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# TRAIL



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

MARCH 2010 No. 379 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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Keepers of Stationery:	<b>Debbie Hutchinson</b>	Leaflets & Membership Forms
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## REGIONAL RoW ADVISORS

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# MORE MEMBERS NEEDED

## MEMBERSHIP DRIVE 2010

A BIG THANK YOU to those members who signed up new members or renewed lapsed members using the membership forms from the pullout section of last month's TRAIL.

If you have used the two forms more are available from Debbie Hutchinson (Membership Secretary) who will be pleased to replenish your stock. Debbie also has supplies of the 'Joining Leaflets' as well as TRF desktop dispensers that hold around 30-40. Don't forget the tri-fold is an A4 poster on the inside.

If you haven't signed up a new member don't give up. If rights of way is not your bag this is your way to make a contribution.

## CONTENTS

NOTICE BOARD	2
FROM ROBIN HICKIN	3
ROW NEWS	4
BMF NEWS	6
APRILIA 450	7
LARA FORUM	9
HORSE EVENTS	13
NORTH DEVON	14
WEST MIDLANDS TRF	16
VERY MUDDY DAY	18

## WANTED:

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

## COVER PHOTO:

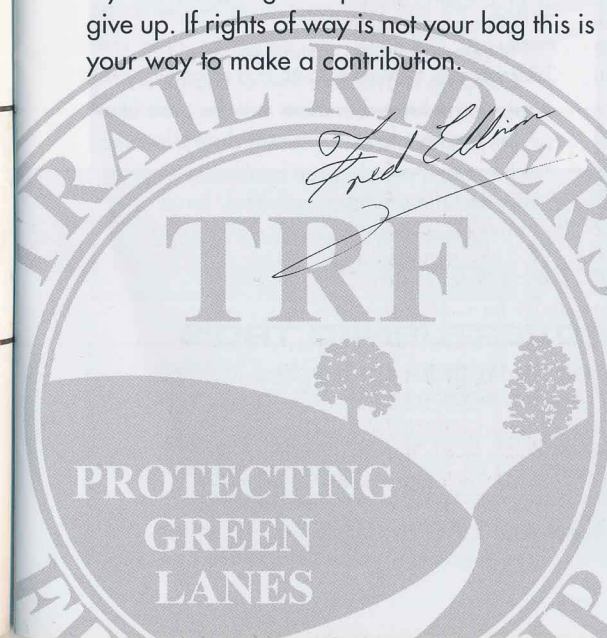
Photo from John Robinson  
Misty Eyes in the Berwyns

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## NOTICE BOARD

### MANCHESTER TRF - RIDEOUT BOOKING SYSTEM

We operate a **diary system** for all Manchester TRF rides. If you would like to lead a ride, find out what rides are available or join a ride then please contact our new diary man:

**Alan Hulbert,**  
**07718 529870/0161 7641289**

*(please save his number to your phone)*

The reason we use this kind of booking system is to ensure that all members get the same chance of getting a ride. Not all members can attend meetings and some do not have access to the internet or the forum. Using this system also means we can keep an eye on group numbers and where members are riding so that we can update everyone when RoW issues arise.

Also the club will then know what rides are available when new members call looking to get onto their very first rideout. This system is in place to make things fair for **all** members and ensures there are no "clicks" within our group.

If you would like to get your photos or ride reports onto our group's website then please submit them to  
members@manchestertf.org.uk

Thank you, [www.manchestertf.org.uk](http://www.manchestertf.org.uk)

### TWO DAYS TRAIL RIDING & AN EVENING WITH TAMSIN JONES

**31st July & 1st August 2010**

Two days trail riding, and an evening with Tamsin Jones who will display the bike on which she completed this year's Dakar Rally in Argentina and talk about what it was like.

Two groups for the trail riding - Liz Millett to lead experienced trail and offroad riders on a challenging route, and myself to lead lesser experienced riders (or older ladies!) on a less strenuous rideout.

If numbers are high, men will go separately. If low, they will come with us to open gates and be generally helpful!

Price for the trail riding, evening talk with Tamsin including a jacket potato with filling and salad, and cakes, supper is £58 for both days, £38 for one day's riding, or £8 to come along in the evening.

Accommodation, if required, is extra. Camping is available free of charge on our large lawn, but there may be a bit of a queue for the loo and shower!

If enough people want bunkhouse type accommodation, I will book some.

Marianne Walford 01686 430522  
[www.trailrides-wales.com](http://www.trailrides-wales.com)

### YORKSHIRE DALES OVERTURNED TRO'S

Of the four lanes that had the TRO's overturned by LARA last year, bear in mind that only Gorbeck Lane has BOAT status.

One of our members is contesting a s.34 that he received on Stockdale Lane and I have heard today that the DMMO application appeal on Stockdale Lane was rejected by the Secretary of State in January, so the lane cannot achieve vehicular status.

Tony Davenport, Lancashire TRF Group

## FROM THE ROW OFFICER ROBIN HICKIN

### Sarn Helen & the Gap Road

The TRF is aware that there are prosecutions pending for Sarn Helen, and possibly the Gap road. If you are one of the ones who have been issued with a summons for using either of these routes in Brecon Beacons National Park, please contact me before making any response to the summons. If you know someone who is not a TRF member who is in the same position ask them to contact me so that we have a full picture of what is happening with regard to prosecutions in the area.

The TRF is looking seriously at how best to deal with this infringement of our rights, so in the meantime be aware that the Park Rangers are primed to get you prosecuted. It has also been brought to our attention that their vehicles are equipped with video cameras to record any incidents. Until this matter is resolved we expect police action to continue.

Finally if you are stopped, (and it is only a police officer in uniform who has the right to stop you), on a former RUPP that has been re-classified as a restricted byway due to NERC legislation, if the officer believes you have committed an offence, you could simply ask for

a fixed penalty notice to be issued, which will currently result in a £30 fine and no point on your licence if paid within 28 days.

### Notice to all Members - Viking Way

Please be aware that LINCOLNSHIRE COUNTY COUNCIL has made an Order on The Drift, Denton (Sewstern Lane, from grid ref 855304 to grid ref 874271) to allow for essential restoration of an area of Special Scientific Interest and to prevent further damage to the highway. The effect of the Order is to prohibit all motor vehicles from using the above section of highway. The Order is in operation now and will continue in force for a period of 18 months or the completion of the works whichever is the sooner.

The TRF believe that LCC has not acted properly in this matter and we are taking action to resolve this situation, but in the meantime, as responsible users, we advise members not to use this stretch of the Viking Way. We would also appreciate any information that you may have in respect of LCC's action in this matter to date so as to strengthen our case if court action becomes necessary.

## 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)

ALSO WHY NOT TAKE A LOOK AT [WWW.BBTRUST.ORG.UK](http://WWW.BBTRUST.ORG.UK)

# RoW NEWS

## TEMPORARY LANE CLOSURE IN NORFOLK

For nearly a year now a significant section of the Peddars Way (U22114) near Anmer in West Norfolk has been closed for much needed repairs. The good news is that the repairs appear to be complete and the restriction is due to end at the beginning of April. This will restore one link in what is without doubt the longest unbroken stretch of green lane in the county. However as one closure comes to an end another begins.

Notices have just been posted (in local papers and on site) warning that the section of Peddars Way between the B1153 Bircham Rd and the Anmer to Harpley Rd will close for repairs from March 1st. This closure is also expected to last one year and although this is a frustrating development for users of this popular lane there is no doubt that the repairs are necessary.

As a National Trail, Peddars Way attracts large numbers of non vehicular users and the current poor condition of these sections has inevitably led to calls for a closure to vehicles. The TRF will of course monitor this process to ensure that the temporary closure does not become more permanent but improvements in surface condition are definitely to our long term advantage, so I would urge all users to comply fully with these notices.

Richard Sugden, Eastern Area RoW Advisor

## FLOWER SCAR ROAD

(Runs off the A681 out of Bacup towards Todmorden) Tony Broughton will be having a meeting with Calder Rights of Way Officer to gain more information about the Rights of Way in this area.

