the background and reasons for the Fellowship and give a brief update.

It may not have amounted to much but at least it got the TRF name mentioned in a favourable way.

Yet another chance to mention the TRF and its work had been Brian's appointment in 2007 as a Fellow of the Royal Society of Arts with its 250 year history and its fine Georgian building in John Adam St., London.

A much larger membership than the Churchill Fellow Trust, the opportunity for networking of its 25,000 members and making useful contacts, was unlimited.

A year ago Brian was invited to speak to 200 members of the RSA at the Sage Theatre on Tyneside.

He was asked to choose any subject which in the tradition of the RSA was supposed to be of some public interest so he spoke about the TRF and the need for proper official acceptance of motor cyclists using green lanes.

Brian pleaded that the TRF needed to be free of the constant hassle and prejudice and having to fight pointless battles. As well as the need of authorities to provide lawful green lanes.

He stressed that Durham Police recognise the

need for more safe places to ride and they thought the network of green lanes in the north is sadly under utilised.

In addition he spoke about the need for official off road sites and trail parks of which there is not a single one in the north east.

Brian had heard from senior police officers and Councillors (members of the RSA) about the serious extent of off road trespass by young riders.

In Gateshead alone the police and council have to deal with 3000 complaints every year caused by the nuisance. Yet nothing is done. Nothing is planned. The situation is totally ignored.

Yet millions are spent on all kinds of athletics and sports which are properly catered for often with public money.

To his great surprise Brian's speech was very well received and he was invited to a meeting of Gateshead Chief Executive to have a talk and to hold follow up meetings with RSA committees to monitor progress.

It was also agreed that the RSA would officially back the need for trail parks in the north east and a visit to a successful trail park in Doncaster was to be arranged. Although he knew the TRF washes its hands of trail parks so this news was probably of no interest, Brian actually thought the TRF should be involved in trail parks. It would bring prestige and influence in the corridors of power.

At least through the RSA the name of the TRF is now better known and respected from being just another motor bike club!

As Brian would have said the TRF is not only about riding up and down green lanes, but trying to influence the decision making process and making useful contacts to try to bring this about.

*Ed: This article was written by Brian Thompson and unfortunately not published before he went to that great trail in the sky. It has been rewritten in the third person.*



*Bigmark's head gasket is going again!*

# NICK'S MUDDY DAY WITH BIGMARK AND THE BOYS

Although Nick had been threatening to come and ride with me and my mates for a while due to one thing or another (mainly running Endurotek in Hartlepool) it had never happened but today he finally made it to Scarborough for a day with Bigmark and the boys.

I don't know what he was expecting as my riding skills are at best basic trail riding standard and he competes in Enduros but out on the lanes it's all about having a laugh, helping each other out and taking the mickey which we all managed to do with some style.

The day started with the customary bacon butties and Nick managed to arrive first using his bacon butty radar rather than the sat nav. Shortly afterwards Steve & Juz arrived and then Andrew completed the ride list. Unfortunately a few of the other people who had expressed an interest in joining the ride could not make it for one reason or another so the 5 of us had our butties and a hot fresh brew before getting geared up ready to go.

The curtains on my street were twitching by the time all 5 bikes were running and set off

before the neighbourhood watch coordinator could come and tell me off.

The first lane we did had shiny new gates installed but as the lane is clearly marked as an ORPA on the OS map and as I have been riding it for over a year and had not seen any notifications of a proposed closure we opened the gate and closed it after us and rode to the end where we found another shiny new gate and an angry tenant farmer telling us it was a private road and the lady from the farm at the other end had phoned him to come and show us the error of our ways. Clearly we were not going to agree so we left on our way after trying to explain that you cannot just turn a right of way into a private road and put gates up so I told him that I would check the status of the lane with the TRF and local council. It turns out the lane is a legal UCR and I am still in correspondence with the local council's highways department after making a formal complaint about an illegally obstructed highway after, on my next visit to the lane, I found it to be chained and padlocked.

A couple more steady lanes brought us to the

first muddy climb of the day in the forest. We stopped at the bottom and Nick had first crack making it to the top with a bit of paddling and the rest of the boys also made it up and I went last and after a bit of paddling, realigning and swearing made the top with a bit of help from Nick. This is when the mickey taking started as I was puffing and blowing like a force 8 gale which the boys found most amusing and this set the tone for the day.

