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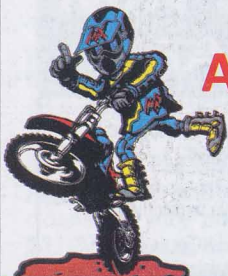
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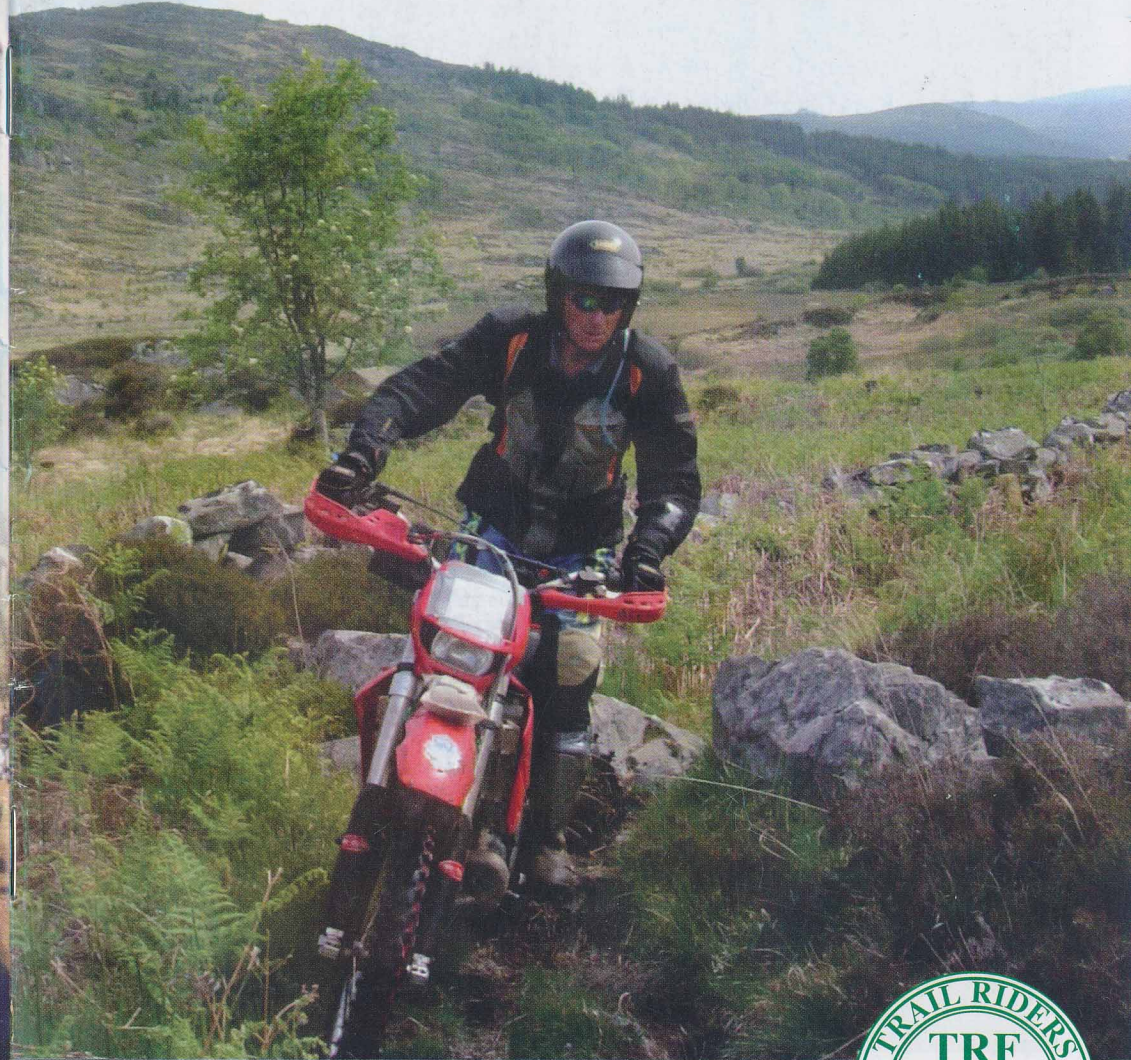
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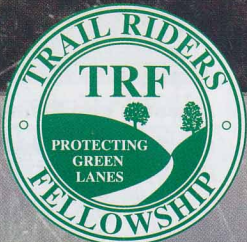
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# TRAIL



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

AUGUST 2010 No. 384 EDITOR: FRED ELLISON



Patron: Lord Fairfax



## TRF OFFICERS & CONTACTS

Chairman:	<b>Andy Gerrard</b>	01525 717634/07803 600571 <a href="mailto:chairman@trf.org.uk">chairman@trf.org.uk</a> 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Vice Chairman:	<b>Don Oakley</b>	07769 309484 <a href="mailto:vicechairman@trf.org.uk">vicechairman@trf.org.uk</a> Priory Cottage, Hankerton, Malmesbury SN16 9JZ
Membership Secretary:	<b>Debbie Hutchinson</b>	07966 438907 <a href="mailto:memsec@trf.org.uk">memsec@trf.org.uk</a> Marcliff, Bakers Hill, Exeter, Devon EX2 9TE
Secretary:	<b>Polly Cody</b>	01525 717634 <a href="mailto:secretary@trf.org.uk">secretary@trf.org.uk</a> 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Treasurer (Acting):	<b>Arnold Brewer</b>	01865 741410 <a href="mailto:treasurer@trf.org.uk">treasurer@trf.org.uk</a> 2 London Road, Headington, Oxford OX3 7PA
Editor:	<b>Fred Ellison</b>	01254 823893 Fax: 01254 887999 <a href="mailto:editor@trf.org.uk">editor@trf.org.uk</a> Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG
P.R.:	<b>Richard Simpson</b>	07812 402021 <a href="mailto:richardsimpson@blueyonder.co.uk">richardsimpson@blueyonder.co.uk</a>
RoW Officer:	<b>Robin Hickin</b>	01926 817060/07890 550847 <a href="mailto:row@trf.org.uk">row@trf.org.uk</a> 42 Model Village, Southam, Warwickshire CV47 9RB
I.T.:	<b>Simon Bingham</b>	01295 251648 (day)/01295 711311 (eve) <a href="mailto:it@trf.org.uk">it@trf.org.uk</a> 27 Peveril Road, Greatworth, Banbury, Oxon OX17 2DN
BMF Liaison:	<b>David Giles</b>	01332 552288 <a href="mailto:bmfliasion@trf.org.uk">bmfliasion@trf.org.uk</a> 22 Ford Lane, Allestree, Derby DE22 2EW
LARA Rep:	<b>David Giles</b>	01332 552288 <a href="mailto:lararep@trf.org.uk">lararep@trf.org.uk</a> 22 Ford Lane, Allestree, Derby DE22 2EW
CCPR Rep:	<b>Dave Tilbury</b>	023 80618937 <a href="mailto:ccprrep@trf.org.uk">ccprrep@trf.org.uk</a> Oakbank Cottage, Oakbank Road, Eastleigh SO50 6PA
Equestrian Events Liaison:	<b>Mark Holland</b>	01989 565249/0845 3308892/07941 427774 (mob) <a href="mailto:equestrian@trf.org.uk">equestrian@trf.org.uk</a> Corn Farm, Devauden, Chepstow NP16 6NS

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

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Wales & West Midlands	<b>Tim Stevens</b>	01547 529946 Offa's Road, Knighton LD7 1ES
South & South West	<b>Dave Tilbury</b>	See above for contact details
Eastern	<b>Richard Sugden</b>	01354 651390 <a href="mailto:home@rlsugden.fsnet.co.uk">home@rlsugden.fsnet.co.uk</a> 122 Station Road, March, Cambridgeshire PE15 8NH
East Midlands	<b>Robin Hickin</b>	See above for contact details

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**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.