Tony Broughton

## YORKSHIRE DALES OVERTURNED TRO'S

Of the four lanes that had the TRO's overturned by LARA last year, bear in mind that only Gorbeck Lane has BOAT status.

One of our members is contesting a s.34 that he received on Stockdale Lane and I have heard today that the DMMO application appeal on Stockdale Lane was rejected by the Secretary of State in January, so the lane cannot achieve vehicular status.

There are obviously some people who do not regularly attend group meetings or browse forums, so it is important to make sure they are fore-warned.

Tony Davenport,  
Lancashire TRF Group

## GORBECK ROAD

I have read the YDNPA report on Gorbeck Road dated December 2009, and make the following points:

### Page 6

Section 9) Natural England maintains that vehicles keeping to the route will have no impact on the SSSI. A wall prevents vehicles straying from the route. So no need for a TRO.

Sections 10, 11, 12) YDNPA still maintains vehicles will cause damage if they stray from the route. Bias? What about walkers' dogs: far more likely to stray from the route, and will actively predate wildlife, esp ground nesting birds and mammals.

### Page 7

Section 15) The presence of old mining works indicates that far from this being a 'natural' landscape, it is in fact a post-industrial one, much marked by the hand of man over the centuries. So, no need for a TRO.

### Page 11

Section 37) It would appear that since the

lifting of the illegal TRO motorcycles have formed only a minority of vehicular traffic on the road, and that the total of vehicular traffic (much related to agriculture) cannot be described as excessive. So, no need for a TRO.

### Page 12

Section 39) It would appear that there are plenty of paths and bridleways in the area for use by those who would prefer not to encounter motorised vehicles. Therefore, motorised use of Gorbeck cannot be intrusive, so no need for a TRO.

Section 45) Use by motorcyclists is declining, so no need for a TRO.

### Page 13-14

Sections 46-57) 'Tranquillity' is at best a nebulous characteristic, while part of the 'historic' nature of Gorbeck Road is that it is indeed a road, and has been for the last 500 years, with use by motors for at least the best part of a century. Does tranquillity extend to the nearby Three Peaks, where YDNPA spends 25 per cent of its maintenance budget on one overused footpath. How can this area be regarded as tranquil, when YDNPA is using

helicopters to airlift in quarried material to repair damage caused by walkers on the Three Peaks. How can the Three Peaks be tranquil when hundreds of walkers are climbing them as part of a calendar of organised events? What about the road traffic that this kind of activity generates? And why a TRO for Gorbeck to prevent the passage of just one motorcycle for every 183 walkers? Some might say such a measure is disproportionate: others would say it is vindictive.

### Page 15

Section 59) As per page 6 above: appropriate measures can be used to confine motors to the road, but they won't work for dogs and walkers, which pose more of a threat to wildlife, so no need for a TRO.

### Page 16

Section 59) Surely the ruts complained of help define the route for the benefit of all. The road is 500 years old: it would always have had ruts, which are a historical testament to the important nature of Gorbeck. So, no need for a TRO!

Richard Simpson

## FORTHCOMING EVENTS

**National and Regional RoW Workshops** Dates to be arranged.

**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

**Austin Vince** 18th March 2010 - see page 25 for details.

**Trail Rides for the Mentally Handicapped**

Trail Run: Saturday 5th June 2010. Charity Trial: Sunday 6th June 2010

**Two Days Trail Riding and an Evening with Tamsin Jones**

31st July and 1st August. Contact Marianne Walford, 01686 430522.

## MAKE SURE YOUR EVENT IS LISTED

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



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# NEWS

## Riders are Voters

Unless you have been living in another country for the last few months, you cannot have failed to notice that we are now in the run up to a General Election to be held in the next few months. The bmf, together with other organisations representing motorcyclists and the motorcycling industry, are running a campaign to encourage all riders to vote in the forthcoming election, but prior to using their vote, to raise questions and issues of concern to motorcyclists with the potential MPs.

This can be achieved in a variety of ways such as arranging a meeting with candidates to discuss issues one to one or in a small group. Alternatively you could write to, e-mail, or telephone the candidates to raise motorcycling issues with them to ask what they will personally do about those issues if and when they are elected. Questions can also be raised in person at hustings and other meetings where the candidates are present or by writing to the local paper as they frequently publish articles about the various candidates in the run up to the election and invite questions from their readership.

There are many millions of motorcycle licence holders in the UK and indeed in many constituencies the motorcycling vote could affect the end result.

Details of the individual candidates and how to contact them can be found on the main party websites. If you are not sure who your sitting MP is or what constituency you live in you can find it by going to [www.theyworkforyou.com](http://www.theyworkforyou.com) and entering your postcode in their search engine. Make sure you are registered to vote, raise motorcycling related issues with the candidates and make sure you use your vote.

For further information look at [www.ridersarevoters.org](http://www.ridersarevoters.org) where much more detail about the campaign and information about local candidates is to be found and there is a link to your local election office to make sure you are registered to vote.

Please raise motorcycling issues with the candidates then use your vote.

Ride Safe, John Gardner  
Secretary to National & One Make Clubs BMF

## KNOBBYKNIFE

During this recession which we are supposedly out of (mind you I make cashcows for Datsun in the North East and we have been flat out for most of it) I have found a great way of saving money on tyres. I have bought a Knobby Knife from America, basically a large soldering iron with an attachment for tyre cutting, along with a mitas co2 tyre which can be cut up to ten times and in my opinion gets better with cutting as the treads are massive. The bonus is fewer tyre changes as I know everyone loves changing tyres - not! and it is also very green. Up to ten less tyres for the tip.

Jake Miller, Darlington



## APRILIA 450 REVIEW

I'm in the bike business. Well I took in a 2009 Aprilia RXV 450 this week and took it on the run today to see how it compared with my CRF 250X which I love.

I thought you might like to know its good and bad points as I always like to see what other people think.

Admittedly, I was a little apprehensive about the RXV as the older models had a reputation for being a bit of an animal and having a fierce power delivery.

The 2009 bike has a switch on the handlebars for soft or hard power. I rode it most of the time in soft mode as conditions were pretty slippery. It was great! My arms are still the same length and I felt the power delivery was just right.

I don't consider myself as a particularly good rider off road as I have been away from it for so long. I class myself as competent intermediate standard. So don't be intimidated by these bikes if you're not an expert. I didn't have one incident on the 115 mile route we did where the power got me into any trouble.

### GOOD POINTS:

- Handling was faultless and it didn't feel any heavier than my CRF.
- Suspension is luxomatic plush.

- Power delivery is faultless and very, very smooth.
- Very nice to ride on the roads and geared perfectly.
- Really well designed seat which removes with one turn Dzus fastener and can be removed in seconds with no tools.
- Tank hinges up to reveal air box and filter, again, takes seconds.
- Both plus accessible from side of bike without having to remove panels.
- Build quality is really good. I've practically taken it apart to have a good look round it and I love the engineering and thought that has gone into it to make it user friendly and easy to work on and the quality of the fittings is top notch. Lots of stainless stuff. Electrics all really well sealed and insulated etc.
- Looks (in my opinion) beautiful... Italian design flair see! (ask the missus).
- Super easy to ride. Leave it in third all day. Pulls from about 3 mph up to about 40!
- Despite it being Italian, nothing fell off. OK...the horn packed in.
- Pocket on the seat to put fags in or race card if you are that way inclined.
- Super smooth, makes George Hamilton look like he's off shameless.

