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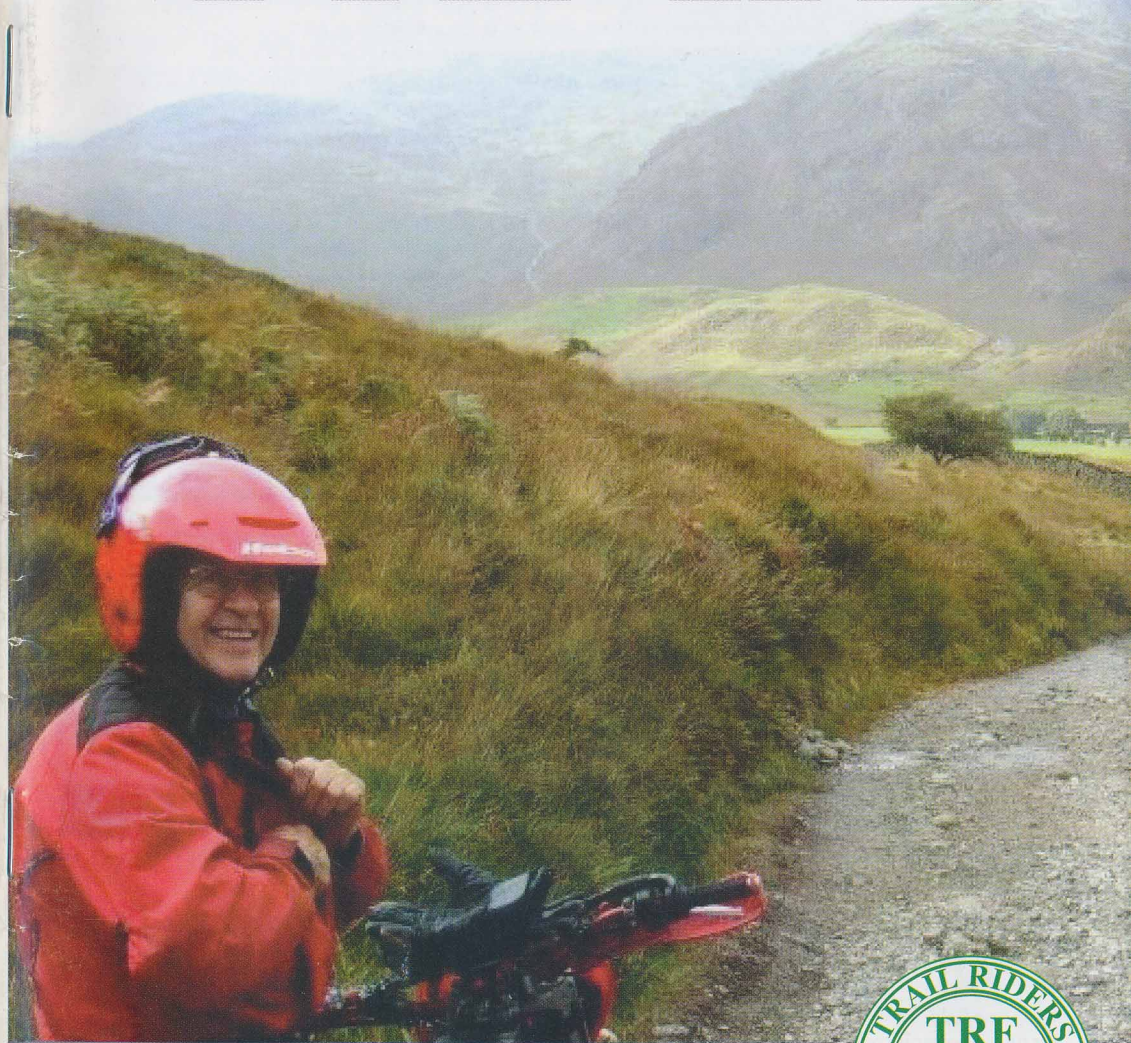
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TRAIL



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

MAY 2010 No. 381 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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EDITOR

What does it take to fight TROs, make byway claims, attend public enquiries?

It takes knowledge, dedication and money and lots of all these. If you can help on the knowledge and dedication please do try to find a little time. The next most important commodity is money. Which brings us back to increasing membership levels.

Do you know of anyone taking advantage of the TRF knowledge etc? or perhaps someone already trail riding who would benefit from the services offered by the Fellowship. £30 buys membership for the remaining part of 2010 and that is a bargain!

Membership forms are available from our Membership Secretary Debbie Hutchinson. Some people might prefer to join online but others would not. Put a membership form under your prospective member's nose and get a cheque or cash then forward to Debbie.

**More members = more cash
= more influence.**

Happy Trail Riding,



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- Product Reviews • Bike Tests
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- Anything interesting

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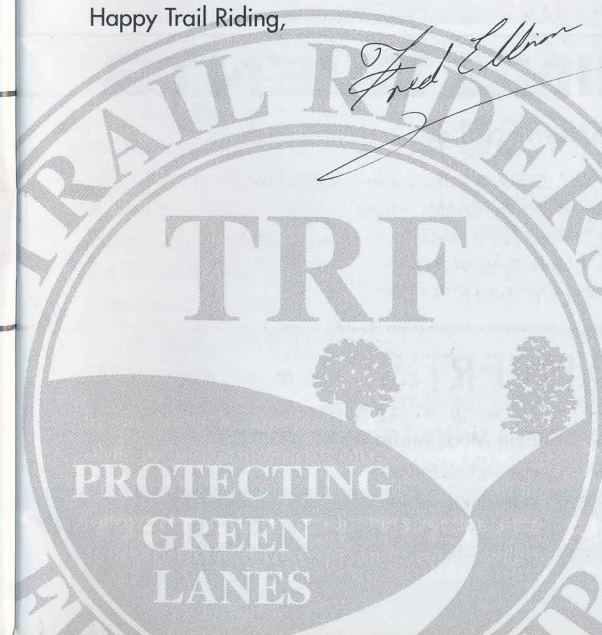
Photo from Keith Westley
Live begins at 70!

All contributions to THE EDITOR
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NOTICE BOARD

CHANGE OF DATE

Mid Wales Trail Riding Weekend
with Tamsin Jones Talk

Date changed to 21st and 22nd August. There will be two days trail riding, with 2 women's groups and 1 or 2 men's each day (novice and experienced riders), with a long day on Saturday and a shorter day on Sunday, finishing approx 3pm. Tamsin will give a talk and display her rally bike, and there will be a jacket potato with fillings and cakes, supper included. £58 for both days (accom extra, will book bunkhouse if enough interest), £38 for one day's riding and talk, or £8 for talk and supper only.

Marianne Walford

EQUALITY STANDARD - HELP URGENTLY REQUIRED

Due to pressure of work I need a keen volunteer to see this through to completion - you will be guided by Roger at CCPR and all that is really needed is some hours on organisation and making sure an action plan is followed.

Arnold Brewer,
see contact details inside front cover.

BYWAY AND BRIDLEWAY

Byway and Bridleway keeps subscribers up to date on court cases, public inquiry matters, and other issues effecting our historic byway and bridleway network - a network that is sadly depleted, and needs your assistance via subscriptions to save the many miles of ancient routes from creeping neglect, obstruction, maladministration and occasional landowner greed. Walkers have a comprehensive network of footpaths and the 'right to roam', but for the riders and drivers of horses, cyclists, and motorists, there is recorded only a very disjointed network, many miles short of what was used historically.

Recording historical public rights of way is important because there has been no meaningful length of byways and bridleways provided through recent statutory creation; most new routes are footpaths. The historic routes are not 'new': they are public highways that already exist at law, even though they are not currently recorded as public rights of way.

FORTHCOMING EVENTS

National and Regional RoW Workshops Dates to be arranged.

bmf Events: see www.bmf.co.uk

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

Kelso 10th/11th July 2010 **Tail End** 18/19 September 2010

Bikes, Bevies & Banter 2010 5th & 6th June 2010.

Contact Neil on 07939 038180 or Nic on 07931 838587.

Austin Vince 7th June 2010, Kent TRF, Farningham Social Club, Farningham.

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

21st and 22nd August. Contact Marianne Walford, 01686 430522.

MAKE SURE YOUR EVENT IS LISTED

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

RoW NEWS

MORE GOOD NEWS FROM THE EAST!

If you listened to some people you could be forgiven for thinking that rights of way work in the TRF is a thoroughly depressing business. Fair enough I suppose, we have had more than our fair share of bad news on the access front in the last few years but it isn't all doom and gloom you know! The latest good news story to come out of East Anglia concerns a proposed Traffic Regulation Order on the Dawes Farm bridge near Rattlesden in Suffolk. The authority had originally consulted on a permanent, year round exclusion for all motor vehicles including motorcycles but following what might be described as a robust response from Suffolk TRF Group they have finally relented. The order has now been modified to allow continued motorcycle use of this bridge and with it our uninterrupted access to the attractive byway that leads from it.

To be honest this is as much a victory for common sense as it is for the TRF. The stated reason for the bridge closure was the deteriorating condition of the structure and its inability to withstand use by heavy vehicles. Curiously though they were not proposing to restrict equestrian traffic (funny how that is so often the case). Of course we pointed out that a ridden horse weighs quite considerably more than a ridden motorcycle and in the end the authority had little choice but to accept our arguments and modify their proposal.

