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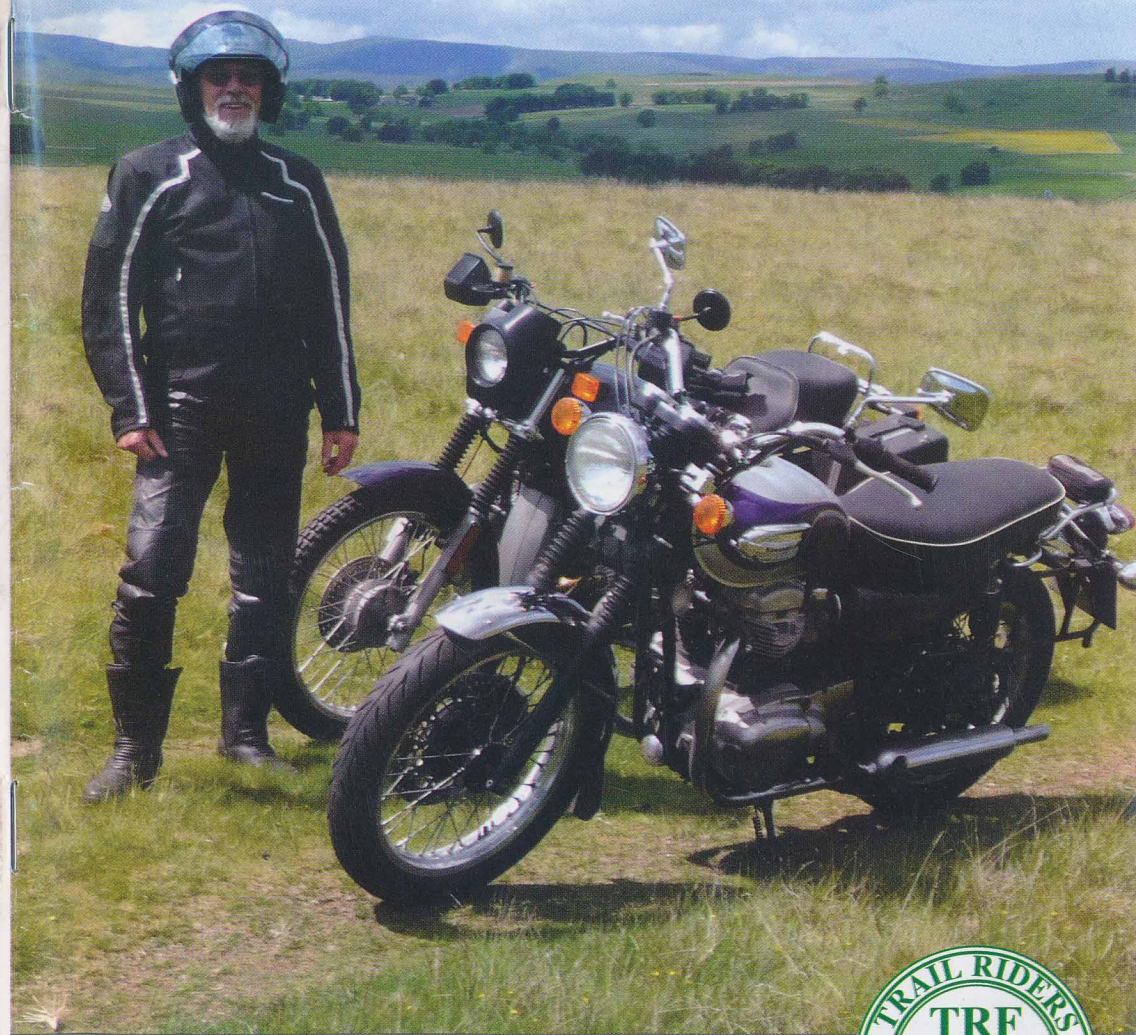
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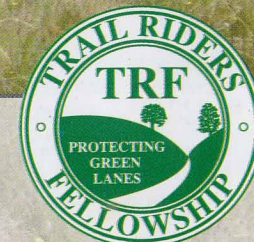
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# TRAIL



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

JULY 2010 No. 383 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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South & South West	<b>Dave Tilbury</b>	See above for contact details
Eastern	<b>Richard Sugden</b>	01354 651390 home@rlsugden.fsnet.co.uk 122 Station Road, March, Cambridgeshire PE15 8NH
East Midlands	<b>Robin Hickin</b>	See above for contact details

## TRAIL MAGAZINE ADVERTISING

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mr.till1@hotmail.co.uk, Hill View, 9 Chapel Lane, Biddulph Moor, Staffordshire ST8 7JY.

**Accounts and Billing:** Arnold Brewer, see above for contact details.

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## EXECUTIVE MEETING

**Sunday 25th July 10.00 am**

**at The Heritage Motor Centre,  
Banbury Road, Gaydon,  
Warwickshire CV35 0BJ**

**Tel: 01926 641188 Fax: 01926 645103**

Please be aware that the Old Ford Rally is on the same day and they are expecting a large number of visitors. Bring your TRF membership card with you and tell security that you are attending the TRF meeting.

There will be free entry to the museum for the first 30 to arrive.

### AGENDA ITEMS TO:

**Polly Cody,**

**Tel: 01525 717634**

**email: secretary@trf.org.uk  
2 Conway Drive, Flitwick,  
Bedfordshire MK45 1ST,**

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## WANTED:

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

### COVER PHOTO:

Photo by Robert Wilson  
Steve Pighills with Kawasaki W650  
near Crosby Ravensworth, Cumbria

### All contributions to THE EDITOR

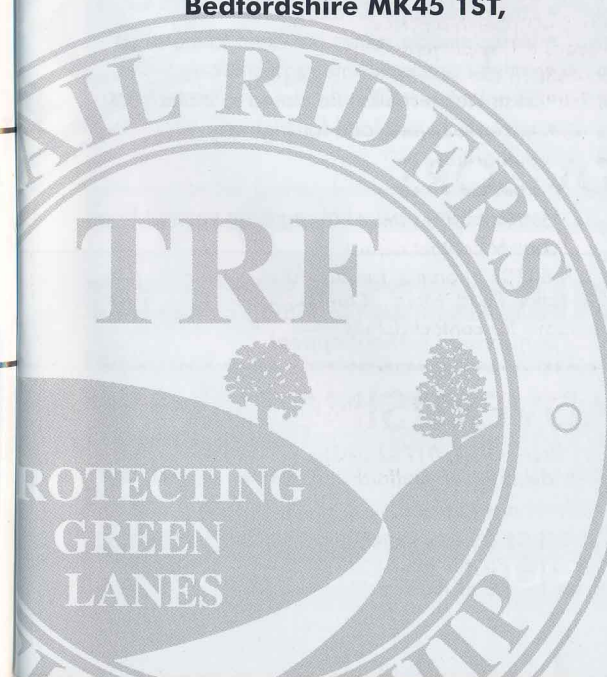
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# FROM THE CHAIRMAN BAD LAW REPEAL

Below is a text guide from Alan Kind of LARA relating to the 'repeal of bad laws'. This is less inflammatory than some although obviously it would be best in your own words and even better if you could provide some local examples of the 'unintended consequences'. Send it to your MP and he will pass on (allegedly) or go to the website where you can feedback direct <http://yourfreedom.hmg.gov.uk/>

It is incumbent on every member to make the effort! Remember, if you write to your MP they are obliged to address your concerns. Who knows what happens to web petitions...

The UK's Coalition Government has said that it would repeal some of the 'bad laws' introduced by the Blair/Brown administration, and that Deputy PM Nick Clegg will be compiling a list. Following that 'YES!' moment, all went quiet. So LARA asked how we, the electorate, might input to this list. We have heard back and it appears that if you write to your MP she or he will pass on your suggestions to Deputy Prime Minister.

The experts amongst you will be able to quote the relevant subsections that are troublesome to us but even if your letter writing skills are not to university standard you can still get your point across in broad terms.

Sir, I write concerning the stated aim of the Coalition Government to repeal some recent legislation where it is ineffectual or otherwise flawed. I ask that you forward this letter to the Deputy Prime Minister, Rt Hon Nick Clegg MP with the request that section 67 of the Natural Environment & Rural Communities Act 2006 be repealed on the

grounds that it is a clumsy statute that has caused very unfair and unreasonable impacts to a significant part of the community, often creating absurd situations, rather than solving problems. There has to be a better and fairer way of addressing the recording and sustainable use of our ancient highways.

You could simply copy & paste the above sample letter, but there are many unintended consequences of CRoW 2000 & NERC 2006 that you may want to address, if you feel you have the understanding to so do:

- Cul-de-sac byways.
- Homes with no vehicular access.
- Loss of amenity.
- Loss of heritage & history.
- Unsustainable routes are open to motorists without proportionate regulation.
- Sustainable routes are closed to motorists.
- Increased work-load for highway authorities.
- Injustice.

Please let us know what response you get from your MP.

I think we should also 'appeal' s59 of the Police Reform Act (or ASBOs) as they are a punishment without appeal.

## NOTICE BOARD

### RIDING COMPANION REQUIRED

Wanted companion for rides within a 50 mile radius of Bracknell i.e. Surrey, Hants and West Sussex. Pensioner and capable rider but without the stamina of youth!

Contact details:

Ron Pranglen 01344 884485,  
ronpranglen@yahoo.co.uk  
(KLX 250 2009)

### ESSEX TRF CHANGE OF VENUE

New Meeting Location: The Cross Keys,  
The Green, Hatfield Peveral, Essex  
CM3 2JQ. The meetings will still be held  
on the second Wednesday of the month.

Cliff Eves, Essex Group Rep.

### RIDING IN THE NORTH YORKS MOORS NATIONAL PARK?

Visiting groups of Trail Riders are reminded that no more than **SIX RIDERS** per group are welcome in this area of the Country.

It is a difficult enough job to placate some of the anti-motorcycle lobby and the local farmers without the aggravation of large groups. It is TRF policy to minimise group numbers. Please bear this in mind.

Recently groups of between twelve and twenty riders have been reported out on the trails. This will only lead to further closures.