## BAD POINTS:

- Very annoying side stand. One of the automatic flick up types which ping up and make your bike fall over when you aren't looking or when you move it a couple of feet at a gate etc.. GRRRRR!
- VERY thirsty. I would say probably 20% thirstier than KTM 450. Although this bike is almost new, 300 miles, now so that will improve as it loosens up a bit.
- Hard seat. But so have most others.
- Chain slaps.... a lot. I'm going to modify the chain guide to fix this.
- The horn packed in.
- Stickers on tail unit came off at jet wash despite being careful.
- NO KICK START. That's just mental!
- Difficult at starting on cold mornings (like today). The manual even fesses up and says the bike will be difficult to start at temps 0 degrees or less (like today). And.... get this! Recommends that you take the bike indoors to warm it!!!!!! "Err....scuse me love, can I bring the bike in the lounge tonight only I'm

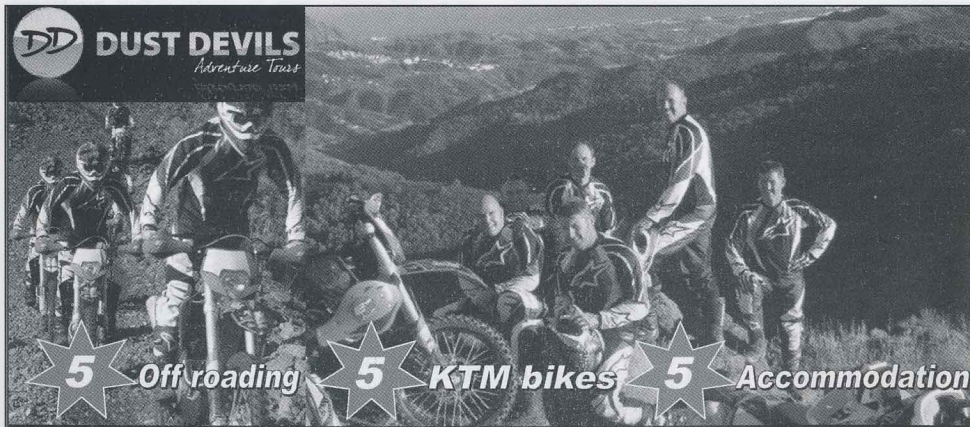
off on a ride tomorrow?" WHAT A JOKE! I've got round this. I had a GSXR race bike that was the same. Turned out the standard plugs were to blame. I've fitted Iridium plugs to the Aprilia and it fires first time. Sorted.

- The air box intakes are right at the front of the bike either side of the headstock. While this is great for sucking in great lung fulls of lovely air to provide go, it is also great for taking in lake loads of water in the event of either following someone through a big puddle or hitting deep water too fast and getting that water in the face moment. The airbox is sort of shaped inside to channel any water coming in back out again but I don't really trust it that much. I'm going to modify the rad louvres a bit to give a little more protection. By modify, I mean glue a bit off plaggy on to deflect water away from the inlet.

That's it!

I really didn't think I would like it because I love my CRF. But..... sad as I am to say it. "Sorry Honda, it's over.... I've met somebody else."

Simon Rayner, West Yorkshire TRF member



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## Introducing the new LARA Forum

*The Motoring Organisations' Land Access and Recreation Association (LARA) was formed in 1986 as a direct response to pressures on stage rallying in Mid-Wales and to green road driving everywhere. The founder members, which included all the main national organisations involved with motor sport and recreation, realised that it was time to draw a line in the sand and say that our sport has 500,000 participants and enthusiasts, and is not going to be squeezed out of the countryside. At much the same time, the Sports Council (now Sport England) published the seminal report, 'Providing for Motorsport - From Image to Reality', which advocated the formation of a 'national forum' to give motor sport and recreation a strong voice with government, land managers, and providers.*

The inaugural meeting of the LARA Forum will be at the headquarters of the AMCA, Cannock, on the afternoon of Tuesday 18 May 2010. LARA invites you to come along and hear about the land use issues facing our sport and recreation, and you can tell us what you want in the way of information, support and representation. You do not have to commit to join the LARA Forum in order to attend this meeting.

LARA is funded only by its Member Organisations, other than some grant aid by Sport England in the early years. This funding allows the employment of specialist contractors who advise LARA Members and take a lead on national, and some important local issues and cases. LARA's role has always been 'technical and specialist', rather than 'political', and, while policy change is

important, so is protecting and expanding facilities, site by site. With climate change, 'tranquillity mapping', increasingly stringent European noise regulations on the horizon, more emphasis on non-intensive land use on farms, 'Quiet Lanes', and many more initiatives, motor sport and recreation face as many problems now as back in 1986.



We currently face what may be the biggest threat yet: the High Court case of Fortune v. Wiltshire County Council, which threatens the very existence of the 'unsealed unclassified county road'. If your members need 'white roads' for events or recreation, then this affects you, and could wipe out your activity overnight.

Over the last decade we have seen the long-established volunteer base wither, making the continued availability of LARA even more important in not allowing land and byways be lost by default. Now, post 'credit crunch', the availability of less money in the sport itself, and the serious spending constraints for national and local government, puts motor sport in a worse position.

LARA's Members have addressed the need for the

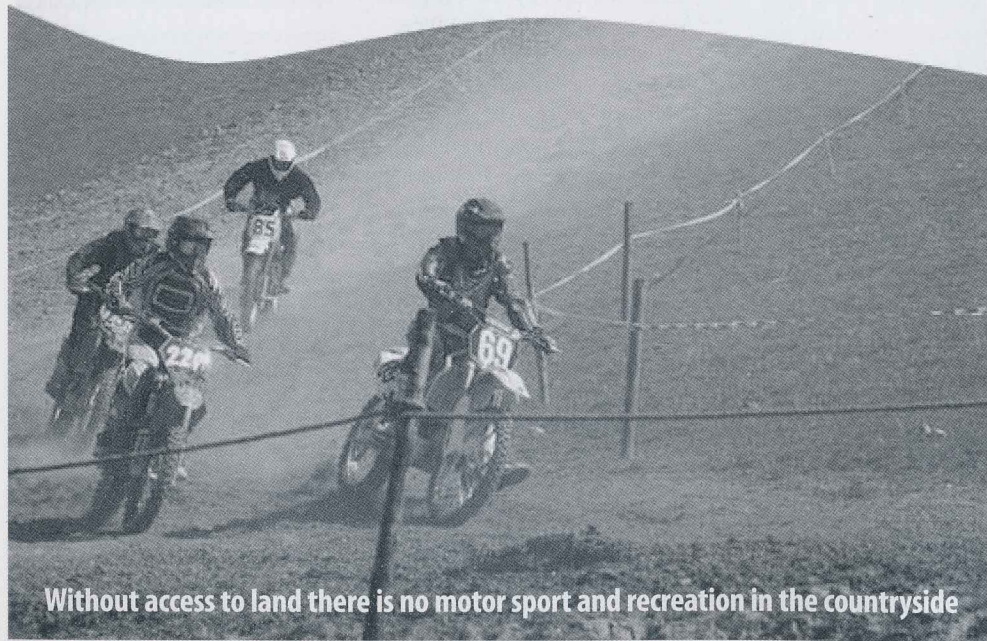
Association to adapt to the new circumstances. We are therefore going back to LARA's original purpose and structure and, while keeping the ability to deal with national issues, are creating the LARA Forum to bring together regional and small national associations, independent promoters, companies within the motor and motorsport industry, interested individuals, and the media. The LARA Forum will initially meet three times a year, and will receive reports on current issues from LARA's officers. How the LARA

Forum develops will depend upon its Members' needs. Why should your organisation join the LARA Forum? At least some of the issues that we have already faced, coupled

with some of the new ones, are likely to

adversely affect all types of countryside motor sport and recreation, either now or in the future. Land and minor roads are a finite asset and it is hard to find new sites to replace any that are lost. There is a lot of common interest between the different disciplines, and a great deal of knowledge and experience to be shared.

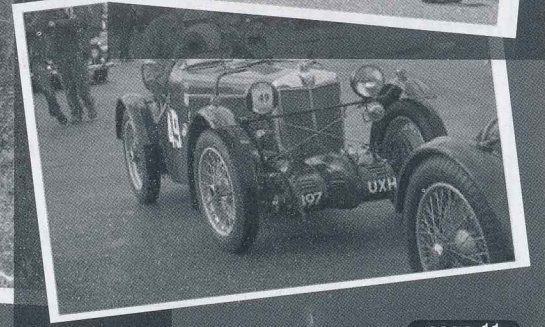
When LARA was formed there were fewer organisations with a national or regional remit, but those were mostly large. Now, with the evolutionary split into more, smaller, organisations, LARA needs these smaller organisations to join the forum in order to maintain a strong voice. It is your sport, so you have to look after the resource you use and need.