So, another small but significant victory for the TRF but there is a salutary lesson here as well. If it wasn't for the vigilance of local TRF members who not only spotted this proposal but responded fantastically to the threat then I have no doubt that the authority would have simply gone ahead and imposed yet another

unnecessary restriction on motorcycle access. I'm afraid that this kind of thing happens far too often. With any luck though in Suffolk at least the authority will think twice before automatically including bikes in this kind of closure in the future. So, a modest victory in access terms perhaps but one that just might go on to have a positive influence on future traffic management in the county.

And the moral of the story? Well, that would be not to listen too closely to the doom mongers who will tell you that there's no point in fighting TROs and the like because we never win. Nonsense I say, keep fighting the good fight and just as importantly, when you do win don't forget to let the rest of us know about it.

Success is good for morale you know!

Richard Sugden
Eastern Area RoW Advisor

TEMPORARY CLOSURE, HARTHAM STREET, CAMBRIDGESHIRE

Cambridgeshire County Council have informed me that the popular Hartham Street Byway near Graffham Water in Huntingdonshire District will remain closed this summer for repairs.

Hartham Street is already subject to a seasonal traffic regulation order which unusually for Cambridgeshire includes a restriction on motorcycles. Given the nature of the lane the repairs are necessary and welcome but unfortunately the timing of this temporary closure is such that the route will probably now be closed for the rest of the year.

I have been assured that this temporary

closure is for repairs only and that there is no long term threat to our access here.

I have also been assured that the order will be accompanied by the correct signs and notices and that the authority's enforcement officer is looking to take robust action against anyone disregarding temporary TROs in the county.

Members might be interested to know that this area has recently seen the successful prosecution of both motorcyclists and quad riders who chose to disregard the existing traffic restrictions. The route has also suffered repeatedly from damage caused by off piste 4x4 and motorcycle use.

The message from Cambridgeshire County Council is clear. They intend to repair the byway and then reopen it to legitimate users next year but if people choose to disregard this or other TROs in the county or drive on land "not forming part of the road" then there is a real chance that they will end up in court facing a hefty fine.

Richard Sugden
Cambs TRF Group RoW Officer

Ed: Please note the TRF does not approve of illegal or irresponsible riding and will not support anyone who does.

Ode to Trail Riding

by Keith Westley

Sung to the tune of "Raise Me Up" (Westlife)

When I am down and feeling tired and weary,
I see my faithful trail bike in the shed.
I get my boots, my jacket and my helmet
and to the hills of Cumbria I speed.

On my trailbike I ride on routes in mountains.
On my trailbike I ride through rocky streams.
I am strong when I am on my trail bike.
Trail riding, yes it is the stuff of dreams.
(Repeat last four lines etc)

Ed: As you can see by the cover picture life began at 70 for Keith. Can I suggest that we sing this before all TRF meetings to ensure that we can all feel properly motivated. Keith - can you be persuaded to open the AGM by leading the singing.

YOUR HELP IS NEEDED!!

GORBECK ROAD, YORKSHIRE DALES

At a recent meeting of the Yorkshire Dales National Park Authority Access Committee, members voted to try and place a full time TRO on Gorbeck Road, near Settle.

Local user groups had recommended a seasonal TRO that would see the trail out of bounds to recreational vehicles from the end of October to the start of April, a view that was shared and recommended to the committee by the YDNPA's own professional officers.

It would be helpful to our cause if as many of you as possible could either write or e-mail your objections to the 24/7 TRO and in support of the winter closure.

I realise that many of you may not agree with a winter closure, and you may of course propose/support/object to whatever you think is correct, but I truly believe that a winter TRO is in the best long term interests of this route and to trail riding in the Dales in general.

The Dales are subject to intense scrutiny from 'anti' groups and photos of mud & ruts are not helpful to the future of our recreation in the Dales.

You may wish to mention the TOTAL loss of your amenity if this 24/7 TRO goes ahead, the cost to the tax payer of YDNPA's failed High Court case last year (public funding is tight at the moment), and the fact that YDNPA have received no complaints at all surrounding 'green lanes' during 2009/10.

Please write to:

Mark Allum, Yorkshire Dales National Park Authority, Hebden Road, Grassington, Skipton BD23 5LB or e-mail: mark.alum@yorkshiredales.org.gov

Your letter must reach him by 30th May 2010. Letters from individuals are the most effective.

Stuart Monk Cumbria Group,
Yorkshire Dales ROW Officer

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 or web@trf.org.uk

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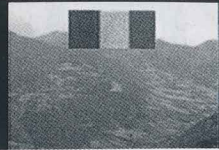
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LANE RESEARCH A BEGINNERS EXPERIENCE

My tale starts around a year ago when I was out with a friend doing my favourite local loop of lanes around Bucknell and Clun in Welsh border country. We came across a homemade sign on a gate stating no vehicular access together with a laminated email from the Shropshire County Council rights of way department stating that the route that was shown on our maps as a through ORPA did in fact have a missing link of some 200m that had no recorded status on the list of publicly maintainable streets. I was later to find out that the new owners of the adjacent property actively sought to stop vehicles using the lane past their fields and onward.

I found myself particularly annoyed by the homemade sign on the gate. Annoyed that this had recently appeared; annoyed that the default position was to stop somebody else enjoying a lane; annoyed that the rights of way department showed something as 'unknown'. I was so annoyed in fact that we decided to ignore the homemade sign, cite our OS maps as evidence if challenged and pressed on to ride the lane and finish our day. I was also determined to avenge this blatant nimbysism.

After a few emails I found out that the lane

had been the cause of a recent discussion at a local access forum attended by a couple of CRAG [www.crag-uk.org] members with an action that the Shropshire rights of way department were to investigate the status of this missing link. I don't rate rights of way departments; they all seem to be institutionally opposed to vehicular access but I was prepared to give them the benefit of doubt and see if they would do anything.

My first telephone call to the rights of way department did nothing more than confirm the contents of the laminated email tied to the gate in Clunton, and no, there was no further light to be shed on the matter. I was referred to the development control (planning) department who hold the list of streets for Shropshire.

My contact with this department was very friendly and professional but I got the feeling that they would not give a definitive answer to any question regarding the status of the lane and I was actually asked if I wanted to take a 4x4 down the lane. I said 'no, of course not' (although my quadbike does have 4 wheel drive)...This seemed to keep the dialogue going and the very nice lady confirmed that there were public routes with street numbers at either end of the lane with a missing bit in

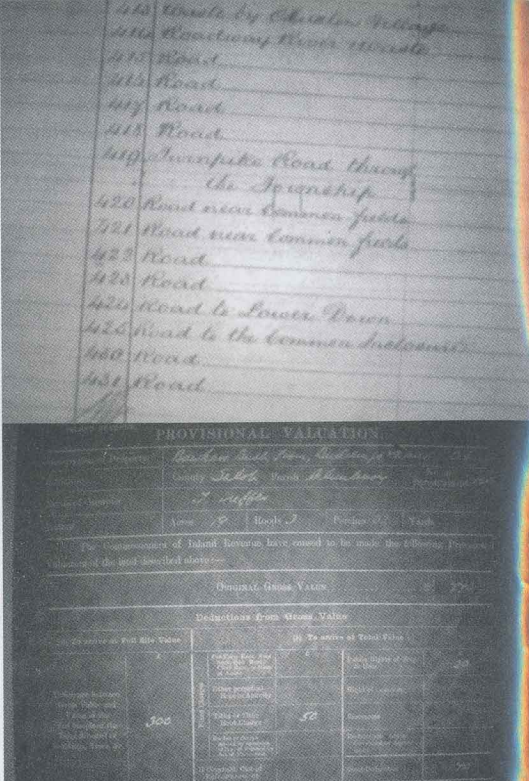
between that had never been confirmed by earlier research in response to a section 59 out of repair notice that had been served on the council in the past. She also suggested that I look at the 1910 Finance Act maps in the local archives, hopefully this would show that nobody owned the lane thus making it by default publicly owned. I did think of saying that 'surely that is your job' but bit my tongue.

I then did nothing for a considerable amount of time, never getting organised to make a visit to the county archives in the middle of Shrewsbury. A fellow laner called Pete Penny mailed me last autumn to ask me how I was getting on with my research. Hearing about my pathetic progress he then suggested that we would achieve more as a tag team - he was certainly right.

We visited Shirehall in Shrewsbury and took a look at the 1929 handover map that was the basis for the list of streets. This proved to be a magnificent bound 2 foot square book of dog eared one inch OS maps with the public routes manually coloured in to denote their new highway status. True to form this showed a missing link of unrecorded status on the route. At least the council had been consistent with their communications, if a little lazy in their duty.

Satisfied that we would now have to rely on evidence prior to 1929, Peter and I duly organised a visit to the county archives. The staff here were incredibly helpful and took their time to show us how to find the relevant material and make sense of the documents that we would see on microfiche and microfilm. The top tip when doing this is to email the archivists with your requests...you will then find it all ready for you when you turn up to do your searching.