You ride, we suffer the complaints, so show some consideration next time you organise a visit.

Harry Nicholson,  
Chair Teesside & North York's Group

### OPEN INVITATION TO A GREAT SOCIAL NIGHT

The trail riding part of the Teesside & North Yorks camping weekend is now fully booked. However there is to be a social evening on Saturday 31st July 2010 when riders, non-riders and their families would be most welcome to join us. There will be a band, dancing and a great raffle. The venue is the same as for the camping: Feversham Arms Inn, Church Houses, Farndale East, North Yorks YO62 7LF.

For further details please contact Richard Dodds at rikidooos@gmail.com

## FORTHCOMING EVENTS

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

**bmf Events:** see [www.bmf.co.uk](http://www.bmf.co.uk) Tail End 18/19 September 2010

**Teesside and North Yorks Social Evening** Saturday 31st July 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)

# STOCKDALE LANE

Stockdale Lane in the Yorkshire Dales National Park is one of the cluster of green roads on to which the Yorkshire Dales National Park Authority imposed prohibition of driving orders two years ago. Those orders were quashed by the High Court in 2009 after LARA, strongly supported by the TRF, judicially reviewed the YDNPA's orders.

Although the TROs were quashed, the question of the correct status of Stockdale Lane remained to be decided. It is a bridleway on the definitive map, but Cumbria TRF had put in a definitive map modification order application for upgrade to BOAT, well before the 20 January 2005 cut-off imposed by NERCA 2006.

On the 13th of December 2009, TRF member Mark Willis was riding his motorcycle on Stockdale Lane when he was challenged by a rambler. Mark was reported to the police, interviewed, and then summonsed for allegedly driving a motor vehicle on this public bridleway without lawful authority, contrary to section 34 of the Road Traffic Act 1988. Mark turned to the TRF for assistance.

TRF Chairman Andy Gerrard asked Alan Kind to look into the issue of the DMMO application and to see what sort of case Mark had in his defence. Since the application, after the commencement of NERCA, but well before the alleged offence, the officers of the YDNPA had examined the application and had decided that, in their view, it fell foul of the procedural requirements demanded by NERCA, as set out in the Winchester case. On

that ground YDNPA had rejected the application, and Cumbria TRF had started the appeal process with defra's National Rights of Way Casework Team at GONE. Alan Kind took over that appeal on behalf of CTRF, and submitted to GONE that, judging from the correspondence between YDNPA and CTRF, the application does appear to be 'Winchester compliant' and should proceed.

In the meantime, North Yorkshire Police had made further inquiries, including obtaining a statement from Mr John Dwyer, the Senior Rights of Way Officer at YDNPA. It seemed to Alan Kind that what Mr Dwyer had told the police was not actually the whole story, and he wrote to the Crown Prosecution Service on 24 February, saying,

"Mr Dwyer states in his statement, page 2, third from last paragraph, "An application to upgrade this bridleway to a byway open to all traffic was received by the authority on 29 November 2004. It has been thoroughly investigated and no evidence of historic vehicular rights discovered. The application was therefore refused and Stockdale Lane remains a bridleway on the definitive map." He continues, "I do not consider from the information available to the authority that any

of the other exceptions provided by the NERCA Act 2006 apply to this route."

"It seems that Mr Dwyer has misstated the facts. When the authority rejected the definitive map modification order application to which Mr Dwyer refers, the applicant lodged a statutory appeal with the Secretary of State. The YDNPA was statutorily informed of this at that time, and has later been engaged in dialogue about the appeal by defra. I attach a letter of 8 February 2008, from defra, to the Cumbria TRF, confirming this.

"Your decision to prosecute is based on a wholly misleading statement by Mr Dwyer. The question of whether or not public vehicular rights subsist on this bridleway were at the time of the alleged offence still open to determination by a statutory process, and remain open now. It seems to me quite improper to prosecute in such circumstances, and if the case proceeds to court then it seems to me that the prospect of Mr Willis being found guilty beyond reasonable doubt, even given the proviso in s.34(2) is remote.

"Will you please review this prosecution as a matter of urgency. As yet Mr Willis and the TRF have not engaged counsel, so there is an opportunity for you not to proceed before costs mount up."

On 3 March North Yorkshire Police wrote back to Alan Kind. Far from being concerned about any potential miscarriage of justice, they were bullish about their prospects for success. D Scaife, their 'Dedicated Decision Maker' [can't these people exist without mumbo jumbo?] said, "The prosecution takes an entirely contrary view. The application to upgrade the status of Stockdale Lane has been considered ... [and] has been refused. We are content that this prosecution has been properly brought and see no reason to withdraw proceedings."

Supported by the TRF, Mark engaged Mewies Solicitors of Skipton, and turned up at Skipton

Magistrates' Court on 26 March, where he pleaded not guilty, and the case was adjourned for a full hearing at a later date. The day of that hearing came, and the CPS asked for an adjournment because they did not yet have their case ready. This was granted by the magistrates, and on Friday 9 July Mark and his legal team went back again. This time the CPS told the court that they had 'lost the case file' and needed a further delay. Mark's solicitor asked the magistrates to find that there was no case to answer, which they did, acquitting Mark Willis and awarding costs against the CPS.

This case raises some unsettling issues. Why didn't the YDNPA tell the police, when interviewed, that the rejected application was by that time registered on appeal with the Secretary of State? The fact of that appeal meant then, as it does now, that the ultimate outcome for Stockdale Lane is capable of being BOAT. That outcome is not certain, but it is quite possible, and the decision as to whether or not public motor vehicular rights existed in December 2009 was not now a decision for the YDNPA, but for the Secretary of State. Could it be that YDNPA, still smarting from being expensively humbled in court, saw this as a way of biting back against the TRF, while the arrogant attitude of D Scaife, Dedicated Decision Maker, must be a cause for concern to all those who want justice in society. And did the CPS 'lose the file', or did they see the writing on the wall and run for cover as best they could?

In case any TRF members are now thinking, 'That's it! We can now ride Stockdale Lane!', the TRF's advice is this: there is an appeal in with the Secretary of State for the definitive map modification order application, but it is by no means certain that the ultimate outcome will be BOAT status, due to the arcane and complex law regarding documentary evidence, NERCA, and the Winchester case. Please do not use Stockdale Lane until the status is properly resolved.

# WALNA OPEN

Walna Scar Road was confirmed as a BOAT on June 15th.

The Planning Inspectorate's decision on Garburn is due, we think, in October, so currently that remains a Bridleway and must not be used by trail riders.

Maybe you'd like some background. Walna & Garburn were used by MPVs from around the time of WW1, and our evidence shows that prior to that they had been no more than pack horse routes, as most of the higher level Lakeland routes had always been. If you know the terrain, you'll agree horses and carts were not exactly practical.

After NERCA 2006 changed the Common Law position ("once a road, always a road") and gave Definitive status (Bridleway, Footpath, etc.) precedence over County Road, the Lake District National Park Authority decided it must test whether Walna & Garburn should remain Definitive Bridleway, (no right of way ever created by vehicles), become Restricted Byway (right of way created by horse & cart or bicycle) or Byway Open To All Traffic (right of way created by MPVs before the Road Traffic Act 1930).

For Walna the LDNPA ROW Officer recommended BOAT, for Garburn RB, but the ROW Committee decided RB for both. (Dec 2007).

Cumbria TRF & Westmorland MC, with the absolutely invaluable assistance of Alan Kind at LARA, appealed to the Planning Inspectorate, who considered our evidence, weighted it against that from LDNPA, the Green Lane Preservation Group, and others, and came to the conclusion that BOAT was correct for Walna (June 2009) and Garburn

(Nov 2009), and so proposed that.

For the whole process a procedure of written representations rather than public enquiry was agreed by all parties.

The PI timetabled a process of objections to their decisions (Principally from GLPG re Walna, and GLPG and LDNPA re Garburn) and comments on those objections (from CTRF and WMC through LARA). This ended for Walna on March 3 and for Garburn on June 16.

As the headline, the PI final decision for Walna is BOAT, and the decision for Garburn is awaited. CTRF & WMC are confident that their evidence regarding Garburn is convincing, but nothing is certain in this world.

So what next? Whether or not both passes become BOAT you can be assured that "management" will rear its head. It seems that the MPV Sub Group of Cumbria Countryside Access will be responsible for proposals on this, working with LDNPA Rangers.

The SubGroup is evenly balanced - TRF, ACU, GLASS (4x4s), 4x4 rep on Cumbria Land Access Forum, Cumbria Bridleways, Ramblers Association, Friends of the Lake District, National Trust, plus County, Park, and Police Officers.

There will be no knee-jerk decision. The Sub Group will begin by surveying Walna this month.

It will have to review the "look how much damage is caused by vehicles" argument.

Vehicle users think this one is really rather flawed as the vast amount of damage is clearly caused by rain, particularly on rocky routes like these. Anyway, if it were suggested that a

badly eroded FP should be closed to ramblers that would be thought to be totally insane.

It will also have to review the "offence MPVs cause to other users" argument.

In the 5 years before NERCA, according to LDNPA statistics there were 58 complaints regarding MPV use of Garburn and 31 for Walna, a significant proportion from people who were unaware MPV rights did exist. Using LDNPA data from Mar 2004 - Mar 2005, Garburn was used by: 472 motorcycles (9/week) and 690 4x4s (13/week). For Walna the figures were 1475 motorcycles (28/week) and 918 4x4s (18/week).

Vehicle users think that sort of usage should not be considered to cause offense, but trail riders in particular must realise that speed and noise upset even the most reasonable rambler. We must accept that in these times some, whether they do or do not realize we travel with legal machines on legal highways, will

not understand. If even so, we behave with elaborate courtesy, for instance remembering (unlike many mountain bikers) that speed difference between riding and walking can create real alarm, we'll make it much easier for the MPV Sub Group to be able to recommend the lightest of management.

Cumbria TRF Group sincerely hopes management will be so light our reasonable activities will not be affected, but, trail riders all, TRF members or not, it's up to you to prove we deserve to be able to quietly and considerately ride our bikes over these fabulous routes in the beautiful Lake District

You can imagine how gratified I feel that for once all the hard work I've put in (though without Alan Kind to make it into a proper case, I'd have been lost) has been rewarded.