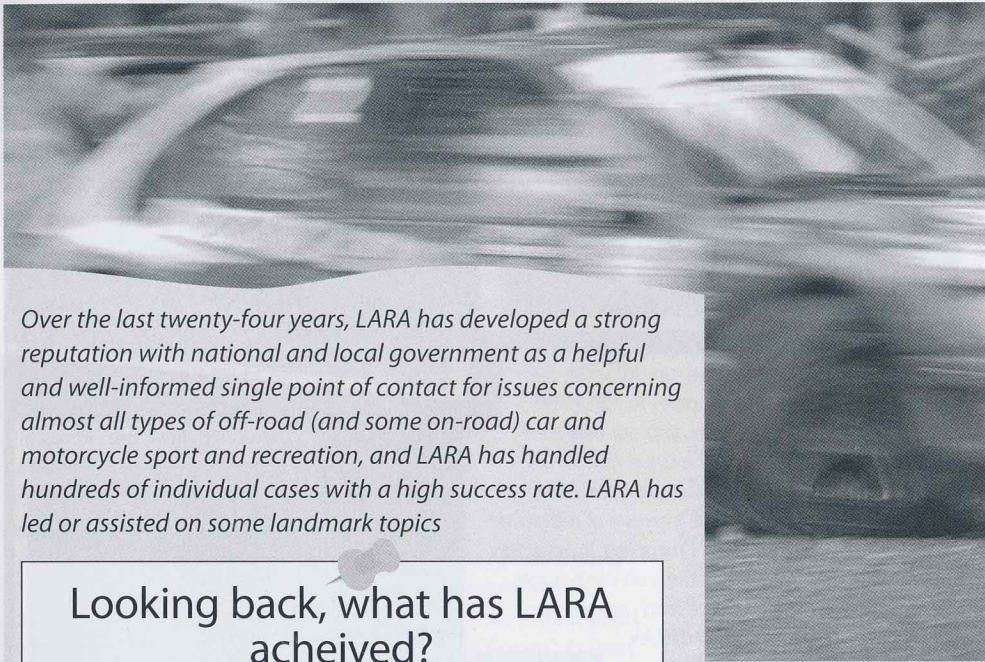


Without access to land there is no motor sport and recreation in the countryside



LARA was heavily involved in the run-up to the Natural Environment and Rural Communities Act 2006. We had a good rapport with the Minister, and our balanced ideas were taken on board by the Government, only for a 'backbench rebellion' to enact provisions that have been very damaging to the interests of motorists. With climate change, 'tranquillity mapping', increasingly stringent European noise regulations on the horizon, more emphasis on non-intensive land use on farms, 'Quiet Lanes', and many more initiatives, motor sport and recreation face as many problems now as back in 1986.





Over the last twenty-four years, LARA has developed a strong reputation with national and local government as a helpful and well-informed single point of contact for issues concerning almost all types of off-road (and some on-road) car and motorcycle sport and recreation, and LARA has handled hundreds of individual cases with a high success rate. LARA has led or assisted on some landmark topics

## Looking back, what has LARA achieved?

- The defeat of the proposed motor vehicle prohibition on The Ridgeway in 1992.
- Developing schemes to provide facilities to stop illegal motorcycling.
- The introduction of the 'Off-Road Events Regulations 1992'.
- A national system of volunteers and respondents.
- Persuading the Government not to proceed with the effective removal of 'permitted development rights' (the 14/28 day rule).
- Developing the 'Hierarchy of Trail Routes' scheme in the Lake District.
- Introducing a system of 'voluntary restraint' for unsealed roads.
- Mounting a successful High Court challenge to the rules for the Single Payment Scheme for farmers, which would have ended many trials and motocross events.
- Successfully challenging the imposition of traffic regulation orders by the Yorkshire Dales National Park Authority.
- Hosting national seminars and publishing comprehensive guidance on land use issues.

**You are very welcome to ask questions about LARA and the LARA Forum.**

**Please email to:**

**Bill Troughear,  
Honorary Chairman.  
[troughear@teamsprite.co.uk]**

**Alan Kind, Motor Sport  
& Planning Specialist.  
[laragb@mac.com]**

# HORSE EVENTS

**To all horse event co-ordinators: why not request editorial coverage in the programmes of events that the TRF helps with this season. Below are sample programme notes for horse trials and endurance events which may help.**

## **Programme notes for Horse Trials**

Jump scores on the cross-country section at this event are being collected by motorcyclists from the Trail Riders Fellowship.

Members of the TRF are working here today as unpaid volunteers, but the organisers of the event have been pleased to make a substantial donation to the TRF, and the work it does in maintaining our shared heritage of unsurfaced country roads.

The TRF is this year celebrating 40 years of campaigning to keep important parts of Britain's rights of way network open to all.

Sadly, this has not always been successful. Many routes have been made into Restricted Byways, which has in effect closed them to all motorised users. Some of these routes have become overgrown, and people living on others have encountered difficulties in selling their houses because legal vehicular access to them is no longer an automatic right. Motorcyclists, who only ever had some five per cent of the unsurfaced rights of way in England and Wales open to them, now estimate that only about half that total is left.

However unfairly its members have been treated, the TRF remains committed to campaigning to keep the countryside open for all who wish to use it responsibly.

Whether they are assisting at a horse event or just out for a ride in the countryside, TRF members take a pride in minimising their

environmental impact by following a Code of Conduct.

Please remember to speak up for the TRF if your opinion is sought on rights of way matters.

If you would like to find out more about the Trail Riders Fellowship, including how to enlist their help with an event that you may be running, visit [www.trf.org.uk](http://www.trf.org.uk)

## **Programme notes for Endurance Events**

The course markers that competitors are following today have been put up by motorcyclists from the local group of the Trail Riders Fellowship. When the event is over, the motorcyclists will again go into action, taking down the markers, clearing the debris and closing the course. During the event, the TRF motorcyclists have provided a rapid intervention service when required.

Members of the TRF are working here today as unpaid volunteers, but the organisers of the event have been pleased to make a substantial donation to the TRF, and the work it does in maintaining our shared heritage of unsurfaced country roads.

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## Impressions of North Devon

Trail Riding Weekend, 20/21.2.10

*Sea-views, snow-views, starlings, swans.  
Surface sodden, lanes like ponds.  
Saturday starting, sprinkle of white  
Snow then sunshine, winter light.*

*Slippery tarmac silt-smear'd or salt  
Lost between lanes, increasing cold,  
Freezing fingers chilled by fog,  
Warmer westwards, waterlogged.*

*Back on track, fantastic riding,  
Soft and soggy, sideways sliding.  
Slanted slabs, surprising grip!  
Snorkel stretches, unseen dip!*

*Central groove, single slot,  
Smooth slime, muddy slop.  
Stick-strewn slopes, stepped rock,  
Solid stone, sudden drop.*

*Splintered branch-ends  
threatening punctures:  
Saplings crashed, straight-smashed,  
Raw mashed, hedge-tops slashed,  
Massacred by modern machinery.*

*Snowdrops spilling everywhere:  
by stream bed, at woods edge,  
on rock ledge, under hedge,  
Spring-sign uplifting the spirits.*

*Met one bike with seven quads  
Sweetly waiting, smiles and nods;  
Friendly farmer, not one walker  
(flooded boots - too much water).*

*Lunch served outside, soporific,  
South-side seating, views terrific,  
Silver sunlight off the sea,  
Squinting, sunburn scorching me.*

*Sea so turquoise, small waves rolling,  
Sleepy, slumping, tired limbs lolling.  
Low light sparkling, defining Lundy,  
What better way to spend a Sunday?*

*Devon Heaven, sunny skies,  
Distant Exmoor, snow-swept rise.  
Steep sections, superb climbs,  
Social suppers, such good times.*