## !!ACTION!!

**Action is needed now to stop TROs being made - BOATs 538/539 West Horsley, Surrey.**

Please write a letter of objection to Surrey County Council, objecting to two proposed Traffic Regulation Orders. The council has now issued its official notification and the TROs will be made in December unless we object and are successful in getting them stopped. Surrey County Council Countryside Access Team have stated that the Byways **do not** meet the Surrey CC TRO Policy and recommend that they should be repaired, vegetation cut back and speed advisory signs erected **instead of a TRO**. However, they were **overruled** by the local council, who are determined to TRO the Byways.

You do not need to write a fantastic novel or piece of literature. As a minimum, just a few lines saying you object for some good reason.

**Deadline is 27th August 2010.**

If you find it difficult to write a letter please just write a few words saying that you object to the Proposed TRO Order Ref DS/HG/3/1/72/H12 - Boats 538/539 and state a few main reasons. We must generate as many objections as possible. Please ensure you state 'I object to the proposed TRO' and include your name, address and the reference number of the proposal (as above) so they are obliged to count it as an objection.

You need to send it to:  
[hannah.gutteridge@surreycc.gov.uk](mailto:hannah.gutteridge@surreycc.gov.uk) and  
[debbie.spriggs@surreycc.gov.uk](mailto:debbie.spriggs@surreycc.gov.uk)  
or if you want to use the post:  
Debbie Spriggs, Countryside Access Manager,  
Room 365, County Hall, Penrhyn Road,  
Kingston, Surrey KT1 2DY.

Ronald Lumley

*Ed: It is best not to mention the TRF because all objections from interested groups are put in a file and counted as one objection.*

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## WANTED:

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

**COVER PHOTO:** From Roger Hart. Dave Clarke, Devon TRF, riding in Snowdonia National Parks with the Virtual Peaks Group.

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

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# TRF AGM

**The 2010 TRF AGM will be on  
Sunday 10 October 2010, 10am**

**in Lecture Room 1 at The Heritage Motor Centre,  
Banbury Road, Gaydon, Warwickshire. CV35 0BJ  
Tel: 01926 641188 Fax: 01926 645103**

The AGM is open to all TRF members.  
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.

**Any constitutional changes should be lodged  
with the Secretary by 31 August 2010.  
Send to [secretary@trf.org.uk](mailto:secretary@trf.org.uk) or 52 Conway Drive,  
Flitwick, Bedfordshire MK45 1ST**

**Polly Cody, TRF Hon Secretary**

## NOTICE BOARD

### FLOWER SCAR LANE

It is still legal to ride this lane no 90 on map 103, but you must stay on the road. Hidden cameras have caught at least two bikes, impounded and a Land Rover.

If you see anyone riding on the moorland please contact PC Mike Bowden 0845 6060606 ext 70321.  
Tony Broughton.

### Mid Wales TRF Group WEEKEND RIDEOUT AND CAMPING

*An open invitation to all members: two days riding in Mid Wales, near Machynlleth, on the weekend of September 18th/19th.*

Camping available from Friday to Monday, BBQ on Saturday evening.

Limited places, deposit required.

Please respond by September 1st. Thank you. All proceeds to TRF Fighting Fund.

Please contact Steve Bee [sbee@madasafish.com](mailto:sbee@madasafish.com) 07884 445596

## FORTHCOMING EVENTS

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

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

**Tamsin comes to East Midlands Group** 8th September, see p16 for details.

### Mid Wales Group Weekend Rideout and Camping

September 18th/19th. Contact Steve Bee, [sbee@madasafish.com](mailto:sbee@madasafish.com)/07884 445596.

**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.

**West Yorkshire TRF - an evening with Austin Vince** 7th October 2010.

See page 7 for details.

## MAKE SURE YOUR EVENT IS LISTED

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



## STOCKDALE LANE - PULLING THE PLUG.

The last issue of TRAIL carried a report on the prosecution and successful defence of TRF member Mark Willis for driving on Stockdale Lane in the Yorkshire Dales National Park, 'without lawful authority'. Stockdale Lane is currently recorded as a public bridleway, and the Cumbria Group of the TRF made an application for a definitive map modification order to 'upgrade' the route to a BOAT, well before the cut-off date later imposed by the Natural Environment and Rural Communities Act 2006.

The Yorkshire Dales National Park Authority ultimately refused the application and the TRF appealed to the Secretary of State. After a somewhat lengthy exchange about the

sequence of correspondence when the application was made, it does now look as though the application fell foul of the requirements for strict compliance with Schedule 14 of the Wildlife and Countryside Act 1981.

As with similar applications, Cumbria TRF did the job 'as it had always been done', and the YDNPA was happy to accept and process the application on those terms (and all credit to both). Then along came NERCA and the Winchester case to spoil the party. The result is that Stockdale Lane remains as a public bridleway and anyone driving a mechanically propelled vehicle along it without lawful authority is open to prosecution.

Alan Kind

## NO EVIDENCE OF USE = NO BYWAY OPEN TO ALL TRAFFIC

In December 2003 a claim was put in by the Peak Rights of Way Initiative (PRoWI) to add Sheepwash Lane, Ashover, Derbyshire as a Byway Open to All Traffic (BOAT).

In July 2007 Derbyshire County Council published an Order to make the route a Bridleway. On behalf of the TRF I objected to this and e-mailed the PRoWI TRF Groups (Derbyshire and South Yorkshire, East Midlands, High Peak and Potteries, and Peak) pointing out there had been no Evidence of Use (EoU) sent to Derbyshire County Council.

In June 2010 I received a letter from the Planning Inspectorate (PINS) at Bristol asking if I wished to continue with my objection. I took advice from Robin Hickin (TRF RoW) who told me to proceed with written representations with assistance from Alan Kind. In July I

emailed the PRoWI and the Peak District Vehicle User Group (PDVUG) asking for EoU since only TWO EoU forms had been received by that time. PINS specifies dates by which responses have to be received, so I asked for responses by 6th Aug since I had to consult with Alan Kind and then reply by the required date. I have received ONE further EoU form! Therefore I have had no option but to write to PINS withdrawing the objection.

### NO EVIDENCE OF USE = NO BYWAY OPEN TO ALL TRAFFIC.

We will lose more routes if people are not prepared to fill EoU forms in by requested dates, and attend Public Inquiries to confirm what they have written. Please respond promptly when requests for EoU are made.

Peter Hiley, Rights of Way, Derbyshire and South Yorkshire Group

### Along with illegal use this is the area of criticism that trail riders most receive and to be honest is a problem that simply won't go away.

One of the options is to fit a noise suppressor. I decided to buy one from the States called a DBSnorkel and try it on my two stroke Husky.

I usually use my XR on the trail nowadays. However for a variety of reasons I kept the Husky 2 stroke. I use it occasionally now on the Trail and for the odd Enduro. Well to be honest I think I have only had it out 2 or 3 times in the last 12 months for about 15 hours in total. One was the Welsh 2 day in 2009 and the other two were local short trail trips. Before that I used it as much as I could because I enjoy the light weight of it.