Steve Pighills,

ROW Officer, Cumbria TRF Group

## 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.

**CAPTIONS:** Please caption your photos!

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

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

**WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?**  
**Don't let this put you off, send it in and we'll sort it out.**

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

# YOU AIN'T 'EARD ME THEN!

I was casting round for ideas to make an extension 'can' that would attach to the end of the CRF 230 silencer and replace the rather battered K&N air filter I have been using to reduce the 'pop' effect of this disappointingly noisy little Honda engine.

Based on the premise that the solution lays 'somewhere in the workshop', I suddenly found myself looking at a heap of oil filters for various engines I no longer own.

Mmmmm .... Ticks a few boxes doesn't it:

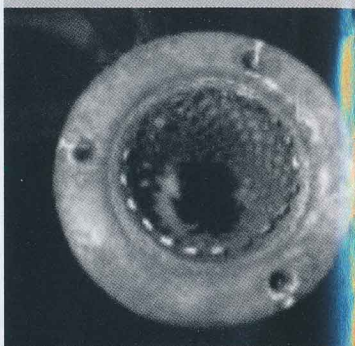
- Right shape
- Hole in middle at one end only
- Screws on, with a nice rubber seal to keep it in place
- Internal perforated structure locating sound deadening filter material between it and outer skin.
- Not particularly heavy
- Lots of different length and diameter options at the motor factors too.

So, having chosen a suitable looking filter, how was I going to attach it? The thread looked like half inch BSP but the thread pitch turned out to be metric.

Anything in the plumbing fittings boxes? Yes, a few options but all requiring a fair bit of work as some kind of support was required that could be secured by the three bolts that hold the existing silencer internals in place.

Suddenly, there it was, the piece I needed hiding in a drain stopper, with a nice bit of half inch bsp thread sticking out too.

Obviously the existing insert and end were going to have to be ditched, so a length of 15mm copper tube drilled with 6mm dia holes every 25mm along its length was pushed into the hole in the pipe stopper, to transfer the gas flow from the existing expansion chamber to the new extension. I even found a big thread cutter to rearrange the threads in the filter so it would screw onto the remains of the pipe stopper. Good job I



photo'd it before I painted the filter can, so I've got a reference number to get a replacement, should it 'wear out'.

I thought a bit of expanded metal and some roof insulation would be nice, so in it went, into the rather empty looking main expansion chamber, before final assembly. The total weight of the modification is about the same as the Honda lump being left out.

First test in the workshop was seriously impressive. Ever so quiet but the real test was on the move.

So, after a bit of a warm up, I took it up the nearest decent hill to Bridford Village. It wasn't very happy to be honest, reluctant to rev out and when I got to the top and stopped, the new filter tip was smoking a bit.....

Took it home and next day I noticed that the exit holes were blocked by bits of filter paper (now, who would have thought of that) so I removed the end can from the bike and gave

it a good blast through with the air gun until no more bits of paper came out.

The next test was much better and while there might be a bit of a flat spot at 3/4 throttle, whilst under load, it feels like it will be ok. So that's the downside.

The upside is that it really is a stealthy machine now!

I am seriously impressed with the way it can be ridden with so little noise that the chain and tyre noise is more apparent than the exhaust.

On a recent trip to Exeter, I potted round a corner and saw a horse ahead, going in the same direction as me. The road was wide enough for two cars, so I approached quietly and passed the horse, which startled when it saw me, Deaf horse? I don't know. Hopefully this rather subjective view can be confirmed by others in the near future.

Noel Squibb, Chairman Devon Group.



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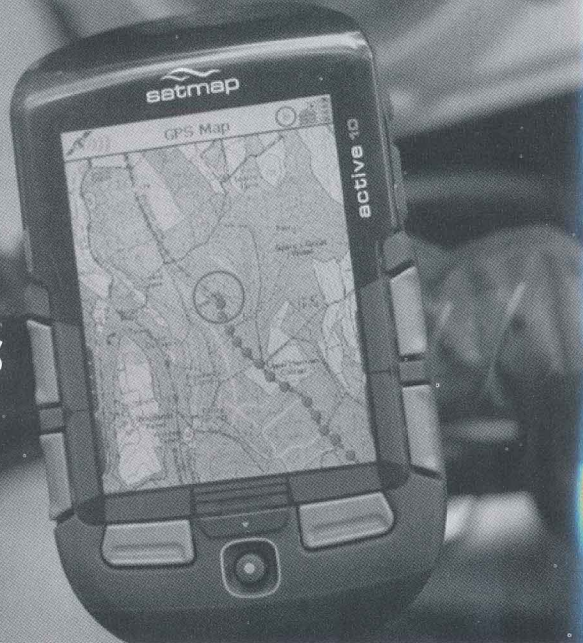
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# Test of the Satmap GPS offer of a Motorcyclists Bundle



It is not often that you get asked to have a short test of a product and see what you think. I happened to be at a meeting with Andy (chair), Simon (IT) and a great couple of guys who had liked a product that much that they put a bundle together for the trail rider. They were discounting the package for the TRF and Andy/Simon were negotiating a rate for the members.

Turned out that Simon had already bought one (loved it) and Andy had left his trail bike in France (like you do). I therefore got asked to try it for 3 weeks before Andy could then give it a go on his big trail bike. I duly signed to take possession for a short while and give it a go to see if it was robust, easy to follow and actually did what it said on the tin.

Back home first thing was to fit the bar mounting kit. I also have another GPS unit that has a bar mount and I was setting up the XR with a new front end (don't ask, another great idea with a twist. It is actually a CRF front end on an XR frame and a part TRX modified motor – sort of a Honda "400 bitsa"). The simple Allen key fitting ratchet device worked really well, honestly 30 seconds and a great fit for my bars dead centre and then I adjusted left slightly to leave room for the other comparison on.

Appears you can re-use the bracket a number of times, the unit one was not new and slotted directly on it. It was interesting to compare my other system and in the end I gave up trying to fit my own. The Satmap GPS was ready to roll, just a little off centre.

I took a mate on an existing 45km loop that I plotted into the system the night before. We swapped bikes and so he had to follow my route on the Satmap Active 10 (let's call it the Satmap GPS for ease from here on) for a while and then we were to swap. Yes we were insured to swap bikes (buy the right policy from a decent insurer) and no he did not want to give me it back because the Satmap GPS was so easy to follow.

Putting in the route I did on the unit, from my own OS map and memory. It is really easy to put in the way points, but like most systems I have used you need to ensure you put the right distance on the way markers. Very straightforward to do.

Was it easy to follow – yes (in fact brilliant) and being able to zoom in and out was great. Screen is big enough to follow whilst standing up on the pegs occasionally (You know you have to sometimes and actually easier for me to

see because of my contact lenses). Ant and I agreed it was practical and easy to follow. It fired up really well and the functionality of changing the map orientation on screen as you go was very slick and sensible to follow. I think that if you were using on a mix of lanes and surfaced routes at greater speed than 25 mph (yes John I am sticking to that) then it is realistic to follow at a much quicker rate.

It was very robust and I had a bit of splash back build up on the machine that wiped off quite easily. I would invest in the heavy downpour modification (silicone Rubber case). One of the guys in the Wiltshire club also gave me a spare front cover which you can get in packs of 3. Break one and you just swap the front cover (clips on) and not a whole machine. Simple and straightforward and well thought through (thanks Simon – he was just off to France using the system all the way through to the Alps having plotted it himself. Another tick for the system).

Having completed the first 45KM's we decided to go south as we had an extra half day due to a work appointment cancellation for me. I led without the Satmap GPS for a while on a route that Dave Flip from the TRF had taken me on some while ago. I got a bit muddled looking for a Byway, slowing down too soon. Ant pulled alongside on the XR and said 400 yards further up on the left. He had never been in the area before and simply used the OS maps on screen to look ahead. Much quicker than me and a map (next time I'll plot the lot but I only had it for 2 weeks and opened it the night before).

The next trip I planned was to link up with the Oxford TRF and follow them using the Satmap GPS to record the route. My thought process being to save it for myself to go on later. Frankly the plotting of a route was brilliant. It tracked everywhere we went that day and inserted way points for me. It recorded everything even down the dual carriageway and back on ourselves after a couple of us missed the lane and another slight diversion when the run leader missed a byway. I am sure you can rub those bits out but I did not work out how before I had to box it up and pass it on to Andy for his big trail bike test to the Isle of Man. Thanks to

Oxford TRF for the day out, I learned a couple of nice lanes I did not know (which is one reason I joined the TRF in the first place).

Also the strap round the bars needed adjusting but to be fair the XR had done nearly 200 miles with it on at that point. It was a slight turn of the Allen key from out the bum bag to sort it and that was that. Battery life was also never an issue. I had the Litho battery pack in which lasted all day. The charger was fine between the two days but I think there is an extra set of Batteries and an AA battery caddy available to take out with you if you worry about being caught short.

Was I impressed overall? Absolutely, in fact it was a revelation.

The function that I most liked was the sharing of routes on the web site. You can plot your own routes and you can share them with others (Also Azcari and Satmap will plot you a big trail ride route across Europe if you are going on a road trip-who else would do that for you at a reasonable fee?). This is a really well thought out package and the Satmap GPS bundle looks excellent. Make your own conclusions on price because everyone has their budget. When you factor in the functionality offered, the maps within and the extras then reckon it compares well and is better value than most. A TRF discount? Excellent, looks like Andy and Simon did a good job. Tailored for a motorcyclist? Absolutely, great product.

Post script - I think the TRF needs to record everywhere individuals ride and keep a record if it can. This can be used for user evidence and just simply sharing where we ride. If all councils had great signs then we would not need to. Fact is they don't and people need to be shown the right places. Great work from Azcari and Satmap to set something up. Device is excellent and I hope the route sharing becomes as effective. Getting a definitive map is next to impossible in my view, sharing the information we have is imperative. Perhaps this sort of a device is a step in the right direction?