The 1910 maps showed us the reason for the confusion, they were consistent with the 1930 handover map, ownership boundaries stopped either side of the lane apart from one field at Bawkers Bush Farm. The lane here appeared to cross the middle of a big field (I was later to find out that this is a common case



- the local authority own the top 'two spits' of the land sufficient to ensure stability of any road surface with the landowner owning the soil below this). Tantalisingly, the records for this field gave the lane an enclosure number and identified a right of way across the Bawkers Bush Estate but no more...We felt that this was persuasive evidence of a continuous through route but left us wanting something a bit more 'definite'. [see attached photos]

I had the bright idea to have a look at the title deeds for the property hoping that they would show that nobody owned the lane. An online search at the land registry [https://www.landregistry.gov.uk/wps/portal/Property_Search] allowed me to print off title deeds and maps relating to the Farm. It is amazing how much information can be obtained for just 4 pounds...purchase price, mortgage details, rights of way, benefits and easements and of course the owners name address and details. The title deeds did show that the person that

most laners (4x4 mostly) had had the confrontations with did not own the land under the lane anyway and thus had no right to deny any access to land that was not his...However, the title deeds did show that the missing bit of lane was in private ownership so this was a bit of a setback from my point of view.

Our contact at the Council dismissed the title deeds evidence but suggested that we now look at enclosure awards from the early part of the 19th century. I had heard these mentioned at a TRF rights of way workshop so I knew they were good things to research to prove lane status.

A later evening at the archives saw me find the 1844 Tithe Commutation Act map on microfiche. Hey presto this showed fields either side of a clearly defined lane. There was even a reference number for the lane that linked in the 1844 land ownership records that were held on microfilm. These records are not numerically sorted however so I had to plough through some 30 pages until I found the magic number 417 - against this there was no owner listed...just the word 'road'. [see attached photos]

The local authority are keen to apply the 'once a highway always a highway' maxim and

mine and Pete's evidence had now shown this to be the case. Whether they will ever add the missing link into the network or not I don't know, I just know that I can happily drive the through route and argue my presence there on the basis of fact. I hope I never have to do this.

In terms of time I would say that we spent in total about 6 research hours getting to the bottom of this. I spent 16 quid on title deeds and maps. I learnt loads and I am now keen to look at other title maps for evidence of other forgotten roads. My request for help on the TRF forum didn't go unanswered but in the end I had to do the local legwork. I have a nagging suspicion that someone somewhere had done the same thing but never publicised the fact. I perhaps should have contacted a ROW contractor for advice. I would more than welcome criticism of any points that I have made above so that when I do it again I am better informed.

If this tale allows you to 'flash the forks' at a NIMBY and drive and enjoy Clunton Coppice lane without fear of prosecution or section 56 notices then my work is done. If it encourages you to do (and share) your own local research, even better. Happy laning.

Nick Dimarco

COPY FOR TRAIL

COPY DEADLINE: The first Tuesday of the month.

COPY: Via email, typed or handwritten (please try to make it legible!) to The Editor, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG, email: editor@trf.org.uk, fax: 01254 887999.

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.

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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.

TRAIL RIDING IN SCOTLAND

*and more on the Honda SP230
and Serow 230*

I have just returned from some wonderful trail riding in Scotland. Covering long distances off road and sometimes 15 kilometers from nearest tarmac. I won't identify where the tracks are; I once told someone where three of them are and next year there was an organised group of 23 riders on them! Yes all together! Took about 10 years to undo the damage of that.

The scenery is fantastic - see photos. It was bitterly cold riding high in the mountains - often snowing (mid April) so I hope the full faced helmet will be excused! Heated hand grips are a boon.

Anyone who would like to ride with me in Scotland, please get in touch.

This year I was riding with John, a vintage bike trials rider, who this time was riding his Serow - an earlier model with the drum rear brake. I have one of these myself and also a later model. Swapping bikes from time to time there was no doubt the Honda SP230 came out on top when the going was very difficult. And for

2 additional reasons to those given in my '09 article.

1. The throttle action of the SP is very gradual and progressive, giving control when tricky, where the Serow was more like power on or off at small throttle openings.

2. Tee steering on the Serow we both described as "twitchy" at very low speeds.

And no, I don't have shares in Honda!

I have had about 20 trail bikes over the years and this is certainly the best for dual purpose. For trail use alone, the Pampera 250 was better, but horrible on the road. Best I have ever ridden off tarmac was a borrowed Suzuki PE175.

I have not tried the Serow 250. Would some kind person let me have a careful test ride?

However the SP is far from perfect. Its worst fault is low ground clearance so that going on rocky ground I am wincing for the bash plate.

This could only be cured with great difficulty to gain more than 20 mm rise, and anyway

raising it more would ruin the advantage of the low seat height.

A slightly larger 180/80 rear tyre is fitted but some sacrifices are needed to do this. (Unless the swinging arm is extended. If I were going to that trouble I'd make it wider also to accommodate a wider rear tyre to help in boggy going.)

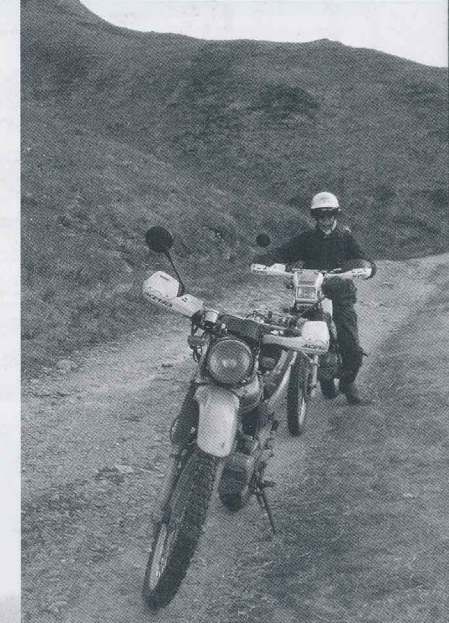
I use the bike dual purpose - preferring to ride to the trails, and while the engine is "soft" and pulls like a train on the rough, it is soft on the road. Cruising speed about 55 mph but only if no headwind. (It's geared down with a 4 tooth larger rear sprocket but that does not affect the top speed and remember part of this is to compensate for the slightly larger rear tyre).

Before the SP I had a Honda CRF 230 which has a similar engine - but tuned differently. With a lot of top end - much nicer on the road but not for tricky trail riding. The ideal - a dream?? - but cars can do it - would be good to have an electrical switch or even a mechanical lever, to change between the two engine characteristics.

So very good but not ideal.

Anyone got ideas for something better while preserving a low seat height? Do we need to start with a trials bike rather than a trail bike?

Gordon Dalgarno



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to be eligible to enter.

VOLUNTEER RIDERS NEEDED

TRAIL RIDES FOR CHILDREN WITH LEARNING DIFFICULTIES 2010

For over a quarter of a century Welsh trail rider Mike Rees, has been organising a Trail Riding day out for the local children and adults with learning difficulties. They ride as pillion or sidecar passengers around a 5 mile route of forest roads and trails near Abercarn in Gwent. This years event is scheduled for SATURDAY 5th JUNE and Mike is again expecting 30 + kids to turn up for their favourite day out. Despite the falling numbers of local trail riders because of NERC, last years event was a resounding success. It was even "exported" to England where the Cornwall boys put on a similar, and equally successful event. However, Mike is still desperate for more riders with suitable machinery to help. The route is suitable for big trailies, little trailies, sidecars, quads etc. and it is not unknown for the odd mobile sofa or vintage fire engine to turn out. The only essential is that solos must have some form of rear footrests and all riders must possess the ability to smile and eat lots of FREE burgers. If you can bring along a spare helmet that would be helpful also. As usual the local TRF, Caerphilly MCC and Trials Cymru mcc and Mike's friends from abroad (i.e. far away England) will be helping out but more bikes are always needed.

In an effort to encourage more riders from afar to make the trip Mike will again be running a 'Fun Trial' at the same venue on the following day Sunday 6th June for the more sporty riders to have a go. The sections will be

classic in style and set out with the trail bike in mind. 'Special' arrangements are in place for those who do not have an ACU license AND the £15 entry fee will be waived for those who provide a bike on the Saturday. Since all profits from the trial will be donated to the Handicapped Kids Club the event will also be opened up to Pre 65 and novice modern bikes. There will be no awards but class winners will be invited to celebrate their success with a further donation to the charity fund. (p.s. the club operates a name and shame policy). Last year the trial raised £400.

Camping/accommodation is available nearby.

Saturday 5th June 2010 13:00 hrs.
Gwyddon Forest, Abercarn - Trail Rides for Children with Learning Difficulties

Sunday 6th June 2010 10:30 hrs
Gwyddon Forest, Abercarn - Trailbike/sidecar/solo/schoolboy Charity Trial

Both Sign posted from A 467 at Abercarn.
(5 miles junction 27 M4)

PLEASE SUPPORT THESE TWO WORTHWHILE EVENTS. DON'T LET THE NERCs WIN

Further details from Mike Rees Tel 01495 222728 or mikerees65@hotmail.com

Tamsin Jones Goes to Devon

Our first event for 2010 saw us welcome Tamsin Jones to Devon on the 26th of February to tell us about her Dakar Rally experience.