The rest of this lane is pretty badly rutted by other users and forestry machinery leaving it muddy and deep with water but we all made it to the end and then turned round and rode back to pick up another lane to climb out of the valley we were in.

A bit of a run along a fire road and a nice single-track lane followed and then another lane with a descent into a farmer's field that nearly caught Steve out as he almost took the gate off the hinges.

A little roadwork then onto another fire road, which brought us to the steep descent down into Harwood Dale.

After this we moved on to do the now infamous Good, Bad and Ugly lanes and rode them in reverse order. Two of these lanes are under threat of TRO but at present are still legal so we still ride them although you occasionally get hassle from misinformed locals who believe that they have already been closed.

We took the side route into "The Ugly" and Steve decided to do a little detour picking a line that the rest of us ignored and getting bogged down half way up. After a bit of raving and chewing he got going again and when I walked back to my bike I was so knackered I promptly had my first little lie down with the bike on top of me. Once Steve and I reached the rest of the boys they were tucking into mars bars near a pile of logs that had been thoughtfully placed across this legal lane by the forestry workers.



*Heavy these KTM's*



*L to R Juz, Me, Andrew & Steve*



*L to R Andrew, Nick & Juz*



Steve and I managed to ride round the logs although Nick, Andrew & Juz promised us that they had all ridden over the logs.

We all took a little break as my headgasket was starting to go and we had only been out an hour and a half and it was clear to everyone I was having an off day.

Once we set off I made the mistake of listening to Steve again when he said he knew an easier route through the clearing that had been made in the trail by the forestry boys who had obviously been having lots of fun chopping stuff down and making it almost impossible to pick up the actual line of the lane. This turned out to be rubbish (I think Steve's usually infallible inbuilt satnav must have been on the blink) but we managed to catch the boys up after riding over a few fallen trees and tree stumps.

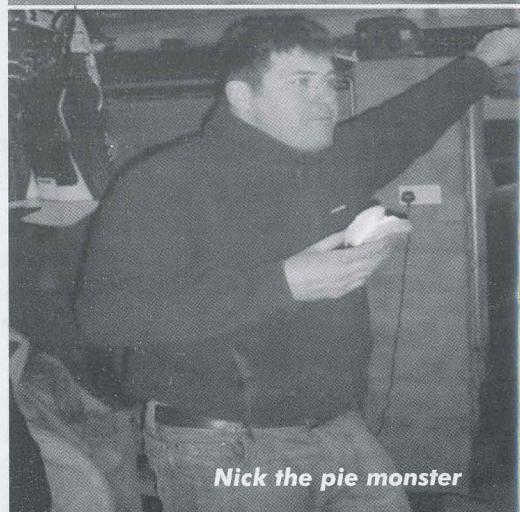
My next little lie down came when we hit the main trail again and I managed to fall into the shrubbery. Nick rode up to me but rather than getting off to help took a couple of pictures and said, "Are you alright fat lad" and then rode off. I got back on the bike and flattened the battery trying to start it again and then flattened my own battery trying to kick the thing off.

After a few minutes I got it going again and met Steve coming back down the trail to see if I had finally expired as he had always fancied a Six days and was hoping to prise it from my cold dead hands (thanks mate "man down, man down"). At the top of the lane I copped for some more mickey taking which I clearly deserved as I was still riding like an idiot.

We did "The Bad" without any real problems and then got halfway up "The Good" when Steve's bike gave up the ghost and refused to start up again. The rest of the boys took it in turns to kick it over after Steve flattened his battery (I had a note from my mum so did not have to take a turn) but the thing refused to



*The pie and cakes before Nick got to them*



*Nick the pie monster*

start. It was at this point that Nick came out with the quote of the day when Steve said "what's the plan then" as Nick was taking off his waist pack. I think Steve presumed Nick was about to do something technical to get the bike going but Nick turned round and said "I'm getting me phone out but I don't know what you're doing".

Once we had all stopped laughing and after some more kicking the bike fired into life and we set off again. A couple more lanes and we made the fuel station in Burniston for some petrol and a lunch stop.

The bikes and us were covered in mud and the ladies in the shop were not very impressed although we did offer to jet wash ourselves off

but bikes and 4x4's are not allowed to use it. By this point it was about 2pm and as Steve reckoned he had to be home in good time for a night out (Me & Juz think he had an appointment at his fat fighters slimming club really as he reckons there is a skinny man inside him trying to get out) so we set off to ride home taking in the climb back up the hill we had stopped to take pictures of in the morning.