I read about the DBSnorkel in TBM a couple of years ago where they tried it on a 125cc and saw it again on the "interweb" that Shane Watts had won an event in the US using one on a KTM 200. He was making a point about the noise issues on the US tracks and so bought one and put it on his bike. It sort of made me think that maybe in the UK we should consider it. I do a lot of lanes and understand the noise debate so thought why not.

I wondered where appropriate to test it? Why not in the Welsh 2 day again? I could see what difference it makes when on full throttle on the fire roads and it will also be a better test of its durability (because I hit a lot of trees and get stuck

often in mud - many will testify).

The guy in the US sent me temperature range details and experience from Holland. He outlined Shane Watts experience with little effect on performance (like it mattered to me in an Enduro - I am lucky to get by on clubman schedule so went in the sportsman for more gentle fun). I explained that I was in the TRF, it was about noise and finding out whether this type of thing is a viable alternative. He also mentioned that they are Treadlightly members in the US and it sort of made me feel that I should give it a go. My bike was 93/94 decibels I reckoned and maybe that is too much.

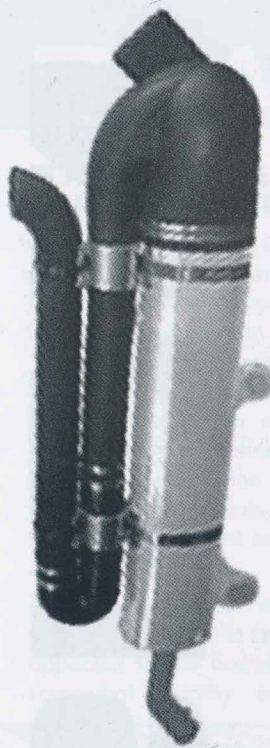
My Husky is a modified 125 with an HGS pipe and a conversion to 144. I have the original pipe (restricted) and a Husky de-restricted pipe with original tail piece as spares, plus the HGS bits. Good job as it turned out because having spent my money plus carriage I realised it did not fit the aftermarket tail pipe. To be fair the HGS pipe is very small and I should have read it properly before I ordered, but there you go.

It was quite good fun to fit and modify the original Husky unit (with a file), say 25 mins. You don't need to do that with every bike but you did to mine because of the slight ridge of aluminium along the top.

I borrowed a noise metre (or whatever you call it) from the TRF and showed that it reduced the volume by 3 decibels across a range of throttle openings at the rear pipe. On your own it is very hard to operate the throttle, hold the bike up, work out the engine revs, stand 1 metre behind the bike

# NOISE





etc. etc. Please therefore believe me when I say it was about 3 better as it was not so scientific. Of course in hindsight just ring up your mate, but I was on a roll with the work and I only had a short amount of time.

**So was it any good?**

*Reduced noise?* – Got to the welsh and tried to get by unnoticed, mainly because I felt a bit of an eccentric. No-one said a lot although it does look a bit different (JB at TBM took

some photo's for me which was kind of them – I forgot my camera). The organisers were noise testing so I went back and volunteered my bike for testing. Good move, 91 decibels exactly but also I held open the throttle full on (risky but what the hell) so I was very impressed.

*Performance?* – Sort of moved the power a bit and meant I needed to rev it more. To be fair I also had the original pipe back on and so the difference was also the exhaust. I noticed a slight power reduction which I think was attributable to the Snorkel. Their dyno output that I was sent confirmed it and TBM test supported so minor loss of power but not something you would notice trail riding most of the day.

*Looks?* – one guy said that "I had bought the Snorkel for the Strata Florida", I liked that (that

is a classic Drovers route through the river crossings) and a couple of guys mentioned it on route.

Bad luck blew the length of the test and left me a very frustrated competitor. I took it easy through the special test the first half day so as not to crash (again – big spill last year) and DNF. Annoyingly I had an ironic break down (the bike not me)- I got a bit frustrated after the second refuelling point as power started to go. Turned out however to be a failure of the engine rather than anything due to the modified exhaust. The fuel I drained from the tank afterwards looked a bit weird. I may have mixed my premix wrong, put someone else's in by mistake or who knows what, but it resulted in a DNF. Nobody likes that and whilst at one point I looked at the Snorkel to blame it was my error (and just bad luck).

*Any good?* – well I reckon that with a bit of work on the aesthetics, on a big 2 stroke it would work well. I went back and read all the stats on the noise testing at scrutineering. A few 200 and 125 KTM's measured the same as me and one bike actually registered 88 which was phenomenal. I think it was a trail bike early in the class but only had a few minutes to compare. (Probably good to remember that I also had mine full throttle during the test and they may not). There were a large number of bikes who were at the much higher levels and I think it is something that responsible riders when not in a competition should think about. I was particularly disappointed to see some of the levels registered by some bikes. Most riders think about the issues (and the rules) and do something about it whereas clearly others really aren't worried (or understand the implications).

It would be good to see a manufacturer link up with these guys in the States and make a slightly subtler version. It would also be good

to see something for the 4 strokes which are not currently made to my knowledge.

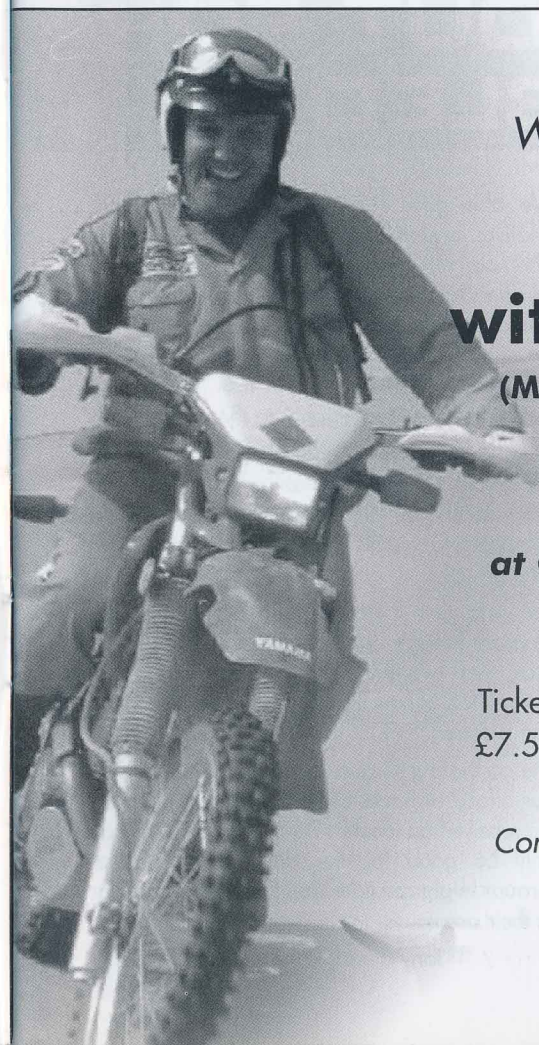
If the Worldwide racing bodies for motocross and enduro introduced a lower level and progressively reduced it one decibel per year (or just go the whole hog at say 91DB) then I believe that the technology would be developed to do so. I think that someone like KTM working with these guys would improve all aspects of what is a sound idea. Until they do, manufacturers are unlikely to put development into noise reduction and therefore one option is the aftermarket noise

suppressor. Is it ideal? No. Is it workable for a UK based trail rider with a 2 stroke? Yes.