Tamsin is now the youngest UK woman to successfully complete the race, and for those who followed it on TV or were at Tamsin's talk, you will have seen the determination, courage and physical and mental strength required to finish.

It was clear that Tamsin was determined to complete the rally come what may and her resourcefulness and focus saw her through. As if hearing from Tamsin first hand wasn't enough, we were also very lucky that she was able to bring her bike with her for us to drool over, fresh from the Dakar!

Tamsin collected her bike on Thursday and it was with us on the Friday evening, still holding a lot of Dakar sand, dust and feshfesh! The bike itself was a modified WR450, and Tamsin is planning to sell it to recoup some of her costs of completing the rally (which were in the region of £40k). All you budding Dakar racers had better keep an eye on ebay.....

and then to the Devon Lanes

On 26 February, the Devon TRF Group had the benefit of the company of Tamsin Jones, the

youngest British woman to ever complete the Dakar Rally, and one of only two EVER! Thanks to the amazing organisational ability of our trusty Events Organiser, Martin (Hoops) Hooper, we also had her WR450F Dakar bike up front still covered in Dakar dust and not touched or started since her Dakar finish. It was all a bit, touch and go; as the WR was only available from the docks the previous day and quite a big beast to wrestle up the fire escape apparently. Amazing to have a fully functional Dakar bike with its huge petrol tanks, headlight shroud and electronic gear actually in the room and available for us to crawl and drool over after her very entertaining talk – a little lady with a huge huge heart!

It seems that Tamsin is a great trail riding fan having started off on an MTX 125 when she turned 16. Not one to miss an opportunity, Hoops jumped in and asked her to come play on a few Devon lanes on the Saturday before hightailing it back home. Tamsin agreed subject to the WR starting. Some kind soul in the audience with a strong right leg kicked the beast into life so it was game on!

Ian (Wacky) Collins was nominated as run leader (Hoops can be very masterful!) and I joined Ian (KTM400) and Paul (the Cap'n) Studley (CRF250X) at the nominated meeting place just outside of sunny Sidmouth at 11.30am which gave Hoops time to recover from a heavy night at the tavern and me time to quickly scoot off to Sidmouth for petrol having realised that I had just ridden the last half hour from home on my TTR250's reserve tank.

After the compulsory pre-run pics we set off at about 11.40am for some of the best lanes the beautiful East Devon has to offer in the safe hands of Wacky. We had learnt that Tamsin

had completed the Red Bull Romaniacs in 2008 so no pressure Wacky!

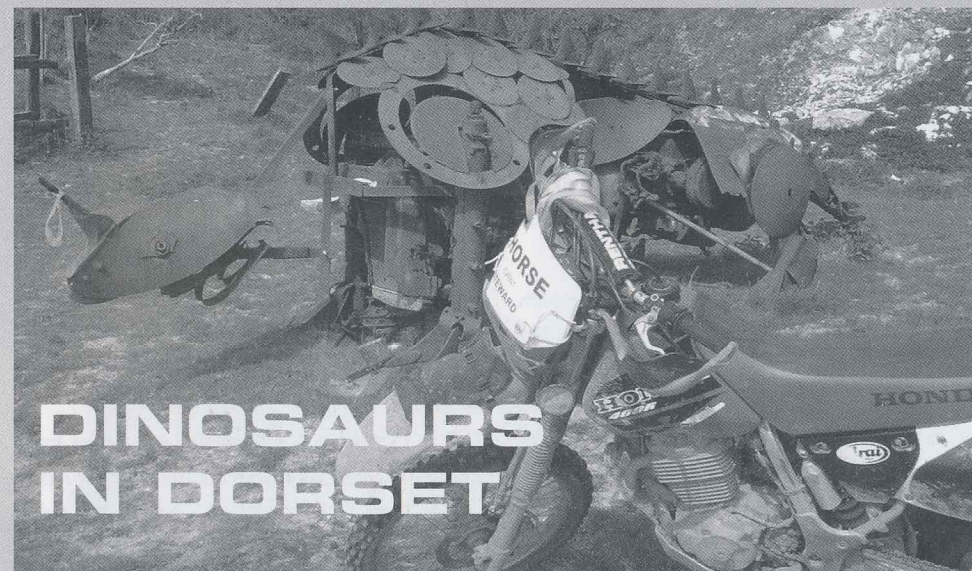
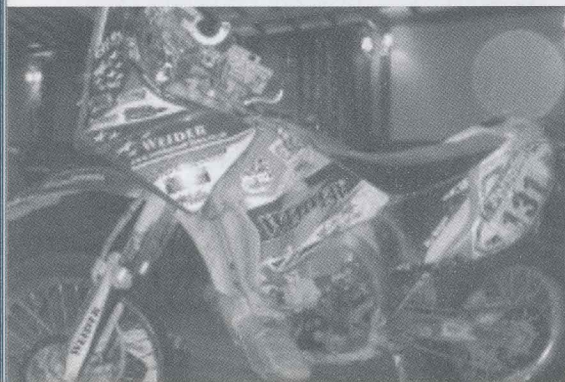
The WR was ready to shake its Dakar dust off into the Devon mud. The bike was still on its desert tyres – but that didn't slow it down any:

Wacky led us a merry chase through the local lanes and we had soon passed through to Budleigh Salterton where I got a pic of Tamsin giving the Cap'n some advice to improve his riding technique. I have to confess to feeling a bit of pressure not to fall off too often in front of our honoured guest and I learnt afterward that my male companions had similar macho thoughts.

We then headed north through the lovely lanes on East Hill Strips and Wacky just had to include his very own "Wacky Lane".

The plucky Tamsin was such good company and always ready for a laugh. I like the pic of her on the previous page which sort of sums her up for me.

Extract from the Devon Group Newsletter



Just to prove there are a few dinosaurs left down here in Dorset (not the XR400!) This one was spotted whilst doing a EGB horse event called the Hardy's ride and can be found at the disused quarry site above Portsham.

Martin Harley

TEESSIDER'S DO ISLE OF MAN AT EASTER

After a great successful trip last year to the I.O.M., the Teessider's (Paul KTM, Keith, Paul CRF, John, Jim, Dave and Colin) returned for what is now going to be the regular Easter trip. After a lot of planning, I thought the weather was going to beat us this time, but the fact we were in the sunshine sprinter lol, the sun was shining on us again.

Friday: 9.00 hrs we headed back to fill up with fuel then to the first trails, just outside Creg Na Ba, and then headed up towards Windy Corner where we were stopped in our tracks by a 4 foot snow drift leading up the mountain. With this we changed our plans and headed down to the TT course and off round to Ramsey, doing a few rocky climbs "The Slot" and over the Pipeline. Then to the killer "The Slabs". This proved very hard and slippery but no injuries or broken levers this year but a well earned rest at the top.

Saturday: got up to a drizzly start as we changed a tyre or two and by then the sun was shining. We headed up to Windy Corner and this time we were able to get through the drift via my bike/snow plough. From there we went to the route they use for the pre 65 trial which was a lot of fun and all the lads enjoyed it. We then popped in for a bit of a crack and a petrol pipe at Juan's and a photo with a big tall guy (anyone recognise him?). After the photo shoot we rode to the Liverpool Arms for a sandwich and a coke then headed to Laxey and the old mines followed by the lads favourite trails up the rocky climb and over the moors. This took us two hours but was hellish fun.

Sunday: last day, first on the list were the planks and as many trails as we could fit in. We covered most of the mountain TT course, then did some of the favourites which the lads wanted to do. The sun never stopped shining all day. We finished the day off in Jak's bar for our farewell meal and discussed all the fun the last three days had been.

The I.O.M. trails work really well, some trails shut between 1st November and the 1st April, giving them time to recover and the half a ton weight limit making a massive difference to the trails not being worn out.

Is it Easter yet!!!!!!!

Paul Smith, Teesside TRF



GLOSSARY

There have been a number of requests for a glossary to cover all the acronyms that thoughtlessly slip into text. Thanks to LARA who provided the basis for this one.

ACU: Auto Cycle Union.

Abatement: Legal term for a practical action to reduce a problem, as an alternative to legal action such as going to court. When a user removes an obstruction he is abating it; where the obstruction is unlawful abatement is not an offence.

Access Land: Those areas of open moor and mountain that are to be opened to the public (for walking only) under CRoW Act 2000.

Accommodation Road: A route for the private use of persons with an interest in land to which it leads. Such routes, often created to link fields separated by canals or railways, may also carry public rights. (Similar to 'occupation road').

Adopted Road: When a builder makes an estate road it will normally be dedicated to the public, sooner or later, but it will not be maintainable at public expense until it is formally adopted by the Highway Authority (and added to the List of Streets).

Affidavit: A written statement of fact witnessed formally by a solicitor. In the absence of a witness, an affidavit can form very useful evidence, for instance of the use of a route.

AoNB: Area of outstanding natural beauty. This designation allows for tighter planning control so that the landscape is not damaged by development and can provide funding to grant aid landscape improvements.

Arrest: Detention of anyone by another; only legal if a serious offence has been committed or attempted (e.g. for criminal damage or obstruction, but not for trespass or riding on a bridleway).

ATV: All Terrain Vehicle, usually a light 3 or 4 wheeled open vehicle with motorcycle seating

and controls, and often only vaguely 'street legal'.