A quick run over the fire road resulted in me and Nick getting soaked as we went into a large puddle 3 abreast with Steve who came off the best as I almost got squashed between Steve & Nick and Me & Nick looked like we had been dumped in a river but at least it cleaned some of the mud off. Andrew & Juz found it highly amusing anyway.

The next lane took us back to within a few miles of my house and Nick's bike was playing up a bit now so we picked up a couple of steady lanes before arriving back at mine around 3pm.

My long suffering wife had done us proud again with steak pies from the local butcher, tea and cream cakes (Steve has never shut up about the fact that everyone else got donuts or cakes when they rode with me but he never got one when he came).

Nick was obviously starving as he managed to scoff down 2 steak pies and 2 cream cakes as well as a hand full of chocolates before setting off for home with the rest of the boys.

All in all a top day and even though we only did around 70 miles we had a right good laugh and all made it home in one piece in true TRF tradition.

Thanks to Nick, Andrew, Steve & Juz for a top day out and to those of you who could not make it in the words of our good friend Lee you missed "the best days riding ever".

Till the next time.

Bigmark  
AKA Mark Hunter  
Teesside & North Yorkshire TRF

## DEVON CHRISTMAS CAKE

Just a picture of the Devon TRF's AGM raffle prize. This cake was won by me (Ian Collins) in the raffle, the very nice lady who made it is a member of the group and yes she does ride a bike as well. Her name is Jules Phipps (cool4cakes@hotmail.co.uk).

The detail is unbelievable when you look at the cake itself, boots, trail mag, tbm mag, and DTRF logo, amazing cake.

I haven't tasted the cake yet! - looks too good to eat!

Ian Collins



# Scotland in the Fall

A warm spell at the end of October, too good to miss. Scotland calls, the start of the rutting season (not mine), so the prospect of plenty of deer about in the Highlands and wonderful autumn colours in the Lowland Glens.

Harry 2 had sussed out cheap accommodation through the BMW GS website forum. Ideal for motorcyclists on a budget. £14 pp/pn sharing a compartment in a First Class railway carriage. Turned out to be great. The carriages were in a siding at Rogart station, four hundred miles north between Dornock and Golspie so ideal for doing the far north of Scotland. We booked two nights. Each carriage had four separate sleeping compartments (bunk bed and seats), a dining area, a kitchen (self catering) and a toilet and shower at each end, for sharing. Take your own towels and toiletries.

I said we were too old for top bunks so we got a compartment each. With three coaches available, at this time of year, they said, no problem.

The best part was the under seat heating in each compartment. If there was any chance of getting wet during the day, you would be guaranteed to be dry by morning. Brilliant!!

The only other guests were a walking couple on a weekend tryst and two lads near the end of a Lands End to John O'Groats cycle ride.

The lads had set themselves a target of 100 miles a day but said it was down to cheap accommodation being available enroute. They were mainly using Youth Hostels and Bunk

Houses.

The ride up to Scotland was spectacular. We set off at seven, on a bright day, heading North on the A68, every river valley we crossed was shrouded in freezing mist rising from the water. We climbed into the sunshine each time we emerged from the valley. It was just one of those magical mornings when it looked as though you were riding above the clouds. From above the Tyne valley you could see a sea of white mist for twenty miles.

By the time we crossed the border, the mist had evaporated and a good day was in prospect.

Thank goodness, they have finally sorted out the approach road to the Forth Bridge, which used to be grid locked at two roundabouts. The A9 beckoned as the miles rolled by. We stopped at Dunkeld for lunch where we fed the ducks by the river, crumbs from the sandwiches.

The real Scotland begins with Glen Garry decked out in all its glory at this time of the year. Onward and upward, on fast, flowing, roads past the Cairngorms.

The barren rounded fells of the Cairngorms hold no real attraction for me. Like many parts of Scotland they are much more attractive when covered in Snow.

Harry had never toured Scotland before although he had visited, several times, on business. This is why we took the east coast route, which is picturesque in its own way but not a patch on the west coast. I like to save the best until last. Then again it depends on what

you look for in Scotland. I like the wild rugged aspect of the north west coast Highlands. Population close to zero but interesting outcrops of Munroes.

Inverness, the Dornoch Firth and we arrived at Rogart station where we decamped to the pub.

It was five thirty and the few locals were coming in for their after work, pre-dinner, whisky/half pint chasers. Part of the Scottish culture. They even had a whisky of the month at £2 a shot.