Don Oakley,  
Wiltshire TRF.

# Trail Riding for People with Learning Difficulties

Once again the trail bike fraternity in South Wales gathered together to provide local children and adults with learning difficulties a rare opportunity to enjoy motorcycle trail riding in the beautiful Gwyddon Forest and valley. On Saturday 5th June, Mike Rees aided by Trials Cymru Mcc, Caerphilly Mcc, S.Wales TRF, Cornwall TRF and many other individual TRF riders from "over the border" took the Lads and Lasses as pillion passengers around a circular five mile route of private forestry roads and also fed them with a bar b que. The start area was awash with helpers ready to fit helmets and assist the eager passengers on & off the bikes. For those whose life was further complicated with physical disabilities there was a land rover circulating the route so they did not miss out on the fun. This annual event has been the highlight of their (and our) social calendar for many, many years. If you want to know if they enjoyed it you had only to look at their faces as they dismounted one bike and immediately climbed on another.

After a non stop 2 hour stint a refreshment break was called and everybody descended on The Food Fanatic from Fochriw aka Phil Duggan to sample his fantastic burgers. If ever burger eating becomes an Olympic sport the Gold medal is heading for Wales!

Suitably refuelled the fun recommenced for another hour before the clients had to reluctantly head for home in their mini buses.

To sum up it was another great day out for everybody.

Footnote:

Thanks to Forestry Wales, Caerphilly Mcc (for funding the food) and to all the riders and helpers. Because of your efforts the world was a better place that Saturday.

Footnote 2:

The Cornwall TRF ran a similar event on 17th July.

Mike Rees



## Leisure Trail UK

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### COLOUR

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 1/2 PAGE £132  
 FULL PAGE £248



# MONKEY FEST 2010

along with the A38. Some creative routing saw us arrive in Newport ready for the trek up through Wales 3 1/2 hours after setting off rather than the normal 1 1/2 hours! The total journey took 7 1/2 hours.

Once on site there was time to set up camp, a quick beer then bed.

Saturday dawned bright and sunny and after some sausage butties it was time to ride. We were put in a group with some bloke called TIMPO leading. Not sure who we had upset.

We started off with some cracking rocky climbs very technical to start the day though.

The trails and views just kept getting better and better all day.

Then somebody mentioned "the motorway" which rang a few bells of some trail riding video's I had seen.

It starts with a lovely long, tight, tricky rock climb then out onto open moorland.

Grass tussocks and rocks liberally spread around the bog make the going slow.

3.6 miles in 3 hours 20 minutes and plenty of teamwork as well. Definitely the hardest trail I have ever done by a very big margin!

We found a lady stranded with a bent gear linkage on top of one of the hills on a lovely old TL. Soon fixed and on her way.

A few more lanes brought us down into Barmouth where the rest indulged in fish and chips whilst sitting in the sun admiring the scenery.

I was suffering from a mixture of upset

As I am a member of the Virtual Peaks internet only TRF group (although I live in Devon) I was watching the planning for their annual Monkey Fest with interest. It is based near Dolgellau in the Snowdonia National Park.

The event is limited to 30 places (5 ride outs of 6) with everyone arriving at the campsite on Friday evening for a social then riding on the Saturday and Sunday.

The event normally fills very quickly but after a few drop outs there were a couple of places still available on the Tuesday before.

So after a quick chat to Clarke (Dave Clarke) we were in.

A frantic two days' bike prep ensued as I needed a service, brake pads and a pair of tyres on my WR. Clarke's Gasser needed tyres, wheel bearings, brake pads and an MOT!!

All was ready for the off on Friday afternoon though but the M5 had other plans for us. It was stationary all the way through Somerset

## MEETING OF THE TRF EXECUTIVE

Sunday 25 July 2010,  
Heritage Motor Centre, Gaydon, CV35 0BJ  
10:00 for 10:30

### AGENDA

1. Chairman's introduction and report
2. Apologies for absence: John Gardner, Dave Tilbury, Adam Hedley
3. Notice of AOB:
4. Approval of minutes of meeting on 25th April 2010 Trail No. 382
5. Matters Arising (please see the attached summary sheets)
6. Rights of Way
  - 6.1 Derbyshire (Richard 'Jack' Hall asks to speak at the meeting)
  - 6.2 'Stepping Forward.' A Natural England report. (Requested by Adam Hedley) <http://naturalengland.etraderstores.com/NaturalEnglandShop/NECR035>
  - 6.3 National monitoring service for TROs (requested by John Kitching (East Midlands))
    - 6.3.1 Automatic mailing
    - 6.3.2 Objection templates etc.
7. Membership & PR Issues
  - 7.1 Automatic renewals
  - 7.2 Rolling Annual Membership (please see attached notes)
  - 7.3 Increasing membership
  - 7.4 Advertising policy/plan (please see attached notes)
8. Legal Services
  - 8.1 Stockdale Lane
  - 8.1 A stated protocol and a case officer
  - 8.2 Costs, expenses and limits
9. Other Officer Reports  
Time permitting and where notification has been received, other principal officers, co-opted officers, group representatives and contractors are invited to bring to the attention of the Executive issues that may be of national importance or other matters that require the consideration of the forum. Please submit reports in writing in advance if possible.
10. Date of Next Meeting
  - 9.1 AGM
  - 9.2 Executive

## Matters Arising - Update

Purchase and distribution of latest edition of Blue Book:- no information received (from previous MA)

From 25/04 meeting

### 5.1 Rules Sub Group

Please see attached report, but in terms of charity registration, the proposal is with the Charity Commission. We cannot make any further progress until a further report has been submitted detailing the work we do to support the proposals and they give the go ahead.

### 5.2 E-shop/online shop

Arnold talked to Barclays and then Adrian regarding set up and interface of EPDQ system. Target date to complete and launch facility 1st October. Proposed sales budget of £10k (£3k net profit) for 12 months following. Costs agreed at £52.87 per month for facility with Barclays.

### 5.3 TRF's 40th Anniversary

A pitch at the Tail End Show:- no details as yet  
The Dirt Bike Show. A stand has been booked and paid for. Volunteers will be sought to set up and man the stand. A show of trail bikes through the last 40 years is still hoped for.

### 5.5 PDF version of Trail

PDF file size reduction will make it easier to email, Adrian to discuss with Fred. £100 gateway cost supported and approved. Debbie agreed to liaise with Fred and take ownership to forward to relevant members. A PDF version of Trail is available in Members area. An archive will be retained.

### 6. Appointment of Accountancy Services

Oxford Business Accountancy has been appointed and principal officers are receiving management accounts.

### 7. Rights of Way (Robin Hickin)

7.1 Fortune vs. Wiltshire CC:- no update as yet

7.2 The Sarn Helen 4:- case is ongoing, solicitors appointed, £1400 in fees paid so far.

7.3 Sewstern Lane & Lincs CC:- The TTRO is in place with appropriate signage

7.4 The Northern Situation

Has the TRF response the NYCC UCR document been submitted?.

Leo Krone is going to write a response on behalf of the NY LAF

Slaely Forest Byway Management Plan:- Responses are being managed by Alan Kind and the relevant groups

Gorbeck Road: A permanent TRO has been proposed contrary to officer's recommendations. There will be a further opportunity to object.

## AOB

CCPR Quality Standard. Officer availability issues means we no longer have time at present to continue working towards this standard.

Insurance:- a discount scheme is now available (Dodsons).

Member benefits are now shown on the website

Regional rights of ways workshops:- no dates as yet

Warwickshire TRO?

Website advertising

Agreed test rate of £150 for 3 months advertising on website (stats provided and supported by Adrian). 5 advertisers on effective "rolling banner equivalent" on the home page. Arnold to approve payment where relevant and Adrian to make live. Adrian to discuss with Graham Till following his request for standard rates. Test only at present with no link to Trail. Adrian to liaise with Simon and action website forum members taking over day-to-day IT requirements.

Annual Membership

It is proposed to make TRF membership annual from the date of joining. A target date of 1st October to implement facility at a cost of £500 is proposed. Ad hoc research indicates this will generate over 100 new memberships as a potential benefit. Also addresses an issue with stepped payments and the bank.

Advertising & PR

It is proposed a new advert to be designed and updated. An initial budget of £500 to start the process has been approved. The existing TBM ads will continue, but new adverts could be utilised for wider advertising purposes. A budget exists already and is shown within management accounts.

**Meeting will finish at approximately 17:00**



Patron: Lord Fairfax

WHY JOIN THE TRF?

## 8 GOOD REASONS

### FELLOWSHIP

The TRF is the only motorcycling organisation fighting for Trail Riding - all the way to Parliament

### CLUB RUNS & EVENTS

### TAKE IN BREATHTAKING COUNTRYSIDE

### ASSIST WITH THE CONSERVATION OF YOUR HERITAGE

### LEARN NEW SKILLS

### INFORMATIVE MONTHLY MAGAZINE

### MEET PEOPLE WITH COMMON INTERESTS AT HOME & ABROAD

### ORGANISED RUNS IN DIFFERENT PARTS OF THE COUNTRY

## CODE OF CONDUCT

### USE ONLY VEHICULAR RIGHTS OF WAY

*Trail riding is only lawful on public roads. If in doubt, check with the Highway Authority or the TRF. Motorcycles and riders must be road-legal. Green Lanes are subject to the same laws as surfaced roads.*

### KEEP TO THE DEFINED WAY ACROSS FARMLAND

*Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.*

### GIVE WAY TO WALKERS, HORSES AND CYCLISTS

*- as a courtesy. On narrow lanes, stop and switch off engines.*

### FASTEN GATES TO SAFEGUARD STOCK

*- except those tied open for farming purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.*

### TRAVEL AT A SAFE SPEED

*Ride at a reasonable speed, taking regard of conditions and visibility. This should not exceed the voluntary maximum of 25mph.*

### RIDE QUIETLY

*Machines must be effectively silenced. Use the throttle with discretion as noise can offend.*

### HONOUR THE COUNTRY CODE

*Respect the countryside and those who live, work, and play in it. Green lanes can be valuable habitats, so take special care in spring and early summer.*

### IDENTIFY YOURSELF

*Carry your membership card with you when trail riding, so that you may identify yourself as a current member of the TRF - and display a current membership sticker.*

### ACKNOWLEDGE OTHER USERS

*Trail Riders should acknowledge the presence of other green lane users with a friendly wave or other suitable greeting.*

# Trail Riders Fellowship

## MEMBERSHIP APPLICATION FORM

- Please complete the details below and return the form with a cheque or postal order (payable to the TRF) to: **TRF Membership Secretary, Debbie Hutchinson, Marcliff, Bakers Hill, Exeter, Devon EX2 9TE. Tel: 07966 438907.**

### PLEASE PRINT DETAILS CLEARLY

First name(s) .....