Don Oakley

*Ed: I did a similar test with a DRZ 400 and my perception like Don was that the noise reduction resulted in a power loss. However at a later date I had to ride maybe 20 miles on tarmac in something of a hurry in company with another DRZ ridden by a rider of similar weight and there was absolutely no difference in performance.*

*NOISE = PERFORMANCE - Does it?*



West Yorkshire TRF present

## An Evening with Austin Vince

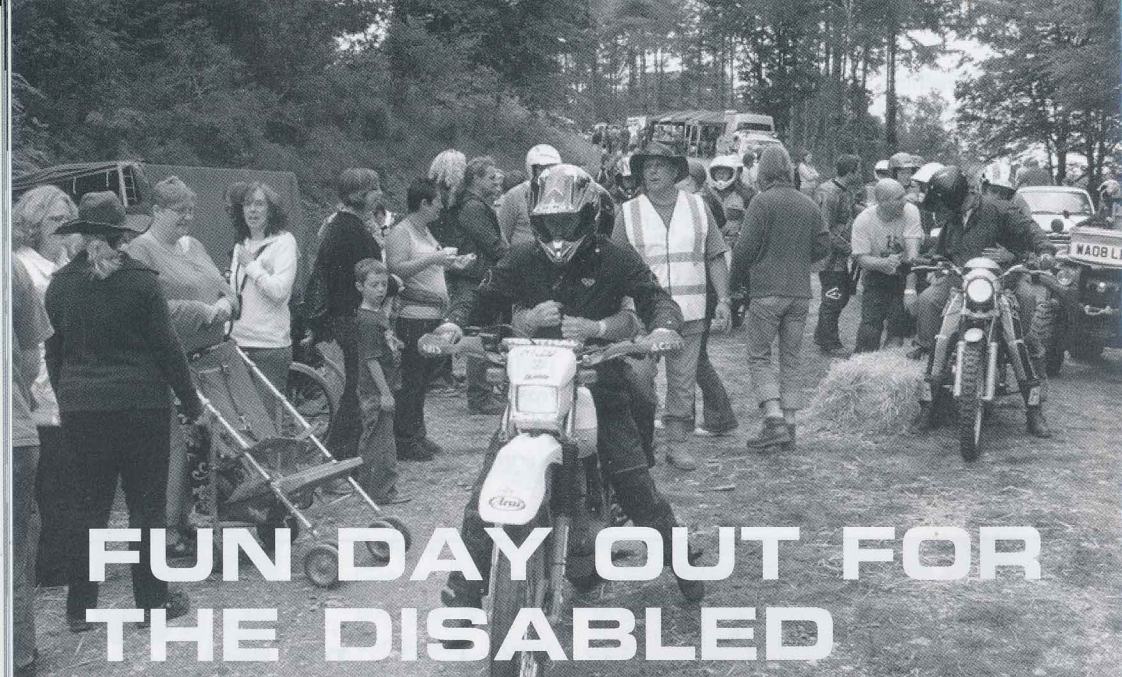
(Mondo Enduro/Terra Circa etc)

**7.30 p.m. on Thursday  
7th October 2010  
at Cue Gardens, Station Road,  
Odsal, Bradford.**

Tickets in advance £5/WYTRF members,  
£7.50/non-members or £10 on the door

Contact Richard Hirst 01274 632676,  
email [vicechair@wytrf.org.uk](mailto:vicechair@wytrf.org.uk)





## FUN DAY OUT FOR THE DISABLED

On Saturday the 17th of July the Cornwall Group held their 2nd fun afternoon for adults and children with learning and physical disabilities in woods near Bodmin, by courtesy of landowners Countess Pinky Le Grelle, Lady Molesworth St Aubyn (who had her first ever motorbike ride on the back of Ross's bike) and the Forestry Commission. Our first event last year was following the lead of our pals in Wales who have done this so successfully for many years, and whose 2010 event was reported in July Trail.

This year the organiser - Cornwall Group Chairman, Ross Fisher (and his wife Sarah) as well as arranging an excellent event also arranged an afternoons good weather. We always knew he had connections in high places - but arranging nice weather?

We had a total of 96 people with special needs aged from 2 to 85, who put their lives in our hands and rode a variety of bikes, several quads (yes, some very loyal TRF members have quad bikes as well), one of which pulled a walk in trailer for those in wheelchairs, some 4 wheel drives and a trials car - which was very popular until a wheel fell off - thankfully without mishap!

We also gave rides to another 43 carers, relatives and friends. In order to keep the afternoon rolling no less than 30 of us signed on as riders and drivers. As well as members and friends and relatives of our Group we were assisted by members of the Camel Vale Motorcycle Club, our pals from Wales and many others. Many thanks to them all.

Judging by the smiles and comments on the day a good time was had by all, including us, and we have since received some very complimentary calls and E Mails from people who brought our guests to the venue.

For us to have the opportunity to give so much pleasure to folks that rarely feel fresh air in their faces was wonderful and at the same time making lots of new friends, must really be a win, win situation.

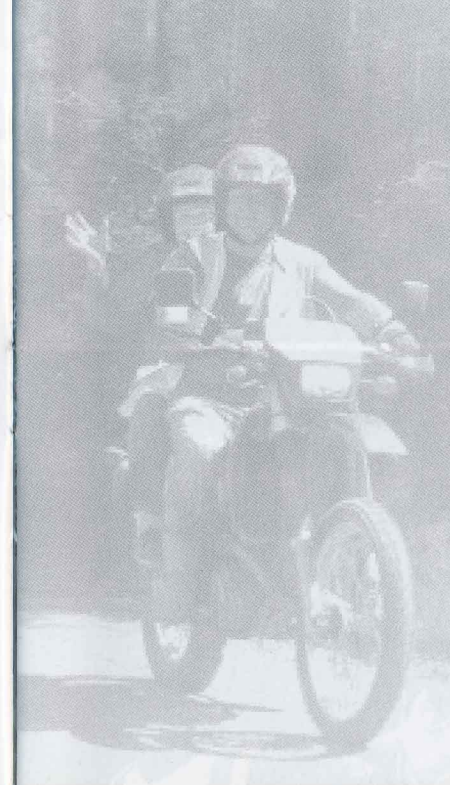
The cost to our Group was minimal, funded by our efforts at horse events, but the recognition we received on local radio and in the press can only be good for the TRF. Perhaps other Groups might consider doing something similar in their areas.

Tony Stuart, President, Cornwall TRF

# "Possibly the second best day of trail riding I've ever done"

It's a bold and often used statement when we pronounce something as the best so my statement above may seem a little odd, I will quantify it later.

I'm sat here on a Saturday evening drinking a cool Red Stripe thinking how lucky I and indeed others around me are. The reason being is that I've been privileged enough to have been involved in today's Disability Trail Ride courtesy of Cornwall TRF and the Colquite Estate.



The event was held in Dunmere Woods just north of Bodmin and is now in its second year. Cornwall TRF's Ross Fisher is the man behind it but his inspiration came from a similar event he attended in Wales. The format is simple, organize some woodland with a forest track of about 4 miles with plenty of room to park. Invite local people who would not normally get a chance to partake in our wonderful hobby. Jolly a few of us up to come and take pillion riders around said track, organize a few incidentals like catering, loo's, signs, ACU permits, insurance, marshals etc etc. Then cross fingers and hope that it turns out sunny on the day and that we all have the correct dates... Simple... or at least that's what Ross told me.