BBT or B&BT: The Byways and Bridleways Trust, a registered charity looking after rights and the laws applying to them. Not a user group.

BDS: British Driving Society, concerned with horse drawn carriage driving.

BHS: British Horse Society, the governing body of most horse activities.

BMF: British Motorcyclists Federation.

BOAT: Byway Open to All Traffic. Legal term for a minor unsurfaced or unsealed highway or route with vehicular rights, which is marked on the Definitive map.

Bridle-path, Bridle Road: Alternative terms for Bridleway.

Bridleway: A Route legally available for walkers, horse riders, and bicycles.

CA'68: The Countryside Act 1968, in which Byways replaced RUPPs, but with downgrading on grounds of suitability etc. Modified by WCA'81.

CA'68: S30(1) granted pedal cyclists the right to use bridleways subject to giving way to walkers and horse riders.

Carriageway: A route for vehicles of all descriptions. Public carriageway is the highest of the three statuses of Rights of Way. Horse-riders and walkers may also use (almost) all carriageways.

CLA: The Country Landowners Association, to which most landowners belong, including the largest ones. They claim to favour the addition of Byways where they are proven, but actively (in my experience - Ed) advise their members to oppose vehicular rights.

Common Law: The part of the legal system

that is based on old tradition, ancient practice, and the decisions of judges, rather than on Acts of Parliament (which produce Statute Law). Trespass and Nuisance are dealt with under common law. (Not connected with Common land). Common law says that use of a route for a reasonable time can establish public rights; in one case 18 months was enough.

Common Rights: A traditional land management idea in which 'commoners' who own a nearby house or cottage have rights on a patch of land (the common). The most important right, today, is that allowing sheep or cattle to graze the land.

CPRE: The Council for the Protection of Rural England, which tries to do for the countryside what the National Trust does for property. Known to be prejudiced about motoring on green roads in some areas.

CRoW: Countryside and Rights of Way Act 2000.

Dedication: The main process by which a right of way can come about. It can be 'express' - a deliberate decision by the landowner, or 'presumed' - by inference from the landowner's actions or inaction.

Definitive Map & Statement (DM&S): Official record of public rights in the countryside, available for inspection and copying at county and district council offices. Not all unsurfaced vehicular ways are shown, and any public paths shown may also have vehicular rights. The term 'definitive' is often used (confusingly) to mean 'shown on the Definitive Map' rather than 'beyond doubt'. The Statement which goes with the Map should detail the width, and any gates, etc.

DETR: The Government's Department of the Environment, Transport and Regions - which looks after countryside access, and the Definitive Map processes. It combines the old DoE and DoT.

DTRFG: The most excellent Devon Trail Riders Fellowship Group!

Dft: Department for Transport

DMMO: Definitive Map Modification Order - the official way that all changes (except RUPP reclassification) are made to the DM&S.

Drove Road: A route used before the railway era for long distance transport of livestock, usually cattle, which all had to walk to market, sometimes from as far away as Scotland & Wales. Also called Drift and Driving Road. Many green roads were used as drove roads. The right to drive cattle is a component of a carriageway - an all purpose highway. Other than a private right, an easement, the drove is not a stand alone class of highway.

Footpath: A route on which any member of the public may walk or run. Prams, and dogs under control, may accompany walkers. Definitive footpaths may carry vehicular rights.

Footway: A route for pedestrians alongside a carriageway, normally provided with a kerb and paving. Not the same as footpath, and not shown on the DM&S.

Founderous: A route is founderous when it would be likely to bring a horse to its knees. Such a route is 'out of repair'.

HA '80: The Highways Act 1980.

HA '80 s.130: Protection of public rights
130.--(1) It is the duty of the highway authority to assert and protect the rights of the public to the use and enjoyment of any high-way for which they are the highway authority, including any roadside waste which forms part of it.

(2) Any council may assert and protect the rights of the public to the use and enjoyment of any highway in their area for which they are not the highway authority, including any roadside waste which forms part of it.

(3) Without prejudice to subsections (1) and (2) above, it is the duty of a council who are a highway authority to prevent, as far as possible, the stopping up or obstruction of (a) the highways for which they are the highway authority, and (b) any highway for which they are not the highway authority, if, in their opinion, the stopping up or obstruction of that

highway would be prejudicial to the interests of their area.

(4) Without prejudice to the foregoing provisions of this section, it is the duty of a local highway authority to prevent any unlawful encroachment on any roadside waste comprised in a highway for which they are the highway authority.

Higher rights: A Bridleway has 'higher rights' than a footpath, and a carriageway higher than a bridleway. Unrecorded rights may exist on any Definitive route, so footpaths and bridleways may have vehicular status, although this, post NERC 2006, will be rare and difficult to establish. It all depends on the evidence.

Highway: A route along which members of the public have a right to pass and repass. Highways are all public, and may be footpaths, bridleways, or carriageways. Technically the highway is the route, the right of way is the right to use it.

Highway Authority: The public body responsible for the maintenance of all Highways. For Carriageways, this is usually the County Council, Unitary Authority, or Metropolitan Borough, but Public Path matters are often devolved to District Councils.

Inclosure: The legal process which took away common rights and established private landowners, mainly between 1750 and 1850. Roads and access routes were set out in the documentation, and this is a valuable source of evidence for highway status.

LARA: The motoring organisations' Land Access and Recreation Association, set up to co-ordinate the defence of motor sport and recreation.

List of Streets (LoS): A record kept by the highway authority of all routes in their area which are publicly maintainable. It must be available to members of the public during office hours, it may be in map or list form, and it should show all UCRs as well as tarred roads.

MAG: Motorcycle Action Group.

MCC: The Motor Cycling Club.

MSA: The Motor Sports Association UK, the official governing body of motor sport in the UK. It was a branch of the RAC until recently.

Natural England: A new Government Agency created under NERC in 2006, combining English Nature with parts of other agencies to form one body looking after farming, landscape and access.

Natural England: "One of the radical reforms announced by the Secretary of State in Rural Strategy 2004 was the establishment of a new integrated agency, comprising all of English Nature (EN), the landscape, access and recreation elements of the Countryside Agency (CA), and the environmental land management functions of the Rural Development Service (RDS), and now known as Natural England."

Visit the defra site.

NERC or NERCA: Natural England and Rural Communities Act 2006. This Act created Natural England. Part 6 of this Act extinguished nearly all unrecorded rights for mechanically propelled vehicles.

NPA: National Park Authority

NPACA '49: The National Parks & Access to the Countryside Act 1949, setting up National Parks and the Definitive Map. Modified by CA'68 & WCA'81.

Obstruction: Anything which interferes with the passage of the public along a highway, or with free access over any part of it. It is a 'public nuisance' in law, and committing such a nuisance is a crime; it is the duty of the highway authority to seek, prevent and remove obstructions. Users coming across an obstruction may legally 'abate' it, removing enough to carry on their journey. Otherwise, the Highway Authority should be told. There is also a common law right to divert around the obstruction.

Occupation Road: One with private rights for those with an interest in adjacent land, not quite the same as accommodation road. It may also have public rights.

Ordnance Survey (OS): The official map making body for the UK. Two scales of OS maps show Definitive routes, the Pathfinder at a scale of 1:25000, and the Landranger at 1:50000. Outdoor Leisure maps and Explorer maps are special versions of the Pathfinder scale for popular areas. OS maps do not show all vehicular rights, and do show some private tracks.

ORPA: 'Other routes with public access' - a designation shown on OS Maps to indicate some (but not all) UCRs (unclassified roads).

OS: Ordnance Survey.

Permissive route: One where the owner has indicated that for the time being he does not mind use by a given class of traveller. Permission may be withdrawn at any time.

Prescribed Body: One of the group of organisations specified in various Acts of Parliament to be notified of changes to the RoW network. The ACU and WTRA are the only prescribed motoring bodies.

Prescriptive rights: Legal terms for rights of way established by public use. Such use must be without force, without secrecy, and not as a favour or by permission (i.e. nec vi, nec clam, nec precario).

Public Inquiry: An investigation carried on by an independent inspector, often in a public hall; the official way of examining evidence and letting anyone concerned in proposed changes have a say, and produce their own evidence.

Public Path: A Right of Way which is a footpath or bridleway, with no higher rights.

Purpresture: Encroachment on the roadside, such as garden extensions, and whitewashed stones to keep vehicles off the verge. Even if 'official', it is an illegal obstruction.

RA: Ramblers Association - now just called Ramblers - a walking group which seeks open access on foot to wild places.

Reclassification: This was the process whereby RUPPs on the Definitive map were reconsidered by the Highway Authority and

reclassified as BOAT, Bridleway, or Footpath, depending on the evidence. Such changes do not remove any higher rights which may exist. This process was removed in CRoW 2000

Restricted Byway (RB): CRoW 2000 turned all virtually all RUPPs into RB. This is a completely new class of highway that is effectively a carriageway way for all except mechanically propelled vehicles. There will be some exceptions.

Right of Way (RoW): A right for any member of the public to travel over the land of another, without needing permission. There are three categories, Footpath, Bridleway, and Carriageway. Use can only legally be for a genuine journey from one place to another. The term is often used in a restrictive meaning for only those routes on the DM&S. Technically all highways are also RoW.