Surname/Family name .....

Joint name (if applicable) .....

Address .....

County ..... Postcode .....

Tel no .....

Email .....

Which local Group do you attend (or propose to attend) if any?

(see [www.trf.org.uk](http://www.trf.org.uk) for list of Groups) .....

What bike(s) do you use on the trail,  
eg: Yamaha DT125R .....

### ANNUAL MEMBERSHIP

**SINGLE MEMBER**

*Jan-Dec £40; Apr-Dec £30; Jul-Dec £20; Oct onwards £50 including the following year*

**JOINT MEMBER**

*2nd member at same address, 1 copy of TRAIL to share*

*Jan-Dec £60; Apr-Dec £45; Jul-Dec £30; Oct onwards £75 including the following year*

**LIFE MEMBERSHIP - £400.00**

• Please send me ..... extra bike stickers (£1 each) £ .....

• DONATION TO THE FIGHTING FUND £ .....

Fighting Fund donations are at your discretion  
but very important in order to defend our rights

**TOTAL AMOUNT** £ .....

Tick box if you are a full (individual) member of: BMF  MAG  ACU

Other - please state - eg: ACU, NFU, CLA, National Trust, English Heritage

Where did you hear about the TRF? .....

Do you require more membership forms? How many? .....

*I wish to join the Trail Riders Fellowship and I confirm that I have read and agree to abide by the Articles, Memorandum and Bylaws of the TRF\*, a company limited by guarantee. I agree to ride only unsurfaced rights of way which I genuinely believe to be vehicular.*

Signature: .....

*All membership details are stored on the Fellowship's computer and will only be used in accordance with the TRF Rules.\**

*\*Available from [www.trf.org.uk](http://www.trf.org.uk) or from the Membership Secretary.*

stomach and over exertion on the motorway and passed on lunch!!!

When it was time to leave for the afternoons run I decided to pass and sit in the sun for a bit before returning to the campsite for a rest ready for Sunday's exertions.

An extra hour's rest with a couple of brufen thrown in had me feeling almost human again and ready for the trip back to camp.

But then another group from the monkey fest turned up for a late lunch. They were running late as a lady riding with them had an awkward low speed tumble and broke her arm (get well soon Hazel).

By the time they were ready for the off I decided to join them and tagged along for an extra hour's lanes before returning to the campsite. (Where I found Clarkey waiting for me as I had the van keys and was supposed to have been going straight back to the van a few hour's earlier).

A bit of fettling to be done before tea then a pleasant evening on the site with a barbie and a few beers whilst swapping tales of the day soon saw me ready for bed.

Sunday dawned dull but dry (quite welcome really as the sun the day before had made some lanes a bit warm).

After some bacon butties it was time for the off.

There were plenty more long rocky remote tracks to be done including such delights as "pont scethin" which winds its way over the mountain and then over a bog paved with large granite rocks!!

It was misty at the top of the mountains but fine lower down.

After a few more we stopped in a cafe in Machlleth for a proper lunch!! (Clarkey managed a roast here).

Then the talk of "the slab" started. Having not



heard mention of this before we showed an interest. What a mistake!!

The slab turned out to be a long steep green off camber section of bedrock between high hedges. Imagine a sheet of glass at 45 degrees covered in washing up liquid and you start to get the idea!!

Since coming home I have discovered the slab is known as the Old Cemmas Road and used as a testing section on the Powys enduro downhill!! We were going up it. Plenty more trails including an evil single rut through steep

recently cleared forestry brought us back to the camp to pack up ready for the much better 4 1/2 hour run home.

A superb weekend was had by all. Not so many miles on our runs but plenty of testing lanes.

Big thanks to Steve and Matt from the muddy monkeys for the organization and to timpo for leading again.

Roger Hart, Devon TRF.

## Holiday in Devon and Cornwall

This was a dual purpose holiday on my trusty dual purpose Honda SL230.

Travelled to Devon with my partner Joyce in our motor caravan which has a specially made rack on the back to carry a small motor bike. We had a wonderful 18 days holiday with glorious weather and met such great people

We stayed on 4 different camp sites and used the SL230 most days as a road bike - great for the narrow lanes of Devon, visiting Plymouth, Dartmouth, Salcombe, Polperro, Boscastle etc and going on various boat trips. We also did some easy trails 2 up.

About every third day I went serious trail riding, kindly taken out by members of the local TRF.

This was my first time trail riding in Devon, and little did I know I had come to 'trail riding heaven'. The Devon TRF are wonderfully organised and enthusiastic and their rights of way officer, Brian, has done a wonderful job. There are a huge number of lanes in considerable variety - and often very close

together, so that instead of riding on tarmac in distances measured in miles its often just in yards. Further there is a wonderful absence of gates. On the full day's riding there were never more than 9 gates to open whereas we are forever opening them in Cumbria, Yorkshire and Lancashire!

Devon and Cornwall are huge areas and you can no more say you will "ride the lanes" in a short holiday than you could in Yorkshire pre-NERC.

There are 3 main areas of Devon, the SE, SW and the North.

Unfortunately there was no time to ride the SE, i.e. to the east of Exeter - but I hope to return!

In Devon I especially enjoyed three lanes on the edge of Dartmoor, one being the famous Simm's Hill much loved by trail riders and which is also used for hill climb competitions. This is extremely steep with slabs of slippery rock. I rode this on two days, and on the second, with Pete, when we came round the corner and were unexpectedly confronted with

a fallen tree, completely blocking the route. See picture. An extremely bad place to have to stop because of sliding backwards. However because the rock slabs were dry we just managed to avoid this. The local lads had a warning note up on their forum straight away to warn less experienced riders of the danger and believe it or not, the adjacent landowner had the fallen tree cleared within days.

In North Devon there were two especially memorable lanes not far from Ilfracombe and fabulous scenery near Hartland Point.

In Cornwall there is the East and West of the county, with a gap with little to ride in the middle. There was only time to ride some lanes in the eastern part. Here I encountered by far the most difficult lane I have ever seen. It is known as "The Pink Panther". It's exceedingly steep with large loose rocks and there is an extremely sharp bend with a camber of something like 45 degrees. Would not be so awesome if it were not for the large loose rocks. This section is known by the local riders as "The Wall of Death". If you got it wrong you could severely injure yourself or damage your bike. It would be easy to claim that my bike did not have enough ground clearance for the rocks, but the true reason is that the rider, at 70, did not have the skill to tackle it safely, and I decided that discretion was the better part of valour.

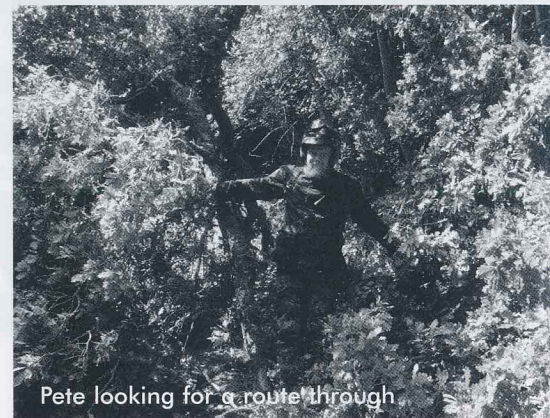
The SL230 seemed excellent in these lanes, except for the problem of ground clearance (see my previous article) where there were large rocks. Other riders who tried my bike commented on the silky smooth power delivery when riding up steep tricky lanes.

I would like to say most sincere thanks to Kerry, Pete, Brian and Jim, for taking me out on various days and for great company. And also thanks to Adam and Chris who went far out of their way to be helpful with information.

Gordon Dalgarno



Pete and Gordon blocked at Sim's Hill



Pete looking for a route through

*A note from Pete Bull: The Bridge below Warleggan is called Pantersbridge, hence Pink Panther. This was an interesting discovery one day out on my own when I rounded the corner at the bottom to find it got steeper and steeper and the gully changed sides. To be fair I had an inkling because I had to wait my turn as the local long distance trial was being held that day and I happened upon the ensuing mayhem when out exploring. A similar tale at Muchlarnick (longer and straighter with bigger steps) where most riders returned down again after a few minutes of revving, clanging and restarting. That one I came back to another day, alone, and had a ball, only stopping twice to regain my balance and restart. I have since made it up both without stopping but never clean. I once lost my rear light lens on panther and had it*

returned a month later when a visiting group from Wales spotted it and their Devonian run leader brought it to the next Devon TRF meeting.

## HELMETS, PROTECTIVE CLOTHING AND WIRE CUTTERS!

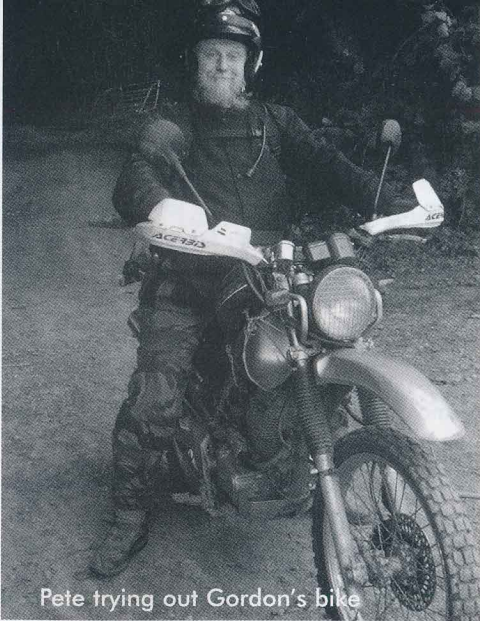
Originally, I used to ride with a full faced helmet. Then I was convinced by the argument that it was good to be open faced to talk to people you met in the lanes. However I ride a lot on the tarmac as well so tried a hinged helmet – like a full face helmet but which could be hinged up to make it open face. Only disadvantages of this over a normal full faced helmet is that it is a bit heavier and noisier.