So our day started on Friday with me getting two bikes ready for Liz and me. We also took the sidecar just in case someone was fool enough not to ask how experienced I was at riding it before hopping on. With bikes ready and loaded we set off for Dunmere Woods which was a pleasant two hour drive across the moors. Maybe I should have stepped on it a bit as when we got there a fair crowd was already gathered making the most of the complimentary teas, coffee, bacon and sausage sarnies. No time for that though we had to gear up, sign on and have a sighting lap, at the end of which I had my first guest of the day.

A young lad having his first ever go on a



motorcycle and loving every minute of it. The next couple of hours were just a blur of different faces and characters from the tiniest little girl who could hardly reach the foot pegs up to a local lad who must have been 6'4" and was built like the proverbial. They both screamed with delight all the same, as did all the others.

After nine or so laps I took some time out to rest, meet and mingle with guests and old friends alike. With a quick tea and bacon bap to help revive me it was time to take the sidecar out. Liz had already been out and done a couple of laps with it and indeed joined me and one guest for my first lap after which I took a father and his young son out for a lap. I now believe I've found the secret to sidecar riding. You need three people on it not two. The young lad and his dad were having a whale of a time leaning out on all the corners and holding on for all they were worth on the straights. Back at the start there were no more takers for three wheeler so it was back to the BMW for a few more laps before people slowly started to drift away.

It's hard to know where the afternoon went, but it had, and all too soon. There was still time to exchange a few stories though and there are a few to be told.

What an excellent day and with so many people to thank, I shall not even attempt it. Suffice to say you all know who you are and you're all brilliant.

So did you guess what my best ever days trail riding was? Yep last year's event. There was nothing to compare with seeing, for the first time, the smiling faces of those that had probably thought they would never get a chance to do such a thing as trail riding. Those smiling faces will I hope be there next year and for many years to come.

Cheers all, Rob Drake



## FROM THE WELSH CONTINGENT:

*We have just returned from an absolutely fabulous weekend helping the Cornwall TRF with their day out for adults and children with learning difficulties. Ross picked up the idea from our event in Wales but we can honestly say he and his helpers have taken it to a new level. They clearly made a huge effort to ensure the event was such a success. All the riders and helpers worked hard and we were all repaid in smiles bigger than a bankers bonus. All covered by local radio and press.*

*The Welsh contingent stayed at an excellent nearby campsite and turned it into a social family weekend - a day on bikes for the lads followed by a day at the seaside for the lasses. The hospitality shown us by Ross and family will ensure we will be back next year.*

*Well done - Ross and Co.*

Mike Rees

## DEVON MEMBERS' REPORTS:

*Another fantastic day. It was lovely to see old faces from last year returning and new faces trying it out for the first time. A three mile course was marked out. With just over 100 special needs booked in, along with their helpers and family, the day has been busy. There were all size of bikes from Serrows to BMWs, quads, quads with trailers, four wheel drives. A two seater trials car and of course a sidecar.*

*We all started the day cautiously and slowly, but it wasn't long before shouts of faster, and squeals of laughter could be heard. We all have stories which made us laugh, mine came right at the start with my first passenger. A*



*gentleman in his twenties was helped on board and told to hold on tight, so he grabbed my arms, this being a bit restrictive, I told him to hold my waist, his hands quickly moved under my arms on to my mammary glands. Fortunately I was still in neutral and firmly moved his hands down to my waist. I like to think this was all in innocence, I am sure it was.*

*Many people deserve a big thank you, but I won't mention names, except for Ross Fisher*



who was the driving force and instigator. His drive and organisation has meant that a lot of folk had a brilliant day today.

Liz Millet

T'was a great day! Riders and drivers of all vehicles, as well as guests of all ages had an excellent day out! My family and I arrived onsite an hour early and there were many guests already waiting, keen for their first rides of the day. Wish I could have got a few more takers for rides in the Landrover, but they preferred the two wheeled options on offer. Who'd blame them!! Put me down for next year! (Although I might take my bike next time). A great event, well organised and a free BBQ!!

Chris Brock

Well, we've had a really enjoyable day down at Bodmin in the sunshine. Chris took his newly put together Suzuki DR Djebel, and we also took a borrowed trials car which our son Nick drove. We arrived in fairly good time to get

unloaded and sorted. The venue at the Colquite estate was superb, in a wooded valley a couple of miles outside Bodmin, with a maze of interconnecting well maintained forestry tracks.

The aim of the event is to share our experience of riding bikes out in the countryside. However with a range of disabilities and ages to cater for some visitors preferred the option of a ride in a trailer towed by a quad, in the back of a pickup, or in a 4WD. The bikes were well used and there were probably 15-20 people giving rides through the afternoon. St John's were on site also. A very well organised event, barbeque stuff was donated by Sainsbury's, so drinks and food throughout the day.

I talked to a family who had come up from Lands End and had a really good day. Met up with Karrie, Bonnie, Liz and Rob with their sidecar outfit, and chatted with lots of other people, Nic Slip along brought down the Cornwall trf banners as Lorn and Dave couldn't make it.

Lots of smiling faces after their rides which was a joy to see. Chris took a little girl on the back of the Suzuki whose mum said to him, if she sings she's happy. She sang all the way round.

The trials car was great fun, and some children waited specially to go in it and wouldn't go in anything else, so the pressure was on to fix the perished front tyre. Jacki did a quick trip to Thor motorcycles who had exactly the right tyre and tube. Then Nick did quite a few trips around the circuit, until he went round a bend and the other front wheel snapped off, they crashed into the undergrowth, which was quite an adventure for the lad in the passenger seat as he was wheelchair bound. Nobody hurt, lots of people stopped to extricate them and give the lad a lift back up to the top, where most people had departed for home. Lots of willing helpers to get the car onto its trailer, then we headed for home.

Chris Cole

#### **...and the final word from the Ross**

I don't know where to begin to say thank you to all who made Saturday the great day it was with so much effort and commitment from so many people. I will not start thanking individual people as I will be here all day and then forget someone, so I am just going to say thanks for your support of this great event, its success is your success.

#### **Ralph's story:**

**I was born blind and at the age of 14 was a pillion passenger on my Dad's motorcycle when we were involved in an accident that killed my Dad and left me disabled. To-day I have overcome my fear of motarbikes that has been with me since that day by riding pillion around the woods. Thank you for what you have all done and can I come next year.**

# POLICE APPEAL

Police are appealing for information following the death of a motorcyclist on a South Wales trail.

Jamie Roberts, 28, died in hospital three days after he suffered severe head injuries in the crash, which happened at Pontsticill, in the Brecon Becons National Park, on Saturday 10th July.

Jamie, a former Cyfarthfa High School pupil, was out riding with friends Luke and Lee at

around 7.30 p.m. when he collided with a metal bar placed across a section of the Taff Trail north of Merthyr Tydfil.

Anybody with information is asked to call South Wales Police on 101 and ask for extension 41310. Alternatively you can contact Crimestoppers anonymously on 0800 555 111.

*Ed: Please note, to avoid confusion, this is not the South West TRF member of the same name.*



# Hidden Scotland

Another high pressure system, amazing. I had never visited the Lowlands of South West Scotland (Dumfries and Galloway and South Ayrshire) always heading for the West Coast Highlands whenever I had toured Scotland.

Being next to the Lake District, albeit across the Solway Firth, most people prefer the hustle and bustle of the Lakes, presumably for people watching and to satisfy their herding instinct. Myself I enjoy trafficless roads, mountain climbs with only sheep or the occasional deer for company and the general tranquility of isolated countryside. SW Scotland fulfilled all these requirements, so next time you meet someone who complains about noise, politely, tell them to go...visit this area.