Jacky German

## Meeting of the TRF Executive

Sunday 31 January 2010  
Heritage Motor Centre, Gaydon, CV35 0BJ

### MINUTES (ABBREVIATED)

Attendees: 17 groups out of 43, 8 out of 9 principal officers

1. Chairman's introduction and report  
Many new representatives attended the meeting.
2. Apologies for absence: 4 groups and Debbie Hutchinson (membership secretary)
3. Notice of AOB:
  - 3.1 Operating Costs & Budget (Arnold Brewer)
  - 3.2 Insurance (Don Oakley)
  - 3.3 TRF Archive (Dave Giles)
  - 3.4 Peak District Vehicle Users Group and funding (Graham Till)
4. Approval of minutes of meeting on 9th August 2009  
Update notes for the August Executive meeting are available, please discuss them and raise any issues with the secretary for the next executive meeting.
5. Agenda Items
  - 5.1 Rules Sub Group
    - 5.1.1 Draft Mem and Arts and application for Charity status
      - Andy Gerrard is looking into the application for charitable status and associated changes.
      - Simon Bingham has drafted a set of Memoranda & Articles based on the requirements of the new Company's Act 2006
      - Robin Hickin notes that if the proposal is accepted it would protect the assets of the TRF much better than the TRF's current structure.
    - 5.2 IT (Simon Bingham)
    - 5.2.1 E-shop/online shop
      - The online shop is 60% complete and is held up by the implementation of a reliable payment method.
      - John Gardner proposes that the meeting thank the people who been working on the shop
    - 5.2.2 Web-site & Forum
      - The web-site has 3000 registered members and 50% of TRF members used it to pay their subscription i.e. handling £60000 of income
      - The forum is an invaluable tool for arranging ride-outs and meetings.
      - Simon Bingham asks all groups to nominate a member with internet access to check the "Group Reps" forum on a weekly basis.
      - The web-site is the fastest way to get information distributed to the members.
  - 5.3 Rights of Way (Robin Hickin)
    - 5.3.1 Winchester 2
      - A planning dispute in Wiltshire questions the vehicular status of routes on the list of streets including UCRs.
      - If the decision goes against our interests the TRF will be able to register as an interested party and there could be an opportunity to challenge the Winchester case

- because the case questions the intention of Parliament when it passed the NERC act.
- If the case goes to the Supreme Court, the TRF will need about £250 000 to support its case.
- 5.3.2 Sewstern Lane on the Lincolnshire/Leicestershire border
- Lincolnshire CC destroyed one of the last examples of ancient limestone grasslands by grading the surface of this lane, and then it claimed vehicular use caused the damage.
  - There is a temporary TRO in place with a view to a permanent TRO, however, Lincolnshire CC has not followed the guidelines for raising the TRO.
- Robin Hickin proposes that the TRF pledge £10 000 from the fighting fund for legal action against Lincolnshire County Council.
- Seconded by Adam Hedley
- All in favour
- 5.3.3 Derbyshire
- This is a similar situation to the Lincolnshire case above.
- 5.3.4 Request to purchase of 50 copies of the new edition of the Blue Book of Rights of Way Law (John Gardner)
- Robin Hickin will manage the purchase and distribution of the latest version of the Blue Book to all group rights of way officers and other interested members.
- John Gardner proposes that all groups receive the latest Blue Book.
- Seconded by Don Oakley
- All in favour
- 5.3.5 Brian Thompson award
- The executive would like to create a series of awards for members doing rights of way work.
  - The executive would like to install a commemorative bench on a main vehicular route in the Yorkshire Dales National Park.
- 5.3.6 Defra consultation on a draft new National Park and Broads Circular and Vision Statement.
- <http://www.defra.gov.uk/corporate/consult/nationalpark/consultation-document.PDF>
- TRF members are asked to read the consultation document and make their own personal comments. Do not make comments as a "TRF member" because they will be considered as 1 comment with all other TRF members.
- 5.3.7 Association with GLASS information distribution
- GLASS is creating a transmission system for members doing rights of way work.
  - Robin Hickin would like the TRF to have access to better information distribution networks.
- 5.3.8 Rights of Way workshop
- Robin thanked all the contributors to the last Rights of Way workshop as well as the delegates.
  - Robin would like to hear from any members who would like a regional rights of way workshop.
- 5.3.9 Stonehenge
- The government (English Heritage) would like to stop the use of the byways around Stonehenge.
  - All members are asked to note their views on the consultation's web-site.
- 5.3.10 The LARA action in the Yorkshire Dales

- Richard Simpson has published his views on the Yorkshire Dales Gorbeck Road TRO consultation on the TRF web-site and in Trail.
  - All TRF members are urged to review the consultation and lodge their objections (as individuals).
- 5.3.11 Cambrian Mountains pilot project
- The government's report is due to be published on 15 February 2010.
- 5.3.12 Promotion of Rights of Way Expertise
- All members who would like to develop their Rights of Way knowledge should contact Robin Hickin.
- 5.4 Public Relations & Marketing
- 5.4.1 TRF 40th Anniversary
- The TRF will use the BMF show, 15/16 May 2010, to bring members together to celebrate 40 years of the TRF.
  - The executive would like all local groups to hold a 40th Anniversary event and publicise it in Trail and on the web-site.
  - Many groups use local authority and police "Bike Safe" events to promote the TRF.
- 5.4.2 Co-opting an advertising officer
- Graham, Simon, Adrian, Fred, Don and Arnold will liaise on the advertising issue and report back to the next exec.
- 5.5 Other Stuff
- 5.5.1 TreadLightly
- TreadLightly is a charity which educates and promotes responsible use of the countryside.
  - The TreadLightly officers would like TRF members to be ambassadors for TreadLightly.
  - Andy Gerrard, Don Oakley, Simon Bingham and Graham Till attended the 2010 Motorcycle Dealer Expo at the NEC under the Treadlightly umbrella.
- John Williamson proposes that the TRF donates £2500 to TreadLightly to continue their work.
- Seconded by Marianne Walford
- Carried with 2 against and 1 abstention
- 5.5.2 The future of LARA
- The sporting bodies, ACU and the MCIA will be leaving LARA at the end of March and have formed their own political lobbying organisation with the AMCA.
  - The executive noted that the sporting organisations were not very supportive over NERC and that perhaps LARA would be more effective for the TRF without them.
- 5.5.3 The future of the BMF
- The BMF has sufficient funds to continue for 1 year.
  - Chris Hodder continues to lobby on our behalf at National and European levels.
  - TRF members are asked to become individual members of the BMF and promote membership among their friends. Since the TRF is affiliated to the BMF, our members will get a £5 discount on their first year of individual membership with the BMF.
  - With a general election coming up, members are encouraged to read the articles on the BMF's web-site.
- 5.5.4 Proxy voting
- The Companies' Act 2006 states that the TRF must allow proxy voting for constitutional matters at the AGM.

- 5.5.5 Pdf version of Trail  
Andy Gerrard proposes that a pdf version of Trail is made available at the earliest possible moment.  
Seconded by Arnold Brewer  
Carried: 18 for, 2 against, 0 abstentions
- 5.5.6 Emergency volunteers  
• GLASS runs an emergency list and they are happy to receive offers from trail riders.
6. Other Officer Reports  
Due to the length of the agenda, the meeting continued with AOB.
7. AOB
- 7.1 Operating Costs & the 2010 Budget (Arnold Brewer)  
• Postage costs for Trail are £8000 and Arnold would prefer to see more distribution via pdf.  
• Our net income is down £6000 which means that compared with this time last year we have used £15,000 of our capital.  
• The TRF may be taking legal action in the near future, so we need to be sure that there are sufficient funds to cover the litigation.  
• All groups are asked to encourage local members to renew and promote the organisation to new members.
- 7.2 Insurance (Don Oakley)  
• Don is reviewing the insurance needs of the TRF and its members
- 7.3 TRF Archive (Dave Giles)
- 7.3.1 Creation of the TRF Archive  
• Dave Giles has collected the editions of TRF Trail magazine over the last 40 years and sent them to the archive at the Vintage Motorcycle Club (VMCC).  
• This is an invaluable record of the development of the organisation.
- 7.3.2 Honorarium payments and the TRF Archive  
• The archive shows that each officer and co-opted officer should get an honorarium for each post  
• Originally, the level of the honorarium payment was set to below the Inland Revenue threshold for declaration, however, this has changed and they now require all income to be declared  
• In moving to charity status we need to ensure that the TRF adheres to the rules for reimbursing and any other payments to its trustees
- 7.4 Peak District Vehicle Users Group (PDVUG) and funding (Graham Till)  
• PDVUG has been successful in reducing the rate of illegal use in Derbyshire.  
• The group also organises lane maintenance initiatives involving motorcyclists and 4x4 users.  
• Graham would like £500 to cover the cost of the meeting room for the year  
Mark Holland proposes that TRF executive allocate £500 to the PDVUG  
Seconded Simon Bingham  
All in favour  
Date of Next Meeting: - April 2010\*  
(It's going to be near the Chairman, unless you suggest different!)