Then after a long hot day of difficult trails in the Lake District I was convinced of the advantages of an open face helmet - cooler and with its low weight much less tiring on the neck muscles.

This open face I used on the Devon lanes. But then I just managed to stop in time from getting a bramble branch across the lower part of my face. Five minutes later I did not avoid getting one under the chin - extremely painful and messy! So that is the end of riding with an open face helmet for me. I was very glad of that decision when encountering very sharp holly on a North Devon lane.

Another factor which influenced me was one of the lads, who was a paramedic, telling me about the differences in injuries he had seen between motorcyclists wearing open and full faced helmets.

When it's hot and there is no danger on a trail, one can ride with hinged helmet open - like an open faced one. So on balance I would advocate the hinged helmet as the best compromise at least for those who ride on tarmac as well.

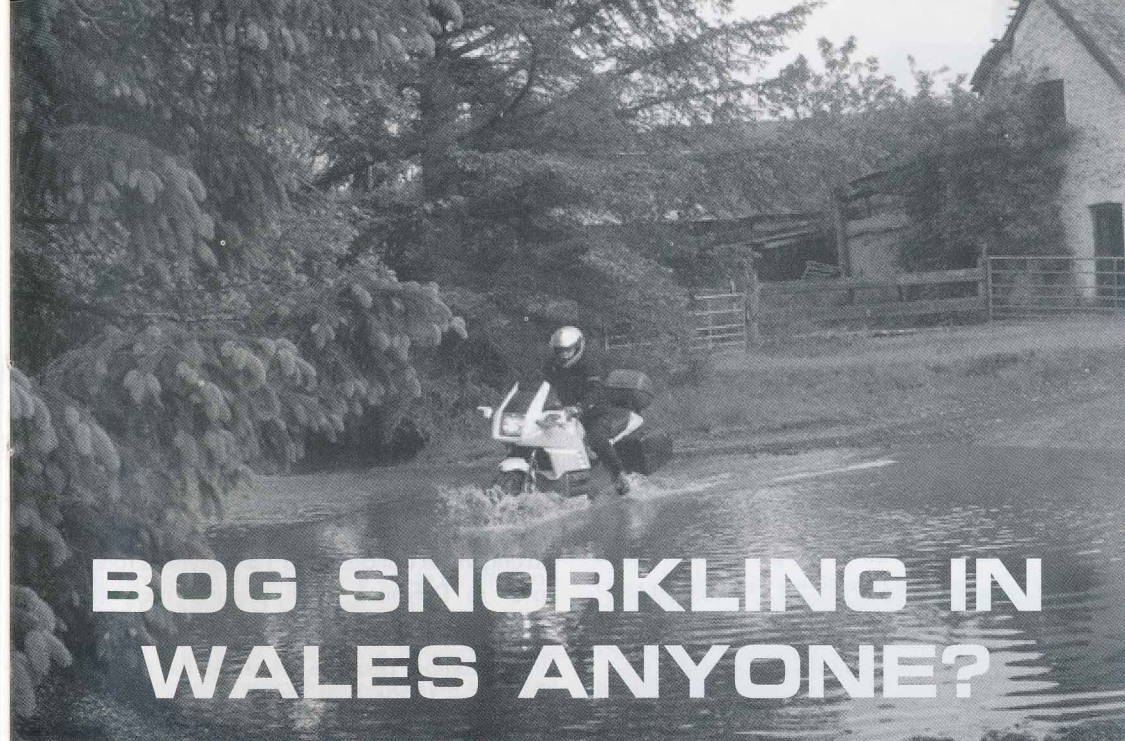


Pete trying out Gordon's bike

I have never considered a motocross type helmet, mainly because that combined with goggles is not my image - its my preference not to look like a motocross rider but rather like a chap riding an ordinary looking motor bike, especially in Scotland where the legal rights are unclear. However some of the lads had plain motocross helmets which did not look flamboyant and with a built-in visor. Combined with safety glasses that would give the option of riding visor up, when conditions suited. I'm thinking of buying one to give it a try, as maybe the best answer when riding with little or no tarmac in order to have the combination of low weight and face protection yet visor up to speak to people.

The need to wear good boots and also protective trousers, irrespective of how hot it is, was well illustrated when I picked up a bit of barbed wire on one lane. Fortunately I did not hurt significantly and it then wrapped itself round the back wheel hub. Could not have freed it without wire cutters. Fortunately one of the lads had them. So in future I am going to carry wire cutters too.

Gordon Dalgarno



## BOG SNORKLING IN WALES ANYONE?

Harry hastily rearranged his holiday in Italy, to accommodate the Christening of his latest Grandchild, so leaving a few days spare in his heavy schedule of events.

I had just spent some time on the internet booking accommodation for a visit to the Breacon Beacons on my road bike and Harry agreed to join me.

I had contemplated trading the Honda in after it let me down but I had just spent £600 on renewing the Chain/Sprockets/tyres/brake pads and a service.

I had clocked up a couple of thousand miles since the breakdown and it was running smoothly so I was in two minds as to whether I should trade it in or not.

I was interested in a Yamaha XT 660 Z Tenere but as usual the salesmen were too greedy (there must be a lot of mugs in the Country or people with more money than sense), I do not know how these dealers make a living. They

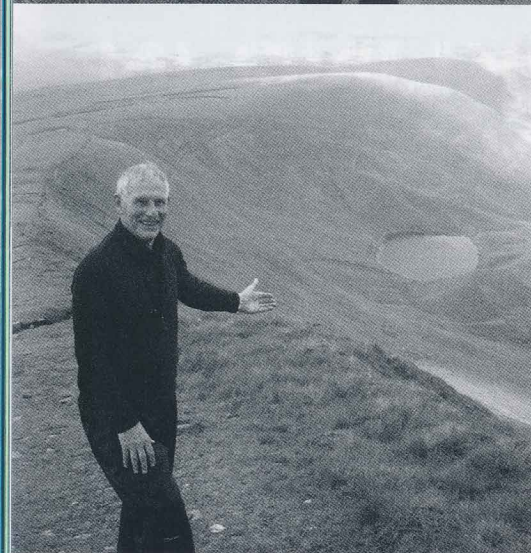
want to make two thousand pounds on the trade in, as well as on the bike they are selling.

They always quote Glass's guide: written by the trade for the trade. Guess who it favours. Then they ask what do you value your bike at. I always retort: "how badly do you want a sale?". But enough of the unacceptable face of Motorcycling.

We set off on the three hundred odd mile, convoluted, route through Northern Wales heading for Llanwrtyd Wells, the smallest town in Britain, situated in Mid-Wales.

Llanwrtyd (pronounced Lan-ur-tyd) Wells supports a number of unusual events. It is the Bog Snorkling centre of the Universe, has a Mountain Bike drawn Chariot race and the twenty two mile marathon "Man versus Horse" event. Something for everyone (loonies/ eccentrics/physically fit). We thought we would stick to touring on our Motos.

The accommodation in New Hall Guest House,



a Church Hall conversion, had a beautifully designed interior, the room, the breakfasts and the welcome were first class. We had booked in for two nights in order to do a circular ride into the Black Mountains and the Brecon Beacons.

Our journey down took us into Wales at Ruabon. Using a mixture of A and B roads we headed for the Horse Shoe Pass, Lake Bala, Dolgellau, past the magnificent Cadair Idris range, to Machynlleth, Llanidloes and Rhayader.

We passed the Motocross course at Rhayader, resplendent on a hillside above the picturesque market town. It looked pretty extreme to me. They were advertising an evening event but I was not tempted to try it, even if I had been on my Yamaha.

One of the best stretches of road, the B 4358, was between Newbridge on Wye and Beulab, close to Llanwrtyd Wells.

Newly surfaced it had everything: no traffic, curves, dips, cambers and no nasty surprises, unlike some of the B roads we had ridden on the way down.

Next day we set off for the Brecon Beacons taking in the Llangadog to Ystradgynlias road, over to Defynnog, then parking near the Beacons Reservoir at the head of the pass.

In full combat gear we set off up the path to Pen-y-Fan (2906 feet) it was drizzling at the time. Half way up I had to shed my motorcycle suit and left it with the sheep at the side of the path. Too many layers. The air was warm or was it me?

Harry only had a t-shirt on under his jacket so he settled for an off the shoulder look.

This was a steep climb with a hidden valley but as we passed a party of eight year olds coming down the Mountain, Harry said "If they can do it so can we" and we did.

The view from the top of Pen-y-Fan was spectacular, if somewhat marred by the drifting cloud. You could see two thousand feet down into the valley and ten or fifteen miles into the distance along the valley floor. The two reservoirs shone in the distance as the sun peered through the broken cloud.

Long ridges ran off from the summit forming an escarpment in two directions producing an interesting vista.

Half a mile away in the mist you could hear two females conversing, as they plodded along the ridge. They were either partially

deaf and needed to shout at each other or they did not realise how far their voices carried in the dense atmosphere.

I was tempted to say "quiet please" but thought it would have been rude.

After Harry had regained his composure we headed back to the bikes.

We took in the Moor Road from the reservoir to Hirwaun across to Merthyr Tydfil taking the narrow White Road through the centre of the Park via the two reservoirs we had seen from the summit of Pen-y-Fan, Pontsticill and Talybont. This afforded some great views in a heavily forested area.

Emerging on the B4558 we made for Brecon and the B4520 to Builth Wells.

Since it was six o'clock we headed for the Red Lion at Llanafanfawr, where we had seen a "Steak Night" advertised on the way down. It also gave us the chance to ride the superb B4358 again.

The pub had acquired a licence in seventeen seventy three and was first built in the eleventh century. It still had the "oldye worldye" charm and the steaks were done to perfection, unlike the previous night where the local pub served "school meals".