The run over from Saltburn through Teesdale was a delight. The Tourist Board have encouraged farmers (financially) not to graze animals in the meadows, which put on a spectacular show of buttercups and a myriad of other wild flowers at this time of the year.

Then there is the joy of riding the undulating curves of the Alston to Brampton road, then up to Langholm and across to Lockerbie down a constantly varying landscape.

The Crockettford to New Galloway road has more bends "than you can shake a stick at". Intense concentration required, as I headed for Carsphairn, my B&B, for two nights.

The accommodation was comfortable but stood next to a small paddock full of sheep. It was not the noise but the smell that was overpowering. After a long dry spell they

stank to high Heaven. You win some you lose some.

I was only there to sleep so it did not matter but I had to smile at the table and chairs set out in the garden alongside the sheep. Anyone who could have sat out there, for more than three seconds, was in need of an operation to restore their sense of smell.

Next morning brought Sunshine. I embarked on a tour round the area taking in the forest road by Loch Doon. The tarmac ran out just past the ruins of Loch Doon Castle and the dirt/stone road began. The deeper into the Carrick Forest I went, the rougher the road became. Great for big trailies but I was on the CBF and the small front wheel loved to track the grooves. Most disconcerting. I passed some beautiful Lochs hoping the tarmac would start again but I had to baleout at Straiton and go the long way round to Loch Trool.

I had read about Bruce's Stone erected to commemorate the Scots Victory (in 1307) over the English. They would not let it lie. Old memories die hard.

Well as it turned out, Bruce had two stones, unlike Hitler, who only had one, according to the ditty.

I was reading a walkers' guide to the area in the B&B the previous evening and saw a photograph of the stone next to the Loch.

On arriving at the car park at Loch Trool I parked up and followed the path, for half a mile, down to the Lochside. Nothing. Strange

thought I and retraced my steps. Then I noticed a notice, pointing towards a promontory set on the hillside, 50m, from the car park. There was Bruce's stone but not the one I had seen in the photograph. The second stone was erected alongside Chatteringshaw's Loch, twenty miles away.

Glen Trool was certainly worth a visit from a scenic point of view. This blind, narrow Glen, with its steep sided mountainous walls was very picturesque.

The run down to Newton Stewart and up to New Galloway was great, beautiful roads, lovely curves, particularly The Queen's Way, well it would be wouldn't it.

Lunch was taken in a smart cafe, (ca 1860 decor) half way up the village high street, in New Galloway. The interior was mahogany with six foot panelled ceiling all of different designs. Very interesting, the meal was good too.

Next stop was Forrest Lodge the estate of Fred Olsen, he of the Newcastle to Scandanavia shipping line. What do you do with millions? Set up a massive estate in Scotland.

The entrance to one of the Houses near the forest walks car park, sported a ten foot, wooden statue of a Highland soldier in full dress uniform. Kilt and Busby. It was the figurehead of the first ship commissioned by the Olsens, sunk during the war and then recovered later during a salvage operation.





I was on the estate in order to climb Corserine, 2669', a Corbett.

The Highlands have Munros, mountains above 3000', of which there are hundreds.

The Lowlands have Corbetts, mountains between 2500' and 3000', with the proviso of having steep sides, of which there are only seven.

They also have Donalds, having peaks between 2000' and 2500' of which there are eighty two, hence the rolling countryside.

After a long lead in, on a forest road, past Loch Harrow and Loch Minnoch, I crossed the deer fence and started the steep climb.

Not another person in sight, no sheep, disappointingly no Deer. I did spot a frog at 1500' and the wild flowers (gentian, wild thyme, etc.) were in abundance amongst the upper rough grassland.

It still amazes me how the countryside opens up at each stage of the climbs. By the time I had cressed the summit, on to the Ridge called the Rhinns of Kells, I could see as far as the Solway Firth and several lochs in between. Two hours up, one hour down, well worth the effort, most of it psychological, at my age. The physical effort and sense of satisfaction makes for a good night's sleep.

The run back to Saltburn, on deserted B roads, was great especially since the temperature was in the twenties and the leathers had softened. I ride in fabric gear in Winter since they are much more subtle and comfortable.

This area has a lot to offer and I will return to explore some more of the roads and Mountain walks.

Let's hope there is more good weather to come.  
John Robinson T&NYTRF.

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## TAMSIN COMES TO THE EAST MIDLANDS GROUP

8.30p.m. 8th September 2010,  
The Sportsman pub in Long Eaton

For tickets contact Barry on 07939 630330  
or email [johnson258@btinternet.com](mailto:johnson258@btinternet.com)

Members and non members welcome.

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# LANE CLEARING NEWS

## MOREBATH AND TRICOMBE

Clearing in April took on a new light in the form of opening up the famous Tricombe lane in the East 192-235, more of that later.

Firstly I would like to thank Mark Hart and his two sons for helping me clear 181-007 on 28th March, this lane is situated in Morebath nr Bampton.

The very impressive Harty family turned up and quickly got on with the task in hand including sawing through a sizeable tree more than 14 inches across with only a hand saw and two lads to weigh down the tree hopefully help to open up the saw cut!

We soon realised that this wasn't working as the amount of weight overhanging to one side was pushing the tree in a vertical

direction which looked a tad dodgy. Finally through, the tree lifted enough to gain access to this lane without getting off your stead and crouching to pass it.

More work was undertaken to the entire length of this road with cutting back some laurel branches and moving a fair bit of garden rubbish deposited into the road at the N.W. end which is getting deep with rotting sticks and branches so be mindful when approaching this end.

Many thanks to Mark and his family, sterling effort.

The other amazing feat of clearing done this month was rediscovering the famous Tricombe lane 192-235. A message was

posted by me on the forums to find out if any lanes needed clearing. The reply was this beauty, Tricombe, after studying the lane with a variety of different people and also taking pictures to send to others for their views.

I must add I wasn't looking forward to doing the job in hand as I knew the beast would be a tad difficult to clear!

How wrong could I have been simply coz I didn't have the safe knowledge of knowing who my fellow clearers were going to be. The Mighty Gruff (Mark Fishwick) the awesome Honiton duo Doug and JT (Doug Piper, Jon Tancock) then the virgin clearer L'Orange (Steve Taylor group sec).

I allowed two days to get the deed done with reinforcements allocated for the Sunday in the name of cap'n Paul and my family.

Well would you believe it coz I couldn't, we all arrived at 11 on Saturday and finished by 2 the same day!

Starting at the top Westerly end and working down through the lane we encountered logs,

trees, brambles, bogs, gates, rocks, stones, roots but none of this caused any real problem to the guys.

A real good lane to ride now with a few obstacles in places, so please if you're wishing to ride the road please ride downwards W to E, number of reasons for the moment as its wet and would be tricky journeying up hill and making more wheel spins along with extra noise, also no one has ridden this lane for at least 30 yrs or more so the local inhabitants will be unaware of such a road.

Not a road for novices at the moment until we get chance to make good a few more things and also a defined route will be in place real soon as people are already riding this lovely lane/road.

Many thanks to the people mentioned above for their efforts in this historical moment when Tricombe became open!!

Thanks  
Ian 'Wacky'





# WATERY LANE

The lane/road in question is a narrow traditional lane with lots of character. It resides at Shute in E. Devon. With a lovely name like Watery Lane you have to expect some water. I've traversed this lane quite a few times in the past with many thoughts of riding it. Looking at the OS map its quiet easy to see how this particular lane provides a good link to many others in the area.