Road Used as a Public Path (RUPP): A classification once used on Definitive maps, meaning a route which is not a footpath or bridleway, but not with conclusive vehicular rights for the public.

RT Road: One maintainable by the landowner; *ratione tenurae* means '(maintainable) by reason of tenure'. All RT roads are public carriageways, sometimes marked on the List of Streets.

RiR: Right to Roam - The latest 'want' from the RA that is now being legislated for.

RUPP: Road used as a public path.

Section 116: Highways Act 1980 section which allows a road to be closed by magistrates if it is not needed, or to be diverted to make it more 'commodious'.

Section 56: Highways Act 1980 section, allowing for application to a magistrates court by anyone believing that a highway is out of repair (see Founderous). Magistrates can order the authority to put it in order, but this may mean tarmac.

SSSI: Site of Special Scientific Interest.

Status: The status of a route refers to rights on it; it may be public or private, and allow carriages, horse-riders, or pedestrians.

Vehicular status indicates public carriageway rights - an all purpose highway.

Street Legal: Term used to indicate that a vehicle complies with all the regulations for highway use. Trail riding can only take place with street legal machines.

TRO: Traffic Regulation Order, which can restrict any class of traffic on any route, for up to eighteen months, or permanently. TROs must be signed clearly so that users know exactly what is forbidden. The sign for no motor vehicles shows a BSA A10 motorcycle flying over a Ford Prefect of the same era, in a red ring. A plain red ring means no vehicles at all.

Unclassified County Road (UCR): Properly, the 'County' bit is obsolete A road recorded (on the List of Streets) by the Highway Authority as 'maintainable at public expense', and normally having vehicular rights. Such roads are sometimes not tarred, and then are not always marked on Definitive or OS maps. Classified roads are the familiar A and B roads.

Vehicle: A mobile contrivance for carrying goods or travellers or providing a service. This includes sledges, bicycles, prams, wheelbarrows, sedan chairs, and litters; as well as carts, cars and motorcycles. Legally almost all vehicles are carriages, and as a bridleway is only for walking or 'leading or riding a horse', evidence of any other public use points to vehicular rights.

Waymarking: The use of standard symbols on rights of way 'in the field' to indicate status and direction. A stumpy red arrow should be used for carriageways, blue for bridleways, and for footpaths, yellow. The term is also used, confusingly, for the route marking of named routes like the Pennine Way, but without showing the legal status.

WCA '81: The Wildlife and Countryside Act 1981, under which RUPPs are reclassified and other changes are made to the Definitive map.

Written Reps: Written Representation Planning (or DMMO) Appeal.

A LATE ARRIVAL...

WHY DO I BOTHER?

On the afternoon of 28 April, I stopped TRF riders as they entered Grisedale Forest via the Bridleway at the north end of Coniston. Despite my identifying myself as Cumbria TRF ROW Officer, and being next to the Park's "Bridleway" and "No Vehicle" signs, they argued the toss that it was legal for a while before resorting to the "if we didn't ride illegally we'd have nowhere to go" ploy and rode on up the Bridleway.

Makes me feel my work in developing Cumbria's HOTR, liaising with the Park, putting in claims for Walna and Garburn etc. is really worthwhile - thanks, lads!

(If you think I'm being precious, one week ago I had a protest from the Park Rangers about TRF riders on a Bridleway at Crossthwaite - if we want the Lake District National Park to become the trail riding desert that the Yorkshire Dales Park has become, we're going about it the right way.)

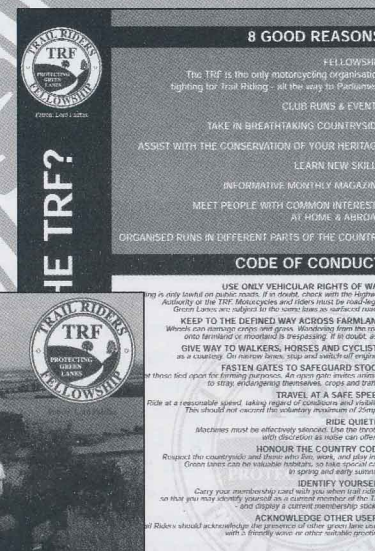
Steve Pighills,
ROW Officer, Cumbria Group

Ed: Steve, I think you bother because you believe in fair play, justice and the right for ALL to enjoy access to the countryside. The TRF must fight the bigots who wish to subjugate OUR Rights of Way heritage for themselves. They might not have been TRF members, only two said they were, and they could have been lying.

We need to remind people that we serve those members who ride legally; anyone who consistently flouts the rules either with their machines, by the way they ride, or the routes they follow are simply not worth the considerable effort we all put in on their behalf.

TRF LEAFLETS & DISPENSERS

available from
**Debbie Hutchinson,
Membership Secretary**



Letterheads and Compliment Slips for all external correspondence available to all Group Officers from Fred Ellison, Editor. (Membership number required)

POSTBAG

LOOKING FORWARD TO THE FUTURE

I write this in response to the article in the January issue of Trail magazine "looking back at 09"

I was amazed to read that the PROWI group had been dissolved! To set the record straight, when David Giles decided to stand down as secretary of the group, there was an effort to get other interested groups to take on some of the PROWI workload. Members of PDVUG agreed to take up the responsibility to liaise with the Police, Peak Park and Derbyshire County Council. At no time in the meetings was there any discussion or agreement to the PROWI group dissolving! Philip Spink agreed to take on the role of acting secretary (thank you Philip). David Giles is still very busy and actively involved in the Derbyshire LAF where he represents PROWI. David's involvement along with other members was key to the Beresford Dale case where the authority put on a pre-emptive TRO on the route, as they knew it was going to be awarded BOAT status. The results of this case had had a major change of policy with regard to the implementation of TRO's in this area, very good news for trail user groups. At this present time David is involved in the ongoing discussions and procedural matters relating to the Agnes Meadow Lane TRO and its ongoing dmno application. All the core members of the group have agreed to continue their work in support of the claims they have submitted on behalf of all the trail riding community and local groups.

PROWI was set up to help and assist the authority to identify and correctly record the routes on the definitive map. This involved a huge amount of work and sacrifice of personal time by all the core members of the group to gather the required information. Obviously now with the CROW act and the even more spiteful NERC act biting hard, multi user routes have been made deliberately difficult to apply for a dmno application on. With this in mind and the ever increasing workload involved in maintaining the valid claims on the authorities register the PROWI group has gone from being

pro-active to reactive.

In the Derbyshire and Peak district area there have been 5 public enquiries during 2009 (with many more to come) to determine the status of routes we all have used on a regular basis. The administration and logistics have all been co-ordinated through members of PROWI. This has amounted to over 500 man-hours to collate the information needed to enable us to defend our rights. Peter Hiley in particular has been kept very busy with these inquiries, as he has attended all 5! When you consider the amount of work and organisation required for just one of these events, Peter definitely deserves a round of applause. The national TRF has been fully supportive of the work involved in these inquiries. Because of the support of the TRF we were able to bring in the specialist and expert knowledge of Alan Kind and Tim Stevens, their input has achieved some very positive results. This is all the more reason for all those who use the trails to encourage more people to pay their membership to the National TRF group, because without their continued support some of this vital ROW work could not take place.

I fully support the work and effort that has been on public display from the PDVUG group, but the worrying concern from me is that while ever the authorities have got people running around in circles, it is taking up vital resources away from the work that is desperately needed to get all the groups to muster up the support from the trail users to start fully supporting the claims. It's a bit of a "no brainer" really, if the claims don't succeed, no matter how much PR has gone into our image we cannot use the routes. Don't get me wrong, I have a lot of respect for the work that these individuals are doing to improve our public image and as I said earlier, will fully support and promote what they are doing but the priority has got to be on the work involved in supporting the claims. The PDVUG group are currently not involved in the maintenance and management of the active claims on the DMMO list, but with some very significant changes that have happened recently and as more help is needed this I'm sure will change.

The biggest problem we have in the trail users community is apathy! The authorities know it and the anti use it to their advantage all the time, both to very good effect. This has become more apparent at all the public enquiries in our area and no doubt elsewhere in the other regions they have similar problems. It's the same hard working people turning up all the time, (yes you guessed it the core members of PROWI) and when they have asked for support it is virtually non-existent. Don't forget we have 6 TRF groups that all use the area week in week out, so where are they all when they need them!? Its not quite true other groups don't support us, Rod Jackson from the West Yorkshire group attended the Cherpit Lane inquiry. If he can make the effort we in the local area don't have many excuses do we? It can make the difference between success and failure having people turn up at these inquiries and speaking in support of the claim. There is a stereotypical view of motorcycle riders that has been forced into people, which the anti groups are using to undermine the respectability of what we do. When people see we are not the monsters we are portrayed to be, their attitude towards us changes completely.

This short article would not be complete without a note of thanks to all the gentlemen who continue to fight against all the odds on our behalf and especially to the 2 who are affectionately known as "Jack and Mack" and lets not forget "Fred" (how many have not ridden with him!) from myself and on behalf of all the people that use this area, Thank You! If it were not for the work you all started we would not be here today!