Another great day in Welsh-Wales.

The run home (380 miles) took in some of the best of North Wales via the A470 to Mallwyd, the A458 to Llangadfan, then the B4395/B4393 to Lake Vyrnwy.

On the map I expected to see an open moor with a lake but it was obviously an Estate. There were many magnificent trees, Redwoods, Cedars and a massive variety of pines, surrounding the area and lining the waters edge.

Taking the B4391 across the Berwyns, we passed Bala on the way to Llan Ffestiniog via Llyn Celyn and the B4319. Some great views

from the top of the Moor above Llan Ffestiniog. Harry's navigation was impeccable until we had the "GPS glitch of the Week". To be fair the farmer had posted a notice on the Lane stating:- 'Do not follow GPS on this road: Deep Fords'. Harry's Trail riding side took over and off we went down the lane.

Considering it had not rained in Wales for six weeks I think we were extremely fortunate. Harry waded the first Ford. It was only two foot deep so he rode across. I followed feet up praying for a smooth crossing. Round the next corner was a fast flowing river of muddy water, of unknown depth. The Horse bridge had two dog legs in it so the chances of crossing that on the Tourers was nil. So we reversed and went the long way round. Just shows you have to trust the locals, sometimes!

Back on track we swung round the headland to approach Beddgelert along the A4085 and took in the magnificence of the Rhododendrons on the fellsides surrounding Beddgelert.

As Harry remarked a photograph could not do them justice. You had to be there to see them in all their splendour. The colours ranged from deep purple to pale pink. Early June is obviously the best time of year for this display.

The climb up the A498 was next and then down the Llanberis Pass, which never fails to impress, before returning along the A5 via Bethesda, Llyn Ogwen to Betws-y-Coed and Cerrigydrudion. Here we took another great road, the B5105 to Ruthin before exiting Wales for the run home.

As usual the M6/M62/M1 were packed to capacity but it was dry and the run was uneventful.

Fish and Chips and an early night. Another great ride to remember.

Enjoy your riding wherever you are.

John Robinson T&NYTRF.

# DEVON LANE CHALLENGE TOUR

## 7 Maps, 10 Lanes in each, 48 Hours

**Harty (Mark Hart) - TTR250**

**Steve PT (Steve Perry-Thorne) - DR350**

**Rich T4 (Rich Pashley) - DRZ400**

**Pearcy (Graham Pearce)- DRZ400**

**Gruff (Mark Fishwick) - DRZ400**

**Snasher (Steve Nash) - DRZ400**

**Brownie (Paul Brown) - XR400**

I advertised this run back in February, but thought I wouldn't get much interest, but lo and behold there were some adventurous types in the DTRFG who also wanted to do something a bit different. There were a few members in and out of the starting blocks, but in the end there were 7 of us starting. The idea was to get round the whole of Devon and ride at least 10 lanes on each of the 7 OS maps that cover Devon within a 48 hour period. This was a bit tricky in the planning as there are some large gaps in between lanes, especially in the far West of Devon, therefore we would be covering a lot of road work, plus I wanted to stay off the main roads as much as possible. Obviously we would also have to all carry our own personal and camping gear, plus this would involve experimenting with various racks and pannier systems.

The date was set for the weekend of 18 - 20th June, which soon came round. The route was set to start from my house near Culmstock for a 1.30 off. The East Devon boys met up in Sidmouth beforehand and rode up to my place.

The Friday route from here was north to Exmoor, across to Barnstaple, up to Ilfracombe, across to Lynmouth to camp nearby. On

Saturday, back down to Exmoor, across to Barnstaple, then Bideford, down to Holsworthy, then Tavistock and camp on Dartmoor near Yelverton. On the Sunday, down through Ivybridge, to Modbury, across to Totnes, north to Ipplepen, Newton Abbot, Bovey Tracey, onto Dartmoor to Morehampstead, across to Exeter, then over to Tipton St John, finishing at the White Horse Pub near Newton Poppleford. Big thank you to Big Jim and Rob Drake for advising me on which lanes were worth doing in these areas, as none of us knew any lanes in the North, North West and the West of Devon.

So all loaded up, we set off at 2.00pm and hit the first lane, which funnily enough was Harty's Lane 192-334. For anyone who is vertically challenged, then this lane is no problem, but for 'Man Mountain' Brownie, he didn't enjoy the 2 low overhanging trees I left in there after clearing the lane last week. The second lane Snasher had a brief lie down going up it. 181-007 near Morebath brought a few laughs as you have to get a bit of speed up at the North end to get over the dumped garden rubbish. Brownie was sure that he spotted Pete Bull following us near Dulverton...

The first of our Northern lanes was 180-072, which was fantastic (Cheers Jim) nice drop into a wood, then a long stony climb back out.

Steve PT decided to reverse his bike into the drainage ditch at the top, where we nearly lost him and the bike in the undergrowth! Up and past the infamous Snapper, where funnily enough there was a Speed Camera!

Most of the lanes this day were dry, stony and a bit dusty, but then we came to 180-052, just North of Barnstaple. Well this certainly gave a few of us palpitations. The lane description for this state's 'Great lane with deep water at one end and steep climb at the other', what it should have said was 'Warning: Gloopy pit of doom ahead, guaranteed to make you sweat and get shredded by'. We climbed down into a very dark stony lane that just kept going downwards, eventually coming across a 20ft very muddy bog, which you could not tell how deep it was. To make matters more interesting the vast majority of us were using half worn MT43's. Anyway as I was leading, it was a feet up and rev to get through, then into the curtains of thorns and branches which was trying to rip helmets and baggage off the bikes, but as another nice surprise at the end was another gloopy long bog which was concealed by all the thorny branches. Eventually we all got out, initially sweating and swearing, then laughing about the state of our kit and bikes. The next lane was a complete contrast 180-027, a mile and half dust bowl!

Up and along the very scenic South West Coast Path, which was a very twisty road, with a lot of steep hairpins, before finally hitting Lynmouth where fish and chips awaited on the promenade. So at 7.00pm we parked up and we couldn't believe it when they said 'We're just shutting'!! Ayyy, Friday night and the chippy is shut at 7.00pm!!!! Plus what they didn't realise is that there were some rather large stomachs to fill, so we clocked another chippy on the way in. That was shut as well. Surely this is illegal. If not it should be! So we decided to go on up to the campsite 3 miles away in a village called Brendon, where



hopefully, bearing in mind the England v Algeria World Cup game was on, we could get food at the local pub. Otherwise we would be sending Gruff off into the woods to forage for berries and a nice piece of venison to cook on the campfire.

We got into the camp field which was very nice and scenic, set in a wooded valley, with a river running alongside where we had the bottom end of the field all reserved for us. We also noticed that there were nearly all bikers in the field with us, who turned out to be the MZ owners club annual get together!! Nice bunch of blokes, but they all seemed a bit....mmm 'on another planet', especially 'Congo Jim' who rode to South Africa on a 125cc MZ 20 years ago, broke down in the Congo with a worn out clutch, wouldn't pay for a new one and has lived there ever since apart from venturing over

annually for this little get together! There was also a very large trike that had towed a trailer tent!! We all set up camp and got down the pub in time for grub and much needed beer to wash some of the dust down. We were all back to camp by 10.00 for a brew, chinwag and kip.

Next morning Percy and Steve PT were awake at 5.30, but they were tenting together and I think Steve woke up from Percy's body heat from all that spooning! We were all up by 7.30, so a brew and a promise of bacon butties from the camp owner that had been pre-arranged was looking good, until we were told of a mix up and that the earliest we could get them was 10.00. So we decided to get going and grab some food into the run. Last night, a couple of us wanted to watch the England game but in doing so we missed out on a fuel stop. Therefore we had to slightly adjust the route to get fuel which was 19 miles away in Barnstaple, so next stop in was 12" full breakfast subs from Subway, result!

First lane of the day was 180-196 and what a corker. A nice steep, muddy twisty hill climb, that was great apart from me getting a false

neutral half way up! A few more lanes before hitting Bideford where I was trying to find 190-008 but came across Atlantic Village Shopping Centre instead!

The next stage of the run was a lot of road work (43 miles) with just sporadic lanes along the way. A couple were worth mentioning though. 190-052 which was severely overgrown with a deep grass covered rut in the middle. Plus to top it off a builders dumpy bag with rubble was at the end and could not be seen due to the long grass, so riding into that was a treat! The other lane that was a corker was 190-063. It was basically open moorland down to a tree lined track, but then we hit the 40ft water trench with marsh either side. As I was still leading, I went for it and was doing okay, until the front wheel went under and I had visions on Wales Part 2, but thankfully it bottomed out and I made it through. Everyone else got through, but Steve PT lost all power, but luckily it was only a loose battery lead.