The Landlord was an ex Glaswegian. Sixtyish, six foot, twenty stone, bearded, gentle hardcase, with a great line in banter. We all put the world to rights within the hour. Although the landlord had been in the village, running the pub for twenty three years, he was still referred to as the Glaswegian.

Harry found a soul mate (BMW rider) in one of the older, unassuming locals. He did not look as though he had two pence to rub together but had just done a tour of Sweden and attended the NW 200. Plenty to talk about there then.

After a meal I retired to my compartment while Harry stayed for another pint and some more banter.

Next morning we were up and out, at dawn, for a tour of the far north and east of Scotland taking in Lairg, Altnaharra, Ben Hope, Tongue, Strathnever, Kinbrace, Thurso, Dunnet Head and John O'Groats before returning down the coast to Rogart.

The landlord said "Why are you going to JOG? There is "vernacular" all there!!

He was right but we just went, to say we had been there. This NE sector is not very interesting although the coastline is littered with castles and ruins of castles, if that is what turns you on.

There were a few deer about in Strathmore and Ben Hope was an imposing outcrop, in a



Harry at Sleeperzzz.com



Same old story

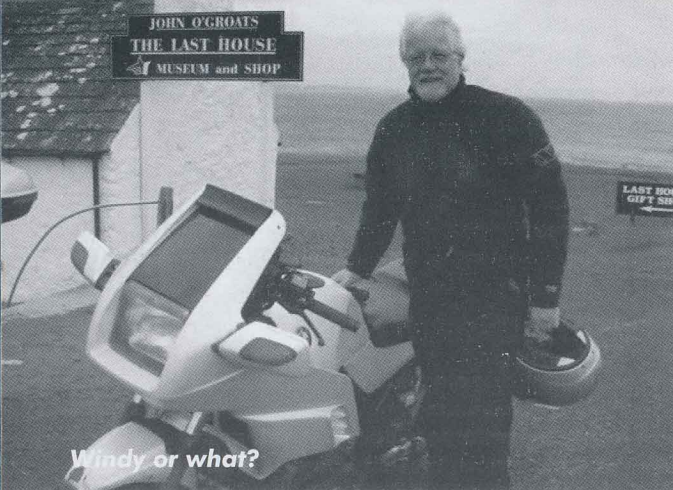
fairly benign landscape.

We passed a shooting party of twenty, just parking up on the moor, all dressed in their Saville Row, Tweed, Plus Fours. It looked like a Gamekeeper's convention. Half of the company were young lads. Good to see some traditions are alive and well.

Dunnet Head was worth a visit, just for the five mile approach road. This is the farthest point north on the British mainland, the only downside was, by the time we got there, the wind was reaching gale force and a side wind at that.

John O'Groats lived up to its reputation:





Windy or what?

deserted and very few buildings.

The blast back to base was unpleasant for me although Harry said his K series (tank) was really stable and he just leaned into the wind. The wind certainly did not appear to slow him down. I was hanging on for grim-death everytime the bike jumped a foot sideways on a gust of wind.

The next day, the Highland treat began, from Rogart to Scourie along Loch Shin and Loch More was fantastic in my eyes. Absolutely deserted across the open moors which carries a glowing ginger hue, at this time of the year. I often wondered why the traditional Highlander was portrayed with ginger hair and beard. Well the indigenous population, prior to the clearances, obviously evolved to blend into the landscape while hunting deer, as winter set in, at this time of the year.

Harry sailed past several herds of deer that were grazing near to the roadside. To be fair, they are very difficult to see, unless you know what to look for, until they move.

I told Harry, next time I see a herd, near the road, I will stop and you come back. Sure enough on approaching Loch More some big antlers were grazing near the inlet. When I stopped they gave me the eye and started to move towards the road. Harry arrived just in time to see them, at close range, jump the fence and cross the road in front of him.

For me this close encounter with the wild was what Scotland is all about and well worth the mileage. The Monarch of the Glen is an awesome sight particularly when you see a stag, silhouetted against the skyline.

Further on, I spotted an otter, sat bolt upright, in a Wee Lochan. Camera shy, he just dived below the surface as I pulled up.

From Scourie, venison pie and coffee stop, we took the road to Lochinver, then down the coastal route towards Achiltibuie

returning to the A835 via Stac Pollaidh, a majestic outcrop, which I climbed some ten years ago.