This is where my "Looking forward to the future" comes in! I'm hoping that all the Groups officers in this and other areas will get the membership to fully support the efforts of groups like PROWI and PDVUG in keeping the routes we use open and legal and if it requires a bit of personal sacrifice (time and money) then so be it. While ever we support them, they, I'm sure will continue to support us. If any of you reading this feel inspired to get involved in the fight to keep what remaining routes we have available open or you want more information about the work PROWI is still actively involved in please contact me (contact details are on page 26)

Mick Ellison, Derbyshire & South Yorks & PROWI

MEMBERS CLASSIFIEDS

CRM MKII Good solid bike, regular servicing with top quality oils. Recent c&s, legal tyres. Tax & MOT March 2011. £1000 ono. Nr Chester. Tel: 07785 745593.

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ALPINESTARS MX TECH 3 Black/Grey boots, size 11-45, used once. £65.00. **MX Trousers** **BMW 34"/36"** blue/grey never worn £65. Tel: 01752 340600.

GAS GAS PAMPERA MK3 2002, T&T, uprated front wheel, bash plate, handguards, recent c&s, Trailtech speedo, good cond. £1200 ono. Tel: 07779 343693/01594 528200 (Glos).

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 brendan chase @aol.com, website: www.placetostaywindermere.co.uk

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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 Thurs, 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 Thurs, 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 Ifley 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 Christian James, Tel: 01446 410073
1st Thurs, 8pm, Ty Nant Inn, Morganstown, Nr Radyr CF15 8LB.

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

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.

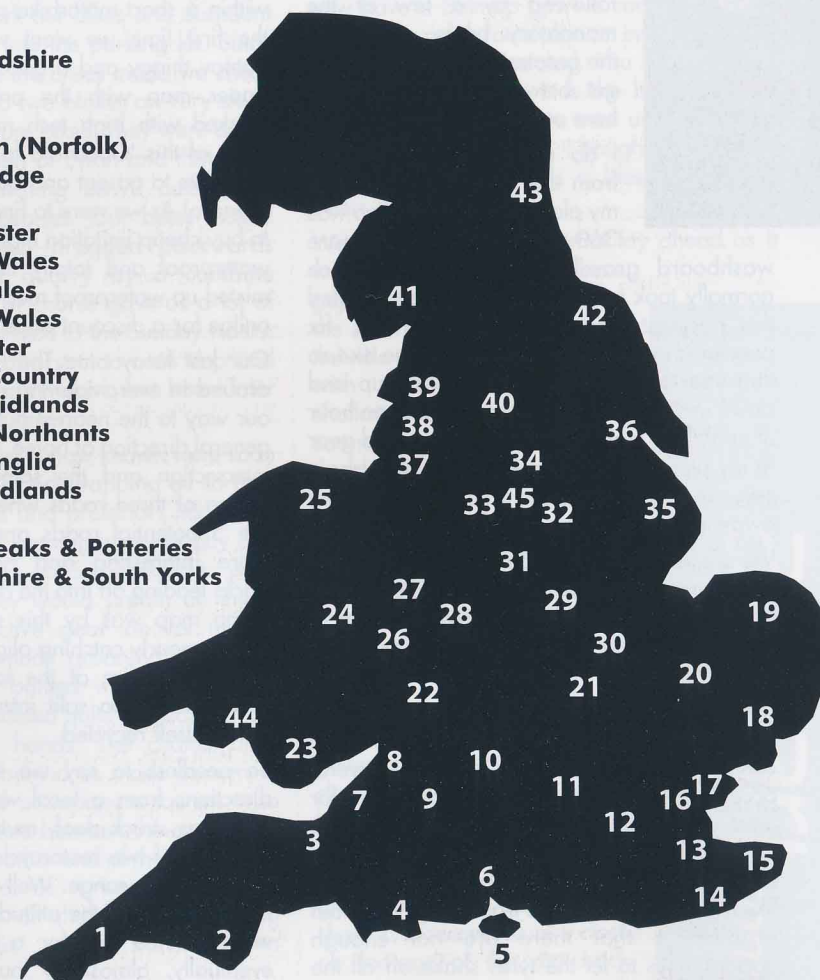
WEST YORKSHIRE Richard Hoyle, Tel: 07789 644461
1st Thurs, 8.00pm, Cue Gardens, Stadium Mills, Stadium Road, Bradford BD6 1BJ.

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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19. Norwich (Norfolk)
20. Cambridge
21. Oxford
22. Gloucester
23. South Wales
24. Mid Wales
25. North Wales
26. Worcester
27. Black Country
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29. South Northants
30. West Anglia
31. East Midlands
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33. High Peaks & Potteries
34. Derbyshire & South Yorks
35. Lincolnshire
36. East Yorks
37. Manchester
38. Lancashire
39. Ribbles Valley
40. West Yorks
41. Cumbria
42. Teesside & North Yorks
43. Northumberland
44. South West Wales
45. Virtual Peak



Hey Anthony

So how is life treating you since you part exchanged your house, wife, dog, car and bike for the yacht and a few years in the Caribbean?

Life here on Island goes on and I have been getting more and more involved with off-road riding here. Obviously not as much space as in Africa but hell, it sure is green over here. Vincent and I were wondering the other day, after a particularly strenuous ride followed by a few of the mandatory beers, what was the greatest distance one could get between two towns over here on the island.

I do remember that the trip from the tarred main road to my place in the Okavango was 360 km of nightmare

washboard gravel road to Maun, which normally took most of the day if you counted the frequent stops to change wheels, fix punctures and just stand still next to the 4x4 so that your brain could stop bouncing up and down in your skull. From Maun it was an hour of very deep, soft, sand in low range 2nd gear to my place on the river with next town about two days hard driving (in the dry season) away in the north east close to Vic falls.

We are now trying to find the most remote spot between any two towns in the whole country and aim to enlist the help of some of the local guys here to answer this, the ultimate pub quiz question.

I told you about my trip to Salisbury plain last year when Vincent and I managed to have a complete blast despite being lost on several occasions and as one would expect, wet for most of two days. Vincent rides a KTM 950 and compared to my 650 Dakar it is quite a monster in the mud and clay over here and is, like my bike, not suited to trail riding. The main problem is that there are not enough opportunities to let the tyres shake off all the

sticky stuff so we end up riding on very slippery muddy donuts instead of tyres. It is an observation not a complaint mind you.

Complaints I have a long list of and none of them include the outrageous cost of red meat and almost total absence of sunshine. The biggest issue I have here is the lack of tolerance the folk have for one another's choices. It seems to me that as long as you agree to do what other people want you to do then there will be no problems,.... and also no trail riding. But of course you are not interested in my whinging.

So there we were planning our second ride to the biggest, widest open space we knew of within a short motorbike ride of Surrey. Now the first time we went we took a Garmin Satnav thingy and a good old fashioned OS paper map with the proposed route duly marked with high tech magic marker. (Any more of this 'Good old fashioned' stuff and I will have to go out and buy a pipe and some tobacco) As we were to find out it is ill advised to buy cheap imitation markers as they are not waterproof and totally illegible through the misted up waterproof map cover I had bought online for a discount price.

Our last foray onto The Plain had us riding around in ever widening circles trying to find our way to the nearest pub for lunch and the general direction of home. We would get to an intersection and the satnav would show a choice of three roads when we could clearly see 5 potential roads and another two, far more interesting and possibly dangerous tracks leading off into the damp mist. The limp, damp map was by this stage on day two, despite nearly catching alight as we dried it in front of the fire at the local pub the night before, about to split into many pieces and render itself recycled.

So needless to say we enquired for some directions from a local walking type person who was struck deaf, mute and rude by the presence of two motorcycles on his very own military firing range. Well we assumed it was his since he had the attitude of ownership. So we remained lost for a while longer and eventually, almost by pure chance, found

ourselves on a tar road with much traffic whizzing by. And who says you need a big area to get lost in? Utter disorientation and some dodgy technology will do the trick.

Anyway I digress and ponder too much on the past. We met up at Kev's house for tea and biscuits on a sunny Sunday morning last month at the all too civilised time of 9am. Vincent and I watched as the other three loaded their small trail bikes, KTM 250, KTM 400 and AJP 200 onto a trailer for the trip down to Salisbury. Vincent and I would ride down since our bikes were well suited for the journey and neither of us owned a trailer.

Naturally we got there way before the others and had time to park our bikes and dismount before they pulled into the parking lot. Since we were in full mid life crises mode we chose to park right next to two blokes on very shiny BMW 1200 adventure bikes. They were doing a pretty good version of Ewan and that other bloke in their matching BMW outfits and colour coded accessories. Our bikes looked like they had been dragged backwards through a gravel quarry by a combine harvester and this of course gave us a lot of 'cred' when parked next to the Sunday riders. It does bring a bit of a strut to ones step and makes you feel a right twerp a few hours later when you reflect on this.

Kev, Si and FM as he is now known were soon unloading the bikes and strapping all sorts of orthopaedic braces and protectors into place in the vain hope of keeping injury at bay and most of their moving parts connected to each other. I thought they would sustain an injury getting the protective gear on as it was accompanied by much groaning and wind breaking as they battled with buckles and straps that were situated quite a distance from the ends of their hands. The chatter of a foreign language behind us made us turn to face a coach load of Japanese tourists who had stopped en route between the coach and the tearoom at the other end of the parking lot to take pictures of us. I wonder how the caption 'Five out of shape blokes getting dressed in public' would translate into Japanese.