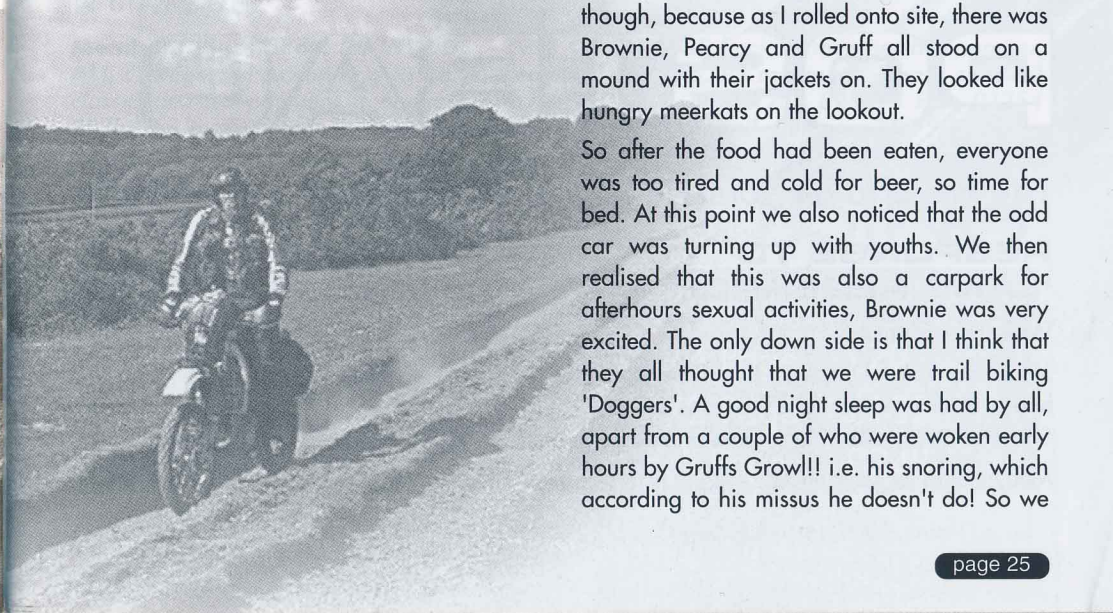
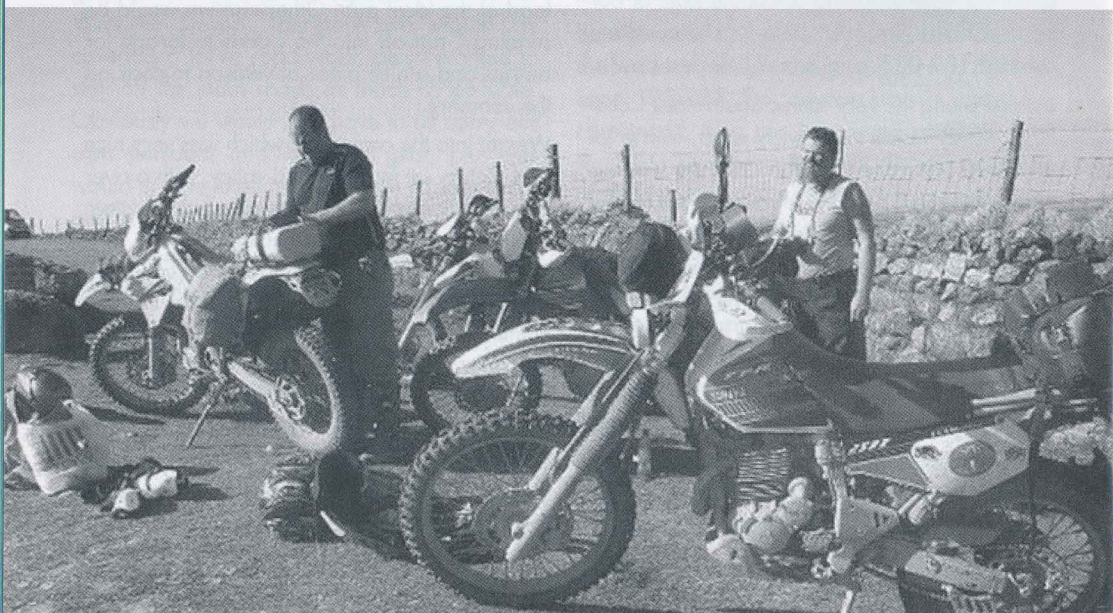
Next stop was at a services West of Okehampton, where a truckers stop meal was in order and also where Snasher departed to get home for Father's Day. RichT4 also took the

lead for the next stage, which in my opinion was the best set of lanes we did. 191-061, 191-100 and 201-060 all roll into each other and are fantastic. Somewhere along one of these 201 lanes we came across a courier van stuck in a stream, who'd tried a very bad reversing manoeuvre by driving over the bank and into the rocky stream. It was very warm so on entering the stream, I thought a bit of trout tickling was in order, cooled me down mind! Some lovely steep rocky rutted lanes were ridden in this area. We then rolled into Yelverton, where our original plan was thrown out the window, so it was Plan B at a pub in a very scenic village called Meavy where a pint was needed to swill the dust away, plus Rob Drake and Liz Millett also were going to meet us at 7.00. So we pulled up at the village that was having some kind of fair. Has anyone seen that clip from Mad Max when the dusty bikers roll up into town. Well you get the picture, as

the village square was full of people and we also generated a fair bit of interest, which included taking pictures of us!

Well a beer and a chat with Rob and Liz for an hour, then it was time for getting to the campsite as the time was now 8.00pm. There are specific areas you are allowed to camp on Dartmoor, but there are signs, stating no vehicles allowed beyond the parking area, so our original site was no good. A quick debate and we decided to ask a local pub in the next village of any known campsites/fields. Once there, there was much debating as to where we should stay. No-one could really agree on the best option and time was now 9.00pm. Luckily a local gave us the best option, which was still up on Dartmoor, but we could park our bikes and camp virtually next to them, this was up above Ivybridge. So time we got set up, made a brew and got organised it was 10.00pm and at this point I had stomach rumblings and Scooby Snacks were a must! Myself and Steve PT then ventured to Tesco at Lee Mill for an emergency pasty and beer run, plus popping into the kebab shop at Ivybridge for 3 large kebabs! When we got back to site at 11.00pm, the temperature had dropped significantly and the wind had also got up. I had to laugh though, because as I rolled onto site, there was Brownie, Percy and Gruff all stood on a mound with their jackets on. They looked like hungry meerkats on the lookout.

So after the food had been eaten, everyone was too tired and cold for beer, so time for bed. At this point we also noticed that the odd car was turning up with youths. We then realised that this was also a carpark for afterhours sexual activities, Brownie was very excited. The only down side is that I think that they all thought that we were trail biking 'Doggers'. A good night sleep was had by all, apart from a couple of who were woken early hours by Gruffs Grow!!! i.e. his snoring, which according to his missus he doesn't do! So we





were up by 7.30, a couple of brews later we broke camp at 9.00, no brekky as were not hungry after the kebabs, but I do believe that a couple of pasty's and some choccy bars were downed prior leaving.

It was into Ivybridge for fuel, then Brownie took over the leading. The first couple of lanes near Ermington were corkers, 202-195 and 202-196, also 202-210 nice. We got into Totnes for 10.30, then enroute to Ipplepen via some dusty lanes.

We also did Tallyho as some had never ridden up it. No problems for anyone as it was dry anyway. Up at Liverton we did all the usual lanes on Tiptley Hill, into Bovey Tracey for more fuel and lunch. We decided to take our lunch to Houndtor Wood, but couldn't sit down due to the giant ants that were everywhere! After a good break, over to some lanes near Morehampstead and at this point 3.00pm Percy and Steve PT decided to depart as time was getting on. That just left the 3 amigos to complete the team challenge, so a nice climb up through Bridford Wood, where Rich led the final leg into East Devon. 192-151 was a surprise, nice stony climb up through the

woods. A quick wash of the bikes at 192-113, then we hit the final handful of lanes, which were some of the dustiest of the trek, 192-100 and 192-102 were like driving through a desert! As soon as Gruff who was in front of me touched the dusty mud, it kind of exploded into my face and I couldn't see a thing. It was like driving through soft sand. Anyway at 4.30 we arrived at the pub for some well earned shandies.

It was an excellent weekend, no arguments or bickering, just some very good banter. I've even heard rumours of where to next.

So in total we averaged 390 miles and rode 85 of some of the best lanes in Devon.

On a final note, some of us did notice that the public seemed to take more notice of us as we were all fully geared up on our bikes. They seemed to like what we were doing and not once did we encounter any problems with anyone. Also the biking God was in our favour as no-one had any real bike issues all weekend.

Mark Hart, Devon Group.

# POSTBAG

The Place to air your views and encourage lively debate.

## RESPONSE TO 'LANE RESEARCH' MAY 2010 ISSUE 381

Well done that man,

Just a short note of thanks to Nick Dimarco for his determination to 'put the record straight'. I too had problems on this lane from the owner of Bush Farm. At the time, 13yrs ago, my visit to Shirehall simply drew blank looks and passed bucks.

Many thanks for your efforts.

Dave Ford, Black Country Group

## MEMBERS CLASSIFIEDS

**YAMAHA TTR250** 2004 taxed & tested, 1300 miles, good cond., '54 plate. Tel: Richard 07976 308405 might swap for trials bike.

**1999 225CC SEROW** 39,000km, tax & MOT. Good cond. Ready to go. £900. Tel: 07944 081541 (Preston, Lancs.).

**SUZUKI DRZ400S** 2003. V.g.c. One 60 yr old owner, 3000 miles on road & lanes. Well maintained, new tyres, new orig. plastics, extras, T&T. £1975. Tel: 07983 962170 for details, text your email address for pics & info (E. Midlands).

**GAS GAS 250 PAMPERA MK3** 2003 Bash plate, hand guards, T&T. Green lane use. Clean good cond. £1250. Tel: 07831 542015 (nr Chester).

**WANTED** Pillion footrests for Yamaha 250TTR (Raid). Also lowering link for same. Gordon 07903 367978 or gordon4g@yahoo.co.uk

**MOOSE RACING YOUTH M1 PANTS** age 14 yrs - black, grey & white - waist 28". Matching jersey chest 40". £25 inc. postage. Tel: 01984 623445.

**WANTED** Serow nearside blue air scoop.  
**For sale** White one! Mob: 07702 956194, Tel: 01726 64911.

**Members Classifieds: 20 WORDS - FREE OF CHARGE** Enclose membership number. **ALL** Commercial Advertising to be paid for - £1 per line, £5 minimum. Please send all classifieds with payment if applicable to THE EDITOR, Tel: 01254 823893 Fax: 01254 887999 editor@trf.org.uk. Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG.

**YAMAHA TTR 250** Feb 1999, sound cond. throughout. Well maintained, rear swinging suspension rebushed parts cost of £300, new sprockets and chain. £850 lain on 07768 415311.

## ACCOMMODATION

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

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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 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, Bay Horse Inn, Market Weighton, York.

**ESSEX** Cliff Eves, Tel: 07515 330423  
2nd Wed, The Cross Keys, The Green, Hatfield Peverel, Essex CM3 2JQ.

**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, Blydon, 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 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, 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** Christian James, Tel: 01446 410073  
1st Thurs, 8pm, Ty Nant Inn, Morgantown, 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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