A fast run down to Kinlochewe on some sweeping roads, with lovely scenery before entering the magnificent Glen leading to Torrion. This one track road had been resurfaced since last year and lost some of its charm. The same feeling one gets when a favourite green lane has been regraded.

No doubt nature will work its magic and it will return to its former glory in a few years time. There was no effect on the towering cliff faces lining this Glen. It was just as hostile as I remembered it.

Next stop Applecross via the Cattle road (Bealach na ba). Again the top 500 foot of this 2000 foot climb was shrouded in mist, as it was last July. Has anyone seen it on a clear day?

The broccoli and stilton soup in the pub made up for the lack of view before we travelled down to Skye Bridge and our B&B at Broadford.

The weather forecast for the next day was apocalyptic. Weather forecasters, worst case scenario, thought I. How many days does it rain ALL day?

Well it did. Slightly took the edge off the return leg. Eilean Donan Castle looked forlorn, the

Autumn colours down Glen Shiel were muted and by the time we got to Neptunes Staircase things were looking grim.

Glen Coe, hugely impressive, cheered me up. The magnificent splendour of the Three Sisters and Glen More Etive.

Some years before I had seen a landscape of Glen Coe painted in the ginger hue. I thought at the time "That is a bit of a romantic interpretation".

Just like Heaton Cooper's landscapes of the Lake District, with his orange/brown skies, this glowing ginger hue was absolutely spot on.

It was no longer stair-rodging it down, as we left Glen Coe.

Harry spotted a touring party of ten Harleys, strung out over Rannock Moor, turned up the wick and did not ease off until we had exited the leading rider.

We got a mass-wave from a Sunday run of about thirty sports bikes, parked up at the view point, overlooking Loch Tulia as we headed for the Green Welly Cafe at Tyndrum.

We stood at the table in the Cafe, sipping our coffee, as water pooled around our feet. Petrol @ 117p litre and we were on our way to

Glasgow via Loch Lomond and the M74 to Carlisle. Saints preserve us, the rain stopped, only to give way to gale force winds. Made a nice change.

Harry decided to give the A66 a miss, too exposed, so after he piled on some more clothing, to counter the wind chill effect, we made a beeline for Newcastle.

The Great Western Bypass was its usual self, backed up for five miles so we filtered for fifteen minutes and then escaped down the A19.

I failed to keep up to Harry's pace and dropped in for an extra leak at a Petrol Station. The ageing process don't you love it.

Back at home, after a 1350 mile, introduction to Scotland Tour, I raided the freezer. Chicken korma and naan bread: tasty!!

A phone call to Harry and off to bed. Another enjoyable trip, to my spiritual home. Och I tha nuw. Hoc Loch and Majock.

Which reminds me I must do the Highland Railway, when the Snows come.

Good riding wherever you are.

John Robinson  
T&NYTRF





# POSTBAG

## TYRES - RESPONSE TO PAT BULLEN

In reply to Pat Bullen in December's magazine, our little group of five or six trail riders have been on trials rear tyres for several years. We love the extra reassurance you get on the road, and the far superior grip on rocks. After many years of trying we finally persuaded Richard at Enduro Man to try one during our twelfth(!) trip last November. He was amazed at how much easier even he found the stream beds and trails. You should supposedly lose out on mud, but you won't find anything slipperier than the peat bogs on the Isle of Man, yet we all seem to sail through.

Personally, I always use the MT43, for its thicker walls, but some of us use old sticky Michs and Dunlops, yet the nobs don't seem to rip off as you'd expect. Bikes range from 230cc to 525cc.

I know of at least one Clubman win on a Welsh forest based British Enduro Championship round on an MT43!

John Richardson

## RESPONSE TO PAT BULLEN

I am writing this in reply to Pat Bullens article in the December article of trail regarding out thoughts on the Pirelli MT43.

Firstly I must say that this particular tyre is the tyre of choice for most of us down this part of the country as it can be bought at a reasonable price and they do perform well in most conditions. Obviously they are trial bias and therefore can be run pretty flat.

In my own personal experience they perform pretty well on the road as well. I use my bike as a commuter as well as a trail bike and they do grip on the road very well.

Combined with a Bridgestone gritty on the front you will have the best of both worlds.