A tester was at the monthly Motley Crew meet just to find out if anyone else was interested in accompanying me in a mission to release the lane from its foliage! The one known as Gaschef (Tim) and I believe Steve Pt was also threatening with intent to visit Watery Lane to inflict some awesome power from various pruning gear pulled from rucksacks and pockets alike. I posted my intentions on both forums with a good response for a definite 4-5 peeps 'up for it'.

Even the mighty Brian Sussex (TTR) was coming along armed with camera and keen eye for all RoW work. Just as well because we needed his expert eye for the last 30 feet or so.

Tim Stevens was first on the scene closely followed by myself and my dad. Armed with some considerable clearing gear we made a start at the S.W. end with taking out a sizable branch in the entrance along with other bits and bobs. By now the force was uprated in the form of Steve Pt and others followed in as we made progress through the lane!

So many turned up I couldn't keep track of numbers of who was where or doing what as I was heavily involved in pruning. I then moved to the front to try and ascertain what was ahead only to find others making their way through some very high but soft vegetation. Spearheaded by the Honiton duo, Doug and JT, they had found the river section and cut a multi choice way through to the river. We were also greeted with a couple of useful chaps called Richard (Tricky) and his brother. I had never met either before but they were suitably impressive as they got stuck in with the task in hand. At one point I counted 15 clearers or it might have been 16 but as they were moving around like busy bees it was almost impossible to count. Capt Paul was in the thick of it

organising things at the ford with a very impressive human chain operating at one stage!

The job isn't complete and we are still 10 yards short of our target because of the depth of the ford and a 2' high sheer concrete ramp at the mill side of it. For the time being the advice we have been given is to ride the lane from the north and to push your bike over the footbridge (still very tricky as the footbridge is very narrow), skirt the field edge a few yards before dropping down the stone ramp to the river where it is shallow - but still slippery. The alternative to follow the correct line of this old road is still to come in from the north but to drop into the river from the concrete ramp if you are confident enough about the depth of water - NB this is for very experienced riders only! This is always going to be a seasonal summer lane unless climate change really does lower river levels significantly.

We are looking at ways to work with DCC and other potential users to see if we can make the ford safe and usable but, even if you don't cross the ford, it is still a nice long lane to ride from the southern end but turn about at the ford to continue your journey. There are some stables on the tarmac part of the lane so take care and follow the TRF advice as always i.e. stop and turn off your engine if you meet horse riders in the lane.

I am extremely thankful to all the kind members and non members who helped in this project. The role of honour goes out to the following: Gaschef, Phil 400, Stevept, Doug, Jt, TTR, MikeT, Neil V, Tricky, Tricky's brother, Capt Paul, Gruff, Chris Cole, me and dad. Sorry if I've missed anyone off the list.

See you all soon.  
Cheers! Wacky!

## UPDATE FROM THE DEVON CHAIRMAN:

Watery Lane was successfully traversed by five riders on the 20th July, on the correct route 'n all. What a splendid addition to the network.

We dropped in from the north. I walked my bike through, with me on the left of it and the water came up to me swolloks but as we were already pretty wet it didn't feel particularly wetter.

Then I walked back and found the right edge (looking south or upstream) was a lot shallower and directed Roger Hart and our guest for the week, Timpo, to this line.

Roger walked his bike down the step then rode the water which was about wheel spindle depth. Timpo rode the whole thing, feet up and tidy.

Cappn Paul and 'Gaschef' Tim Stevens pushed their, non running, bikes across the footbridge and a short length of the path before dropping into shallow water down a splendid stone ramp that Paul and Tim had a hand in building.

About 50 yards on from the water crossing, there was a greasy bank to climb that has standing water and mud at the bottom. Paul and Tim needed a bit of a hand but having created a slot, the rest of us rode it relatively easily.

The rest of the lane was a mixture of water, gravel and mud, with enough vegetation left in place to create an air of mystery.

Brilliant. Can't thank the clearing crew enough.

Noel





# For the Man with the Mac

## •• PRESS RELEASE ••

Virtual Programming makes UK exploration easier with Anquet Maps for Mac OS X and iPhone

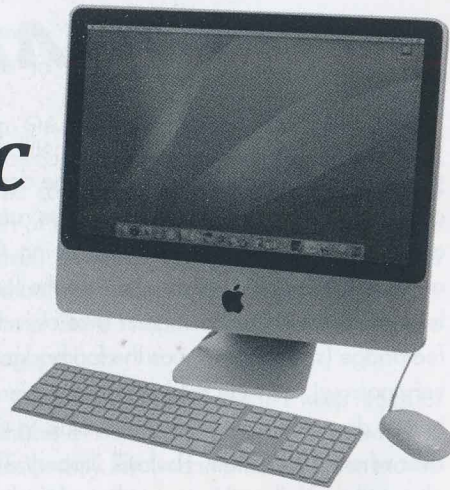
**Innovative Applications Let Hikers and Bikers Plan and Edit Routes, Find Locations, and More on Mac OS X or iPhone**

July 8, 2010 - Exploring the UK by bike or on foot just became much easier with Virtual Programming's release of Anquet Maps Mac and Anquet Maps iPhone applications, which offer the same features as Anquet's popular mapping software for Windows. Users can easily plan and edit routes, look up points-of-interest along the way, and more. GPS functionality in the iPhone version lets mobile users easily navigate routes while on the go.

"Whether you want to hike through a national park, plan a multi-kilometer bike ride, or simply figure out the best path for a daily walk, Anquet Maps Mac and Anquet Maps iPhone are at your disposal," said Virtual Programming CEO Mark Hinton. "These are far and away the most robust mapping applications we've ever seen."

Both applications let users replace their bulky paper maps with powerful digital versions. Users can carefully create and edit routes in perfect detail, with the ability to see maximum and minimum altitudes along the way, as well as estimated travel time and other information. In addition, they can easily look up locations by National Grid coordinates or longitude and latitude, with the option to add those places as waypoints along a route.

Anquet Maps Mac is free software. Maps are purchased separately, but users only need to buy the coverage they require. Maps are



available in definable parcels or as specific popular areas, such as national parks.

Maps and route profiles can be printed out and exported to Anquet Maps iPhone, which is available separately. This handy app offers the same route planning and editing features as Anquet Maps Mac, with added GPS functionality that lets users make sure they're properly navigating their routes. Anquet Maps iPhone also enables users to track their routes and save average speed, distance traveled, and other data, along with text notes for handy reference.

Anquet Maps iPhone is available now at Apple's App Store. Pricing is £19.99, and free digital maps are included to help users get started.

Anquet Maps Mac is free to download, although there will also be a box product version available at £29.99, which includes Map credit to the value of the full purchase price. Additional map prices start at £10.00.

Anquet Maps iPhone requires iPhone OS version 3.0.

Anquet Maps Mac requires Mac OS X version 10.5.8, any Intel processor and 512Mb RAM.

More information, including screenshots and tutorials, is also available at: <http://www.vpmaps.com/>



## A Trailrider's Send Off

Well known Ribble Valley trail rider Brian Crabtree died suddenly on Saturday 31st July. Many of his biking friends attended the funeral, more than eighty bikes (mostly trail) were at the send off.

Brian was well known for his Scarborough to

Morecambe Coast to Coast activities where his sense of humour made him a well known, popular figure. He was also involved with the Purple Helmets IOM Comedy Display Team.

Brian will be missed by his family and his many friends.

### 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](mailto:editor@trf.org.uk), fax: 01254 887999.

**PHOTOS:** Digital via email on CD or DVD; scanned originals (high resolution 300dpi, A5 size, 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. The higher the quality of the picture the better the final print.