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# WEST MIDLANDS TRF GROUP

## GUEST SPEAKER: AUSTIN VINCE

West Midlands TRF Group : guest speaker, Austin Vince

Fearing the onset of New Year Group Meeting apathy, I came up with a cunning plan to try and encourage members back to the clubhouse for our bi-monthly meetings. For this major feat, we invited the globe trekking adventure motorcycle rider, Austin Vince up for a chat about all things bike. I've been a fan of Austin's adventures since catching some late night episodes of Terra Circa on TV some years ago, and then my wife and I watched one of his presentations at a Horizons Unlimited meeting in Derbyshire. From these I was impressed by his no-frills, budget approach to two wheeled travel, which fitted right in with my belief...also due to the fact I never have any money, I felt I could learn some tricks and get motivated to venture further afield on the bike.

As hoped, there was indeed a good turnout for the evening, in fact our best for well over a year with many a new face. No topic for the presentation was set, so when asked by members of the gathering masses what sort of a night we were in for, I could only mutter a response along the lines of adventure biking, as I had no idea what to expect myself.

From the off, his presentation was brilliantly off the wall, covering topics as diverse as his Mondo Enduro and Terra Circa adventures,

60's pop art, Hispanic Spaghetti Western film posters, the Monks (they of the "Nice Legs, Shame about Her Face" single etc) interspersed with some subliminal imagery, which I'll not go into here! Be warned though if he asks you to identify a Spartacus poster, as it is a trap to identify your hidden sexual preferences...isn't that right Steve?! Some references were made of course to Charlie and Ewan for their inspirational shoestring programmes about global two wheeled travel, and their accidental omission thanking Austin and co for their travel advice. Say no more!

The group were a bit bewildered at first, expecting a discussion about bikes and bikes alone but were soon won over with Austin's natural wit and ability to capture the crowd. A rapturous applause ended the event, followed by some good sales as members snapped up the available copies of the books and DVD's provided at cost price! Great generosity and great entertainment all round.

So, if you want to kick start some life back into your group meetings, you can't do much better than tapping an email off to Austin and asking him up. Well worth it!

Did it inspire? Well, I'm in the process of selling my enduro bike to buy an old DR350, so I can accompany my wife on her trusty Serow on a summer venture through the Pyrenees and Portugal.

Simon Reid

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# EYTRF VERY MUDDY DAY WITH BIGMARK AND THE BOYS

Not very cold today in fact it was a positively tropical 6 degrees although it had rained non-stop all day on Friday causing a lot of problems and localised flooding around Scarborough. Unlike the alternative EYTRF ride "The Nuggate Run" my ride was still on as planned, as we are proper tough trail riders up here and not scared by a bit of rain and mud (to quote my mate Mag "its not \*\*\*\*\* croquet or tennis").

Steve & Juz arrived at my house for a brew and a bacon buttie before we set off to meet the rest of the boys at the pre-arranged meeting point.

Due to bad weather on recent rides (snow/ice making the ride down to it lethal and it taking us in the wrong direction) I had not ridden the local lane that has been regularly obstructed by the farmer locking the shiny new gates. This morning I decided I would check it out and surprise, surprise it was locked. I have been in regular contact with the local highways inspector about this and I will be sending him another strongly worded e-mail with pictures telling him that this lane is once again illegally obstructed.

We turned around and rode back to the main

road and picked a nice little uphill UCR that climbs gradually out of a village towards the forest which is usually an easy ride but it was very slippery today and gave us a taste of what was to come during the day (mud, mud and more mud).

A couple of fire roads brought us to the car park where we were meeting the rest of the boys and when we arrived the 4 of them were busy getting their bikes ready to set off. After exchanging pleasantries and borrowing a pump to put some air in Juz's back tyre (poor bike maintenance) we were ready to set off.

The full run list now included Neil (EYTRF ROW Officer - Husky 250) I had met Neil on numerous occasions but not really ridden with him before except for when we marshalled at the TGOR H&H at Drifffield, Richard (Frogeye KTM 450 RFS ) who has ridden with Me, Steve and Juz a few times and although each time he swears we are trying to kill him and he is going to take up a more sedate hobby like croquet he keeps coming back for more, Julian (DRZ 400) & Ian (KTM 250 RFS) who I had met at meetings but not ridden with so they asked that we were gentle with them.

We set off to ride back across the fire road

and into the first UCR in the forest, which was unsurprisingly very, very wet. At the end of the fire road about half a mile from the start we were 2 riders down already. I rode back to find Juz and Ian trying to start Ian's bike which seemed to have developed an aversion to water. It turned out this is a recurring problem that Ian thought was fixed but the wet North Yorkshire Forests soon demonstrated he still had a problem. After draining the carb the bike started and Me & Juz reckoned it was either a plug cap or more likely the need to re-route two of his card breathers into the air box so that it kept running when he rode into water and then we gave him a hard time about poor bike maintenance which Juz thought was hilarious as it is usually him and Steve that cop for it.

We picked up the rest of the boys and set off towards the first proper lane of the day.

This lane climbs up through the forest and is always wet even in the summer. All the boys managed to make it through with some raving and chewing and Steve had his first off when he misjudged a small mole hill and fell down a bank. He thought no one had seen him and swore that his handle bars did not touch the ground even though the right hand side one had a big clump of mud/grass on it. I saw it but was not quick enough with the camera.

Ian's bike was still playing up but we managed to clear the lane after about half an hour emerging from the forest UCR back near the vans. Ian was not sure whether to call it a day now but as the next lane was very close he decided to give it a go.

So we set off to go to the Good, the Bad and the Ugly via the lane up from Keepers Cottage as it was the closest lane. We got to about half way without any real problems although Frogeye could not resist having a little lay down in one of the large puddles (frog by name frog by nature) and once he had had a little rest on a lily pad we were good to go



again.

About half way along the lane Ian's bike packed in again and I left the others to ride back to him and Steve to see what was happening. After flattening the battery it was not looking good so I took a go at kicking it over (the bike not Ian) and the bike fired. Ian had travelled with Julian in the van from Hull but Julian wanted to continue the ride so Ian was going to ride back to Hull on the roads. I decided it would be better to ride back the way we came and get him to the main road and point him in the direction of Hull before rejoining the boys later on the trail. Steve was dispatched to catch the others up and let them know what was happening and we arranged to meet at the top of Reasty.

After leaving Ian near the petrol station in East Ayton with his bike running OK as long as he stayed out of the water I rode some local back roads to meet the boys at the top of Reasty as planned.

The ride down was quite interesting as it was running with water and more like riding down a streambed but everyone made the bottom without any real problems. We did a couple of gentle grassy lanes that were ready to catch you out if you gave it a bit too much right hand and emerged into the village of Harwood Dale.

Frogeye elected to take the easier route into "The Ugly" so the rest of us took the side route into "The Ugly" and we made good progress until we reached the main part of the lane when Julian had a couple of offs in the deep ruts. Juz & me helped him out and we set off up the lane to find Frogeye had learnt some poor line selection skills from Steve and had ridden into a deep boggy rut and got stuck fast. We all rode past and then a few went back to help him with Juz taking control of the bike and throttle (a mistake I had made in the past) and roosted Julian who had assumed a position behind the bike as he got the bike moving and rode it to firmer ground.

At the top of the lane we stopped for the obligatory mickey taking before setting off again.

Although we did "The Bad" without any real problems a few off the boys got stuck crossing a particularly boggy section which was normally easily rideable but a tree root had become exposed under the surface waiting to catch out the unsuspecting. At the end of the lane I almost went over the bars dropping into the big puddle to find a log or tree root, which stopped the front wheel immediately but fortunately, I was not going fast enough to do a superman impression although all the boys did find it amusing.