Chris Frost, Cornwall TRF

## KLX 250

I'd like to add my observations on the KLX 250. Several months ago I bought a black and white model. I have now over 4000 kms on the clock, yes kms! Trying to work the tripmeter I've finished up stuck on kms. Unlike the previous writer I have found the set up ok. Alright I admit I need to stretch a bit to reach the saddle but would not want to compromise on the ground clearance! Also I've found that fitting a smaller front sprocket halves the life of the chain and sprockets (maybe my weight doesn't help much on that either). I've had no luck in finding a bash plate for it. I have fitted some protection around the vulnerable water hoses. One annoying problem is if stalled it will not start again easily, which is a nuisance when you're trying not to fall too far behind, and at 75 I don't need any further handicaps. I have no other complaints about it. I had a superb ride on Thurs 31st 2009 with 7 other riders, conditions were very wet and the little bike coped beautifully. Petrol consumption was less than half of the 450. I was following, and the engine was so quiet I left it running while horses were passing (also because of the restarting problem!)

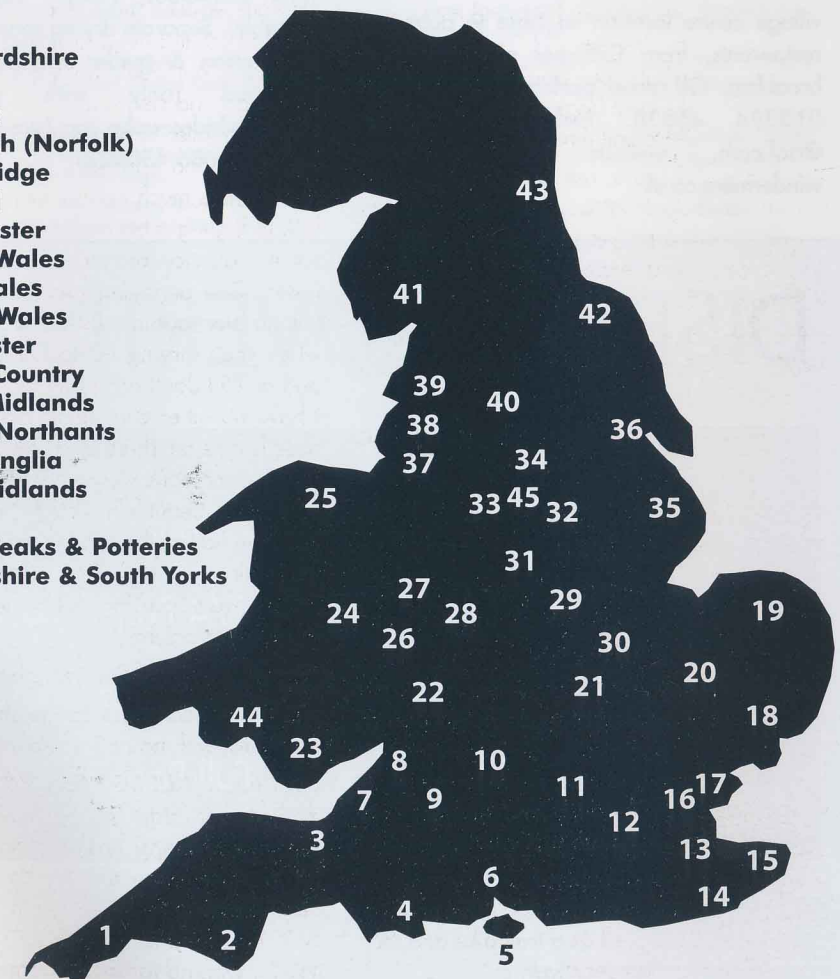
Ron Pranglen, Lodden Vale

p.s. It has been back to the shop re starting problems, with no noticeable improvement.

*Ed: I had a KLX 300 year 2000 which had similar hot start problems. It was also sensitive to being upside down. Try turning off the fuel, open the throttle fully, turn the engine over a few times, then turn on petrol, NO throttle and hopefully it should start. Well it worked for me.*

## WHERE TO FIND THE GROUPS

1. Cornwall
2. Devon
3. Somerset
4. Dorset
5. Isle of Wight
6. Southern
7. Axe Vale
8. Bristol
9. Wiltshire
10. Swindon
11. Loddon Vale
12. Thames Valley
13. South London & Surrey
14. Sussex
15. Kent
16. Hertfordshire
17. Essex
18. Suffolk
19. Norwich (Norfolk)
20. Cambridge
21. Oxford
22. Gloucester
23. South Wales
24. Mid Wales
25. North Wales
26. Worcester
27. Black Country
28. West Midlands
29. South Northants
30. West Anglia
31. East Midlands
32. Peaks
33. High Peaks & Potteries
34. Derbyshire & South Yorks
35. Lincolnshire
36. East Yorks
37. Manchester
38. Lancashire
39. Ribble Valley
40. West Yorks
41. Cumbria
42. Teesside & North Yorks
43. Northumberland
44. South West Wales
45. Virtual Peak





# MEMBERS CLASSIFIEDS

**YAMAHA TT600** R plate, t&t, runner but has electrical issues. £500 ono. Contact Leo Crone on 01325 463815 (work hours).