**CAPTIONS:** Please caption your photos!

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

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

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

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



# TRF LEAFLETS & DISPENSERS

available from  
**Debbie Hutchinson,  
 Membership Secretary**



Maurice Newshom, Dave Farey, Dave Redford, Richard Smith in Wales. Photo by Edwin Duckett.

Two up in the Highlands. Gas Gas Pampera Mk3, Loch Eilde Moor. Combined age rider and passenger: 133 years. Photo by Norman Gray.



TRAIL RIDERS FELLOWSHIP

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 for green  
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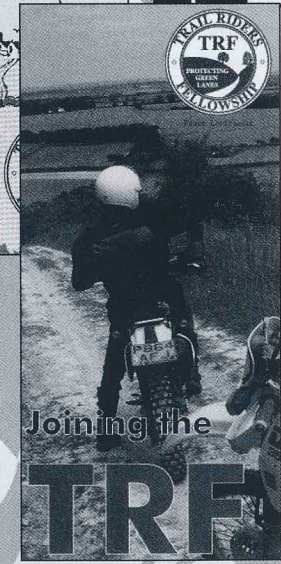
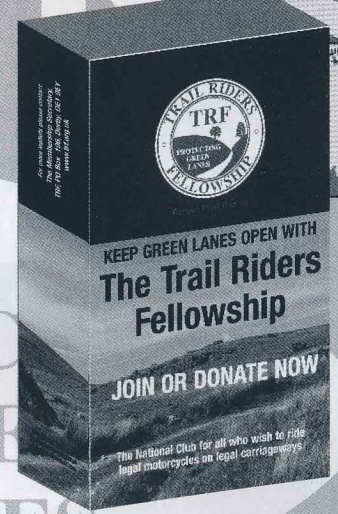
THE TRF?

**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: If you only want to use 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 public roads.
- KEEP TO THE DEFINED WAY ACROSS FARMLAND: Whoops can damage crops and grass. Washing from the road onto farmland or moorland is trespassing. If in doubt, ask.
- GIVE WAY TO WALKERS, HORSES AND CYCLISTS as a courtesy. Do not use bells, whips and switch off engines.
- FASTEN GATES TO SAFEGUARD STOCK: Gates should be closed for damming 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 50mph.
- RIDE QUIETLY: Motorists must be effectively warned. Use the horn sparingly and as a last resort.
- HONOUR THE COUNTRY CODE: Respect the countryside and those who live there, and play an active part 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 out riding, so that you may identify yourself to a current member of the TRF and display a current membership sticker.
- ACKNOWLEDGE OTHER USERS: Trail Riders should acknowledge the presence of other users, especially with a friendly wave or other suitable greeting.

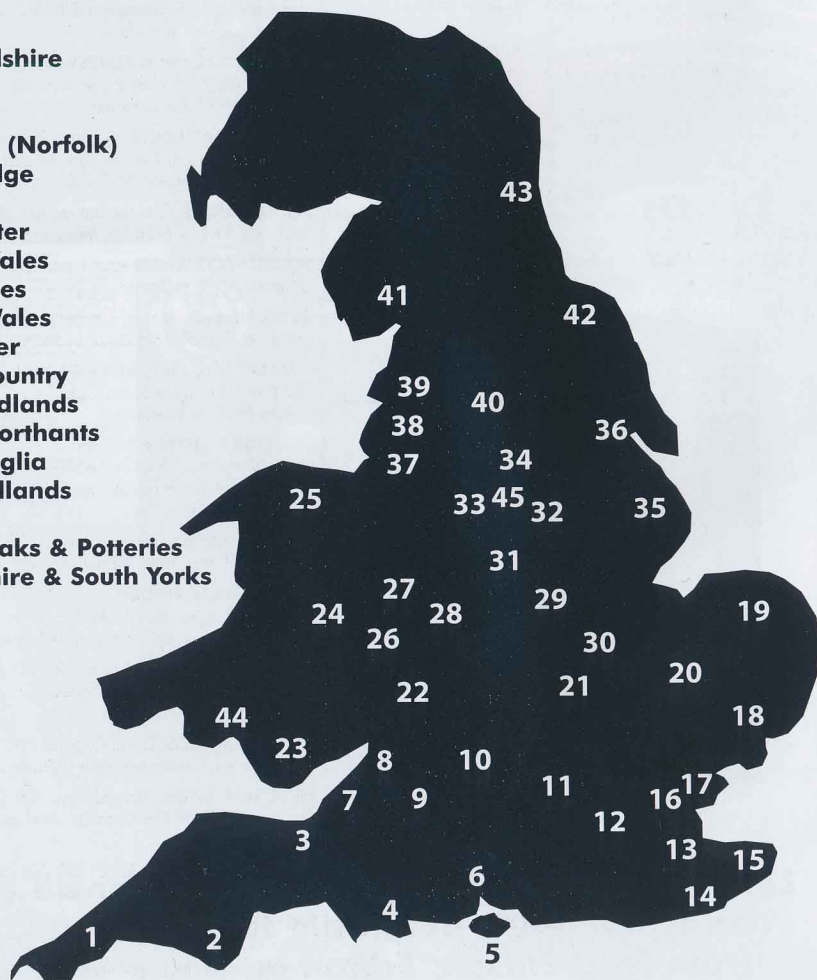


**Letterheads and Compliment Slips for all external correspondence available to all Group Officers from Fred Ellison, Editor. (Membership number required)**



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22. Gloucester
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25. North Wales
26. Worcester
27. Black Country
28. West Midlands
29. South Northants
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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, 8pm, 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, Blaydon, NE21 4JB.

**NORTH WALES** Richard Hughes, Tel: 07788 790966  
1st Wed, 8pm, Cross Keys, Buckley, OS 117 290 637.

**NORWICH** Jeremy McNulty, Tel: 07786 426055  
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

**OXFORDSHIRE** Peter Cole, Tel: 01844 214075  
3rd Thurs, 8pm, The Gladiator Sport & Social Club, 263 Iffley Road, Oxford, OX4 1SJ, next to Motorworld VW Garage.

**PEAK DISTRICT** Steve Cartwright, Tel: 01782 848034  
1st Thurs, 8pm, The Joiner's Arms, Church Road, Quarndon, Derby.

**RIBBLE VALLEY** John 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, 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 Ogley, Tel: 0208 5799778  
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.

**VIRTUAL PEAK GROUP**  
Paul King, kingy@virtualpeakstrf.co.uk Tel: 07966 289778.  
This is a virtual group at [www.virtualpeakstrf.co.uk](http://www.virtualpeakstrf.co.uk)

**WEST ANGLIA** Mark Andrew, Tel: 01933 413458  
1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

**WEST MIDLANDS** David Chamberlain, Tel: 0121 783 3438  
1st & 3rd Wed, Wilmcote Mens Club, Stratford on Avon.

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

**WILTSHIRE** Vic Price, Tel: 01380 724651  
1st Tues, The Bell On The Common, Broughton Gifford.

**WORCESTERSHIRE**  
Dave Gunster, Tel: 01527 456095 Mob: 07960 422523  
1st Tues, White Hart, Fernhill Heath, Worcs.



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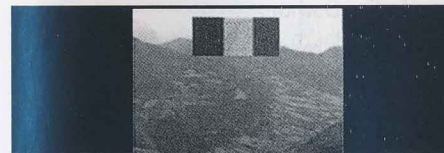
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