At the end of the lane we agreed that we would ride up "The Good" and then down Washbeck Ford before doing a couple of easy lanes to get to fuel and food in Burniston.

Frogeye elected to go straight to the petrol station (Steve reckoned it was because he was wishing he was on "The Nuggate Run" not

riding with the big boys) so we set off to pick up the next lane.

We set off up "The Good" and made it through the first section onto the fire road but the tree across the lane was much harder to get under from this direction but we managed to ride under the fallen branches with a bit of assistance from each other.

Onto the boggy section and everyone made it across except for Steve who reverted to his poor line selection and got the bike bogged. Juz and I managed to get it moving again and Juz rode the bike out as Steve reckoned he had hurt his back.

We then headed to Washbeck Ford and rode down from the top gate across the field and down to the ford and up the other side. We rode around the side of the meadow following the vehicle tracks and then across the stream up towards the next boggy section. Steve was leading at this point as I had a little lie down in one of the ruts at the top of the climb up from the stream. Surprisingly he elected to miss out the rather large hole that he usually kills his bike in and followed the tracks of previous users who had gone to the right and ridden to miss this large water filled bike killer. Unfortunately Julian was a bit further behind after having his own little lie down and despite us all shouting and gesturing for him to turn right he rode straight into the bike swallowing pit.

This particular UCR is not in great condition and demonstrates one of the unwanted legacies of the NERC act which has left us with a dwindling number of legal lanes that are subsequently used by all types of user including trail riders/walkers/horseriders/4x4's/farm/forestry/agricultural traffic. These are then neglected by the local authorities (who after all have a legal responsibility to maintain them to the benefit of all classes of users) until such a point as they then claim that they have been damaged beyond repair and then TRO them to vehicles as clearly it was us

and the 4x4 boys that caused all the problems in the first place. The ramblers, who clearly don't have enough accessible rights of way already, get some more routes that no longer hold vehicular rights.

I do not expect that everyone will agree with my point of view on this but surely even the most pompous anti trail riding opponents could not suggest that the lane in my pictures was left with such a large water filled hole right across it solely by motorcycle traffic, or maybe I am just being naive.

Anyway back to the ride report as I think I just had a funny turn and went a bit political on you (normal service is resumed).

After taking the mickey and a few pictures it was time to try to extricate the bike and after trying to go backwards with no success I put the camera away and jumped in to help.

Unfortunately for me I landed up to my knees in cold smelly water, which was fine until Neil decided to practice his police brutality moves on me and pushed me over into the bog. The boys all found this hilarious although I was now stuck and unable to get up as my foot was wedged under a root and I could not get my left leg free leaving me laid out submerged in the stinking bog.

After they all stopped laughing (about 20 minutes later) Neil decided to help get my foot free so I could stand up and I promptly fell over again and did my first impression of the alternative Olympic bog swimming championships.

After wetting themselves laughing again for another 20 minutes we started to get the bike out. The only way was to go forward with me and Neil in the water with the bike, him using the throttle to try to get some momentum and me pushing and pulling from the rear and Juz and Julian pulling on a strap round the front wheel whilst Steve shouted instructions cos he had hurt his back.

We eventually got the bike out but to add insult to injury Neil roosted me, as the bike finally broke free from the bog and lurched up onto firmer ground. There are some pictures and video of the aftermath of this, which I am sure, will no doubt emerge in due course.

I was so \*\*\*\*\* wet and covered in mud that I decided that the best plan was to take another swim in the clean clear water that was running down the drainage ditch at the edge of the trail, so I did much to the amusement of the other boys. This managed to wash a lot of the mud off as I knew that our next stop after a couple of steady trails was the petrol station in Burniston. The nice lady behind the counter dreads our arrival on a weekend and has an emergency mop and bucket behind the counter for when we arrive.

We reached the petrol station and Frogeye was waiting for us so we refuelled the bikes and us and then set off for home via a couple of steady trails to the climb back up Reasty. Steve, Frogeye and Julian rode round but me Juz and Neil had a crack at it. Neil and Juz made it up fine put I picked a bad line and failed to get the back wheel over some tree roots although I managed to loft the front one no problem and ended up hitting the tree that the roots belonged to.

Juz came back to rescue me (cheers mate) and



we regrouped at the top where Steve took the mickey and said he was renaming Reasty "Big Hill" as it had beat me. I was that wet cold and miserable that I let it go but I could have quite easily killed him and buried him in one of the ruts and it would have then been renamed "Boot Hill" cos that is where all the gobby, macho, dead cowboys are buried.

We rode across Broxa and down to Wrench Green where we attracted the attention of the local plod who was looking for illegal riding after someone had complained. We were stopped at the gate and only Steve and me were still there as the rest had left us to it thanks boys.

He was not very sure of his facts and once I pointed out that we were legal riders on a legal UCR he retreated to his vehicle to check me out. After a few minutes he told me he would get a local rural officer to contact me in due course as he was a beat bobby from one of the local estates and clearly did not know what was legal and what was not. His initial comment was "you are not supposed to be riding on this land" which was quite funny as we were stopped on a surfaced road and had not actually entered onto the legal UCR.

We caught up with the boys and thanked them for leaving us to deal with the old bill on our own. I was even more miserable by now and just wanted to get home and get warm and dry

so we finished the trail and did a couple more before arriving back at the vans about at about 4pm.

After leaving Neil, Frog, and Julian at the vans me, Steve and Juz rode back to mine where Mrs Bigmark had done us proud again with steak pies from Morrisons and Jam donuts. We all got changed and sorted and the boys left for home whilst I set about cleaning the mud off my bike my gear and myself before being allowed in the house to get ready to go out to a 40th Birthday party.

All in all a top day again although I could have done without the bog swimming and dealing with the old bill. We still had a right laugh, managed to carry out some more road side bike maintenance, I got to practice dealing with the local constabulary and we all made it home in one piece although I was cold, wet and miserable and just glad to be home.

Thanks to Neil, Frogeye, Julian, Ian, Steve & Juz for a top day out and in the words of our good friend Lee to those of you who did not make it you missed "the best days riding ever and you also missed Bigmark's first attempt at bog swimming"

Till the next time.

Bigmark,  
Teesside & North Yorkshire TRF



## YORKSHIRE DALES

A photo of a Yorkshire Dales NP sign. I work as a press photographer for the Yorkshire Post and was sent up into the Park to illustrate the tale about the Yorkshire being possibly dropped from the Yorkshire Dales National Park Title.

Mike Cowling

# TRF LEAFLETS & DISPENSERS

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**Debbie Hutchinson,  
Membership Secretary**

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# POSTBAG

## LAKELAND BLUES - AND WORSE!

There seems to have been a noticeable increase in illegal and irresponsible riding in the Lake District of late.

Some is deliberate flouting of NERCA - knowingly riding routes such as Park Head Road, Walna, Garburn etc on enduro or motocross bikes, sometimes without number plates. I'm at a loss to know what can be done about them. One thing is certain, this irresponsible use will get the land owners refusing permission for things like the Lakes Two Day Trial, and maybe make the Park revisit its tolerant attitude to trail riding and take on a Yorkshire Dales "close the lot" approach.

But I've also come across some folk - including TRF members (you know who you are) - who have simply not taken the NERCA changes on board and are blissfully riding on clearly marked Bridleways using the marks they've got on their old maps.

Will all members please, please, put those old maps in storage, buy new ones and mark them with accurate up to date information. They can get help from their Group ROW Officer or the one for the area they intend to ride.

If it's Cumbria, by going to Cumbria.gov.uk and working through their website you can print off accurate maps of all suitable and legal UCRs and BOATs, even easier!

Now to the worse bit - just read this - **UNBELIEVABLE**

"Dear Mr. Farron,

I keep a horse at Livery in Satterthwaite. It is a good friendly yard with only three liveries and some beautiful riding in Grizedale Forest and the surrounding area.

Over the past few years we have been having more and more problems with motor

bikes riding aggressively and illegally on the public bridleways in the area and especially in Grizedale Forest. We have been reporting these problems to the police and the National Park Authority but nothing is being done to improve the situation.