**KTM 300** EXC 52 plate owned for 5 years. Good condition. Tax to June, MOT to December. Price £1595. Tel: 01254 823893.

## ACCOMMODATION

**BRENDAN CHASE B&B** Windermere village centre location so close to pubs and restaurants, from £25 per night bed and breakfast. Off street parking for bikes. Tel: 015394 45638. Email brendanchase@aol.com, website: www.placetostaywindermere.co.uk

**HOLIDAY LODGES IN MID WALES** (owned by member). Ideally suited for motorcycle enthusiasts. Large site with safe, secure hard standing for bikes and trailers. Utility/boot room in all, fully equipped workshops for those essential repairs. Self catering or provision for grocery supplies and home cooked meals delivered to your door. Excellent rates for TRF members. See our website: [www.radnor-revivals.co.uk](http://www.radnor-revivals.co.uk) or telephone 01597 840308 for a brochure and information.

**ANNEXE BED & BREAKFAST** Staylittle, near Llanidloes, Powys. Sleeps five (six possible). Separate drying room. Right of way information & guides available, trail bikes provided (only with guide). See [www.trailrides-wales.com/stayinwales.html](http://www.trailrides-wales.com/stayinwales.html) or phone 01686 430522.

# DISPLAY ADVERTISING

## Black & White

1/4 Page £36

1/2 Page £66

Full Page £110

## Colour

1/4 Page £72

1/2 Page £132

Full Page £248

## INTERESTED?

Contact Hazel Ellison on 01254 823893 [trailadvertising@hotmail.com](mailto:trailadvertising@hotmail.com)

# GROUPS

**AXE VALE** David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895.

2nd Tues, 8pm, Windmill Inn, Nore Road, Portishead.

**BLACK COUNTRY** John Oseland, Tel: 01902 656011

1st Tues, 9pm, The Longford House, Watling Street, Cannock.

**BRISTOL** Glenn Summers, Tel: 01454 619246

4th Mon, 8pm, The Midland Spinner, Warmley, Bristol.

**CAMBRIDGE** Martin Pinion, Tel: 01353 776252

1st Thurs, 7.30 p.m., The White Swan, Elsworth Road, Conington, Cambridge CB23 4LN.

**CORNWALL** Adam Hedley, Tel: 01579 349217

3rd Thurs, 7.30 - 8.00 p.m., The Victoria Inn, Roche.

**CUMBRIA** Roger Harris, Tel: 01539 725198

2nd Tues, The Gilpin Bridge Inn, Levens, Nr. Kendal.

**DERBYSHIRE & SOUTH YORKSHIRE**

Mick Ellison, Tel: 07780 674192

2nd Tues, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire.

**DEVON** John Heal, Tel: 01626 366860

2nd Tues, 8pm, The Dolphin Hotel, Station Road, Bovey Tracey, TQ13 9AL.

**DORSET** W. John Williamson, Tel: 01929 553640,

Mob: 07850 727873 1st Tues, 8pm, Greyhound Inn, Winterbourne, Kingston, Nr. Bere Regis.

**EAST MIDLANDS** Graham Chinnery, Tel: 01332 863433

2nd Wed, The Clock Warehouse, London Road, Shardlow, just off the A50.

**EAST YORKSHIRE** Jim Harrison, Tel: 07747 758323

2nd Tues, 8pm, Londesborough Arms, Market Weighton.

**ESSEX** Cliff Eves, Tel: 07515 330423

2nd Wed, The Wheatsheaf Public House, Hatfield Peverel.

**GLOUCESTER** Richard Simpson, Tel: 07812 402021

1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

**HERTFORDSHIRE** John Fox, Tel: 01462 811654

2nd Wed, 8.30pm, Shire Park Social Club, Shire Park, Central Drive, Welwyn Garden City AL7 1AB.