I was very busy getting my helmet cam taped into place by Vincent and trying a few test shots in both standing, and very optimistically, sitting positions. Looked good and very easy to do while the bike was stationary and on its side stand.

After the exertions of the other 3 getting suited and booted we set off onto the plain taking great pains not to disappoint the gaggle of happy snappers as we rode in dramatic fashion through a mighty long, two inch deep puddle right near the parking lot. We do aim to please.

Si, was the ride leader and had pre planned the route in his Satmap at home. Since I also now have a Satmap gps we compared notes and I did a quick route plan on my handset just in case we got separated. You should check out this piece of kit, it is the best mapping navigation system I have ever used and only wish I had it years ago. I bought mine online at Azcari.com and it is a blessing for trail riders like me.

We were curious as to what lay ahead as it was our first ride with these guys and they certainly looked the business. The first part of the ride was on a hard surface with gentle whoops and shallow puddles and I had no sooner given Vincent the thumbs up and a huge grin when the pack in front slowed and turned onto a much smaller byway. Within a few meters we were foot peg deep in some very muddy ruts trying vainly to keep up with the much lighter bikes in front of us.

As I lined up Vincent in my helmetcam range for a great shot I completely neglected to look at where I was going and in a split second I was airborne, all too briefly, before gravity kicked in and I got to shoot 1/2 second of very close up footage of the dirt track

with my helmet camera. Ah well, crash one of the day for me so I get to buy lunch. Pick up the bike as nonchalantly as possible and remount despite being choked by the camera cable going to the monitor in my jacket pocket while doing this. I am sure I would have heard applause if my ears had not been ringing with the aftershock of impact.

A few miles and a litre of sweat later I hit the wall of a very deep rut and managed to get my left foot flung backwards and can swear I hear the sound of something tearing inside my leg, only to look down to find the front of my gear shift lever is now behind my foot peg. We gently pushed and pulled on the damn thing and eventually got it to a point where I could get my foot

under the lever but had to lift my foot off the peg to change gears.

The other guys had stopped some way ahead and Vincent and I rode up to meet them at the crest of a small hill. Great shot I thought to myself, riding the rutted byway as I approached the parked group. I tried to salve my injured ego with a smooth, skillful approach. However my skillful technique somehow got the rear wheel to overtake the front wheel. Fall number two of the day to me as well and I not only had to buy lunch but was now also paying for the first round of (soft) drinks.

The quick getup and remount routine was foiled by the fact that I was now well and truly trapped with my left leg under my bike and no way of getting out from under it. The indignity of still being conscious and having ones friends and new riding buddies have to lift your bike off you. Sunday bloody trail riding Sunday.

At this point the guys on the pogo sticks decide to have a break for chocolate and a chat and

give me time to recompose myself. The conversation turned to unexploded ordinance and I thought of my time in the Mounted Motorcycle Infantry Unit (bike squad) and the very different approach to health and safety over here. Back then we had an artillery regiment based about 20km away from our base and they would of course do many practice days trying to hit old car wrecks and the like out of sight to the gunners. They did hit our base on one occasion killing a few horses if you remember.

It was the duty of us guys in bike squad to set off into the firing range the day after practise with one of the Tracker battalion guys as passenger on the back with an arm full of red flags. We had to ride through the range and plant a flag whenever we found an unexploded artillery shell. Keen eyes were the order of the day if we wanted to avoid going home in the Sunday Times. But of course we had to have fun with it as well so every so often we would spy a nice bump in the ground and tap the gas just enough so that the tracker behind you, with his arms holding onto the marker flag poles was catapulted into the air, landing in a messy tangle of arms, legs and flags behind you as you disappeared from under him at speed. Very funny when racing past unexploded bombs, not in hindsight and looking at it with middle aged spectacles it isn't.

By now I was feeling quite bent and the guys decided to head for lunch. Now Si had put in a few waypoints of pubs in his Satmap so we quickly plotted the shortest route between ourselves and refreshment. We also swapped SD map cards as I had a 1:25 map of Salisbury and he had a 1:50 of the same area and he wanted to see how much of a difference it made to his navigating. Between here and the pub I managed to get crash number three and the bill for coffee on my tab as well. Just wasn't my day. I had now broken my screen and added a few more scratches to my bike but my new Satmap had survived unscathed which was a good thing since it was only three weeks old.

We did a bit more byway riding on the way

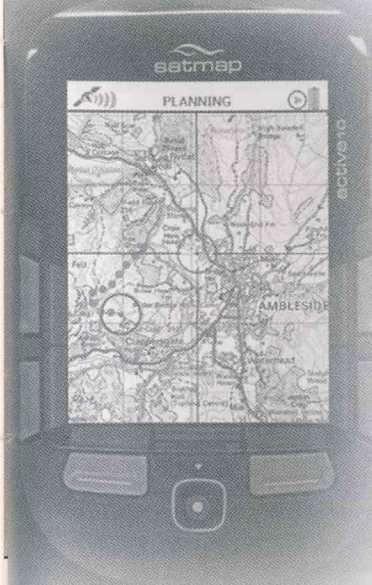
back to the car park and although I was tired and quite bruised it was none the less a very good days riding. On the way back FM got his nickname and the bill for tea. He was getting quite keen on the speed when we were crossing an intersection of tank track and byway when from my point of view his bike slowed to 0 in 2 seconds and he continued on through the air at an alarming height and speed followed now by his flying bike. The landing was as graceful as can be under these

circumstances but the tumbling was uncoordinated, funny and messy. Thanks to a fine collection of safety gear strapped to his person he was winded but in one piece and ready to move on in no time at all.

While packing the bikes onto the trailer Vincent and I commented on the total difference it made to making the days ride enjoyable by having a good piece of equipment to navigate with and not spend time getting lost and frustrated.

The ride back home was crazy as my left leg was now going into cramp mode every time I changed gear and the only way to stop the cramp was to stick my leg straight out for a minute or two, wait for the cramp to subside and then change gear again. If I accelerated quickly I could get two gear changes in before the cramp hit. Must have been very amusing for the Sunday drivers watching me from their warm cars.

Then bonus of all bonuses, when I got home I gave the lad a shout and he hauled out the jet wash and cleaned my bike so that I could see all the damage and destruction that had been hiding under the muddy layer. I recently bought him a 125 enduro bike and he is paying it back at £5 a wash which means I should have no hassle with cleaning my bike for the next year or so. Anyway pal that is it for now. More stories from over here when I next get a chance.



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NEW MEMBER FACILITY

Members have been asking for a wider range of benefits and asked about potential insurance aspects. We have therefore taken up an offer from a reputable, respected broker in the Manchester area to give us access to the range of benefits they can provide to scheme customers.

Arthur Doodson are a well respected broker in Manchester, geared up to handling motorcycle insurance and the associated risks for motorcyclists. Neil Clayton the Managing Director has a background in Motorcycling and the firm have multiple links to the motor and motor sport market. You will see them closely involved with the Youth Motocross aspects and Speedway clubs in the UK with their Doodson Motorsport brand. A quick look at the Bob Mullins what's on section of his excellent website will highlight the name associated with various dates in the calendar.

The sports connection is helpful here in that they have a knowledge of the type of service required when dealing with claims for the sports arena. Issues generally occur at a weekend on pleasure use claims (for obvious reasons) and it "hones" the services required to ensure a client gets what is required, often on a Sunday.

Motor cover is not the only issue that motorcyclists have with getting the right insurance cover. Getting Personal Accident cover can be a real problem. Time off work as a result of what was a "low speed spill" can impact your earnings. Doodsons have

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As a company Doodson understand the issues of Trail riders and access to where to ride. They are prepared to make a contribution to the TRF fighting fund. If you give them your membership number then not only will you qualify for their scheme rates but they will make a contribution to the fund per case.

You will hear more details in Trail and on the website shortly. We were keen to give members a bit of an intro early if they were looking at getting the bike out for the summer or wanted that peace of mind with some protection.

So as an unashamed plug for a company who are keen to work with TRF members try them out on:

T: 0161 4193048

E: jmottram@doodsonbg.com

W: www.doodsonbg.com

You will see from the Financial Services Association website that they are Regulated and approved. They have demonstrated they have the knowledge, skills and ability to handle the insurances of TRF members and seem to really enjoy what they do (always a bonus). They are keen to deal with you and the nice thing is there is a willingness to help protect the enjoyment of what we all do in our spare time.

Don Oakley

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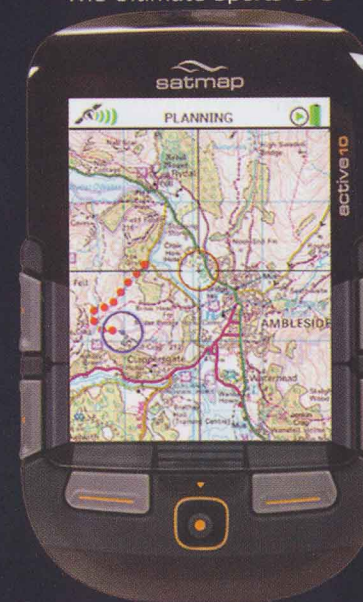
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