Today two riders from the riding centre at Satterthwaite heard motor bikes coming towards them while riding on a public bridleway in the forest. The lead rider got off her horse to stop the bikes as the second horse is nervous with motor bikes. The lead motor cyclist rode right up to the ride leader causing her horse to rear, strike her and knock her to the ground. The horse then spun round cantered off taking the second horse with it causing its rider to fall off and break her arm.

The motor cyclists then turned round and rode off leaving the riders injured in the middle of Grizedale Forest.

When you next talk to anybody high up in Cumbria Police could you please ask them since when it has been ok to cause an accident on a public highway and leave the scene of the accident and cause bodily harm to young girls with horses.

The rider was lucky to have walked away with just a broken arm. She could so easily have broken her back or neck, but is this what it will take to get something done and for Cumbria Police to take the dangers we are facing every time we ride out around here more seriously.

Thank you for your time."

Tim Farron is our very active LibDem MP, so you can be sure this will not rest. Such behaviour is abhorrent, I am certain to all TRF members. Almost makes you ashamed to be a motorcyclist.

Steve Pighills,  
ROW Officer, Cumbria TRF

## INTERESTING PICTURES

I saw in July 2009 issue no. 371 pictures of a 3 byway sign. My picture (opposite) is taken on byways in the Meopham area of Kent and shows 4. Oh well I thought it was interesting!! The other pictures are of a group I met on a Byway at Lenham last year all riding 50cc bikes and all but one were 1970s!! The run was from Deal in Kent to Bodiam Castle on the Kent and Sussex borders. One was pulling a p/bike type trailer!

David Driver

## REPLY TO JOHN RHODES

It was gratifying to learn that someone takes some notice of my articles (sometimes rants).

First of all let me say I never intended to offend anyone.

I am not criticising all conservationists just the existence of SSSIs, National Parks and the Forestry Commission, which allows opponents of Trail Riding, to use their "Ethos", to try and justify closures by presenting a onesided, negative and by inference, derogatory image of Trail Riding.

Where Mr Rhodes premise falls down is in his basic "Global view": (Women from Venus) Conservationists v (Men from Mars) Non-Interventionists.

We will never see eye to eye because SSSIs, I believe, are only designated on the false premise that Flora and Fauna need protecting.

This is the King Canute syndrome, "we need to stem the tide," in this case, prevent species becoming extinct, while ignoring the real problems associated with Overpopulation, Poverty and Starvation in the "Third World".

During our lifetime we do what we feel is right. Some problems are overwhelming so we comfort ourselves by "doing our bit".

Some people massage their egos by joining Conservation groups, believing they can make a difference. Others would rather leave things to nature.

Western society is riddled with hypocrisy. The



gulf between the public face and the private face of organisations is well documented.

I say, SSSIs are more about control than conservation, others would say the opposite.

As you might have gathered I subscribe to "Conspiracy theories" and therefore I am labelled a cynic and thus discredited. Whereas I see myself as a realist who challenges the assumed/official raison d'etre offered



by society.

Mr Rhodes states that flora and fauna are destroyed by unsuitable farming practices.

My argument is with such emotive statements and definitions of words such as "unsuitable". Who judges unsuitability? Answer: some opponents of trail riding.

Who says SSSIs are ecologically important? Answer: some advocates of control and exclusion.

Mr Rhodes says that motorcycles cause little damage compared to horses/cattle. Every Park Authority would disagree with that statement. They would say domestic live stock are agricultural necessities, along with agricultural vehicles. They are exonerated from damage to the environment whereas leisure vehicles are considered unnecessary and ride roughshod over our rights.

Mr Rhodes is rightly proud of the fact that there are more species existing on his managed SSSI than would be normally expected, but is this of real significance in the face of today's world problems? Answer: only to Mr Rhodes and his co-workers.

What happens when the Government subsidies run out?

Quangos were created by our rich, postwar, society, off the backs of the tax payers of this country.

Perhaps Mr Rhodes is too young to remember that every plot of land, during the Second World War, was given over to food production, at least among the working class. There was no suggestion of creating SSSIs, National Parks etc.

Mr Rhodes also states he would like to reintroduce species such as the wolf, wild boar, etc.

I always thought one of Britain's greatest assets was the fact that you could roam around the countryside, in safety, without fear of being attacked by wild animals. The problem of rogue owners of savage dogs is bad enough. Imagine the outcry if Mr Rhode's plans

went ahead.

Introduction of wolves would of course deter many people from using the open access land as a leisure facility.

Evolution is nature's way of sorting things out. To try and "manage the situation" in the short term may be admirable, on some Utopian level. In the long run, it is nothing more than a futile gesture. Nature governs the "genes in the gene pool".

"The very positive points to conservationists" were not omitted, in the article, because they are only valued among Conservationists, a minority of Academics and Charities such as the RSPB. As far as I am concerned it is up to Conservationists to defend their own position.

It is always assumed that Conservation is a good thing. You will have gathered by now that I disagree.

Exercises such as "Species surveys" only serve to justify the existence of Conservation groups, create publicity and draw in funds.

I am sure people get great satisfaction from their conservation work. I have no problem with that. I do object to anyone using Conservation groups as a justification to impose limitations on trail riding.

I am not calling for a ban on such organisations, just questioning their motives.

I am pointing out that their very existence gives credence to the anti-trail riding movement and threatens our pastime.

The article addressed the problem of perception and assumption and how to challenge the assumptions, when opposing TROs.

If I offended Mr Rhodes or any conservationist, it was not intentional and I apologise unreservedly. I am sure their motives are genuine.

As they say in Yorkshire "you can not make cakes without breaking a few eggs".

John Robinson,  
Teesside and North Yorkshire TRF

## MEMBERS CLASSIFIEDS

**HONDA PAN ST1100** Taxed & MOTed until November, new cam belt & full service 1000 miles ago. Great bike, colour: wine red. £1900 ono. Tel: 01256 850543.

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Published in The Motor Cycle in 1963.  
Nothing changes does it?  
John Grew

**IN A WAY** I'm flattered. The Ramblers' Association's latest blast at the motorist and motor cyclist, *Motor Vehicles in National Parks*, is largely devoted to answering an acid debate I once had with their secretary in the correspondence columns of the *Guardian*. Motoring is an intrusion in National Parks, this well-produced pamphlet argues, and should be restricted by law. Road improvements must be kept to a minimum, tourists herded into municipal car parks, minor roads closed to traffic. I need hardly add that a particularly violent attack is launched on motor-cycle trials. They should be driven out (where to? one wonders) by the local authorities and paid snoopers employed to see that no motor cyclist ever dares stray from tarmac. Yet in 1956, when restrictions were shackled on trials organizers, the ramblers' spokesman in the Road Traffic Bill debate, Mr. Chuter Ede, M.P.,

## ON THE

said that trials riding is a legitimate sport, and it was "perfectly proper" that it should continue. Truly, as Lord Avon once remarked about dictators, the ramblers' appetite grows with feeding! Methinks their latest territorial demands will not be their last.

## WHERE TO FIND THE GROUPS

- |                           |                              |                            |
|---------------------------|------------------------------|----------------------------|
| 1. Cornwall               | 31. East Midlands            | 39. Ribble Valley          |
| 2. Devon                  | 32. Peaks                    | 40. West Yorks             |
| 3. Somerset               | 33. High Peaks & Potteries   | 41. Cumbria                |
| 4. Dorset                 | 34. Derbyshire & South Yorks | 42. Teesside & North Yorks |
| 5. Isle of Wight          | 35. Lincolnshire             | 43. Northumberland         |
| 6. Southern               | 36. East Yorks               | 44. South West Wales       |
| 7. Axe Vale               | 37. Manchester               | 45. Virtual Peak           |
| 8. Bristol                | 38. Lancashire               |                            |
| 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           |                              |                            |



## 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** Tony Lacey, Tel: 07753 820520  
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: 07788 790966  
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 Noble, 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 402420  
3rd Thurs, 8pm, Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords).
- SOUTH LONDON & SURREY** Steve Sharp, 0208 773 4204  
8.30pm, 4th Wed, Nescot 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 Ogle, Tel: 0208 5799778  
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.
- VIRTUAL PEAK GROUP**  
Paul King, 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.

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