**HIGH PEAK & POTTERIES**

Graham Till, Tel: 01782 510533/07971 477024

2nd Tues, 8.30 - 9.00pm, The Stafford Arms, Bagnall. (2 miles out of Leek).

**ISLE OF WIGHT** Andy Hawkins, Tel: 01983 617232

1st Wed, 8pm, The Eight Bells Inn, Carisbrooke, Newport, IOW.

**KENT** Steve Neville Tel: 01474 742705

2nd Tues, 8.30p.m. for 9pm, The Moat Pub, Wrotham, near Brands Hatch.

**LANCASHIRE** Keith Westley, Tel: 01704 893215

1st Tues, Black Bull, Hall Lane, Mawdesley.

**LINCOLNSHIRE** Paul Vernon, Tel: 01522 889079

4th Thurs, 8pm, Lincolnshire Poacher, Bunkers Hill, Lincoln.

**LODDON VALE** Eddie Mace, Tel: 07973 721059

2nd Thurs, Inn in the Park, Woodley Centre, E. Reading.

**MANCHESTER** Phil Kinder, Tel: 07809 647293

2nd & 4th Mon, 9pm, Arden Arms, A6017 in Bredbury.

**MID WALES** Tony Rooney, Tel: 01239 698349

Last Thurs, 7.30pm, The Crown Inn, Rhayader except July & December.

**NORTHUMBRIA** Nic Gilbert, Tel: 07931 838587

1st Wed, 8pm, The Staffs Club, Blaydon, NE21 4JB.

**NORTH WALES** Richard Hughes, Tel: 01244 533855

1st Wed, 8pm, Cross Keys, Buckley, OS 117 290 637.

**NORWICH** Jeremy McNulty, Tel: 07786 426055

2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

**OXFORDSHIRE** Peter Cole, Tel: 01844 214075

3rd Thurs, 8pm, The Gladiator Sport & Social Club, 263 Iffley Road, Oxford, OX4 1SJ, next to Motorworld VW Garage.

**PEAK DISTRICT** Steve Cartwright, Tel: 01782 848034

1st Thurs, 8pm, The Joiner's Arms, Church Road, Quarndon, Derby.

**RIBBLE VALLEY** John Noblet, Tel: 01254 230347

2nd Tues, 8.30pm, Brown Cow, Chatburn, Clitheroe (off A59).

**SOMERSET** Greg Hughes, Tel: 07824 893144

2nd Thurs, 8pm, The Old Pound Inn, High Street, Aller Langport.

**SOUTHERN** Colin Lindstrom Tel: 07818 404240

3rd Thurs, 8pm, Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords).

**SOUTH LONDON & SURREY** Steve Sharp, 0208 773 4204

8.30pm, 4th Wed, Nescol Centre for Sports Development, Banstead Road, Ewell, Surrey.

**SOUTH NORTHANTS** Graham Walker, Tel: 07841 158820

2nd Monday, 9pm, The Old Sun, 10 Middle Street, Nether Heyford, Northampton NN7 3LL.

**SOUTH WALES** Stuart Dodwell, Tel: 01446 710851

1st Tues, 8pm, Bedwas Rugby Club, Bedwas, Nr Caerphilly.

**SOUTH WEST WALES** Last Tues, Corner House Pub,

Commercial Street, Ystalyfera, Swansea.

**SUFFOLK** Richard May, Tel: 01787 374073

Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

**SUSSEX** Julian Flack, Tel: 01306 740586

Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

**TEESSIDE & NORTH YORKS**

Harry Nicholson, Tel: 01642 657063.

3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

**THAMES VALLEY** Julian Ogley, Tel: 0208 5799778

3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.

**VIRTUAL PEAK GROUP**

Paul King, [kingy@virtualpeakstrf.co.uk](mailto:kingy@virtualpeakstrf.co.uk) Tel: 07966 289778.

This is a virtual group at [www.virtualpeakstrf.co.uk](http://www.virtualpeakstrf.co.uk)

**WEST ANGLIA** Mark Andrew, Tel: 01933 413458

1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

**WEST MIDLANDS** David Chamberlain, Tel: 0121 783 3438

1st & 3rd Wed, Wilmcote Mens Club, Stratford on Avon.

**WEST YORKSHIRE** Richard Hoyle, Tel: 07789 644461

1st Thurs, 8.00pm, Cue Gardens, Stadium Mills, Stadium Road, Bradford BD6 1BJ.

**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 Tues, White Hart, Fernhill Heath, Worcs.