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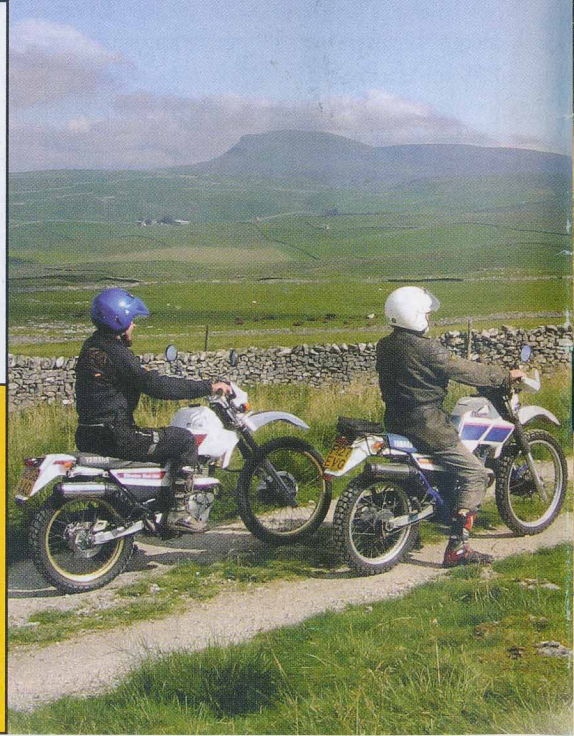
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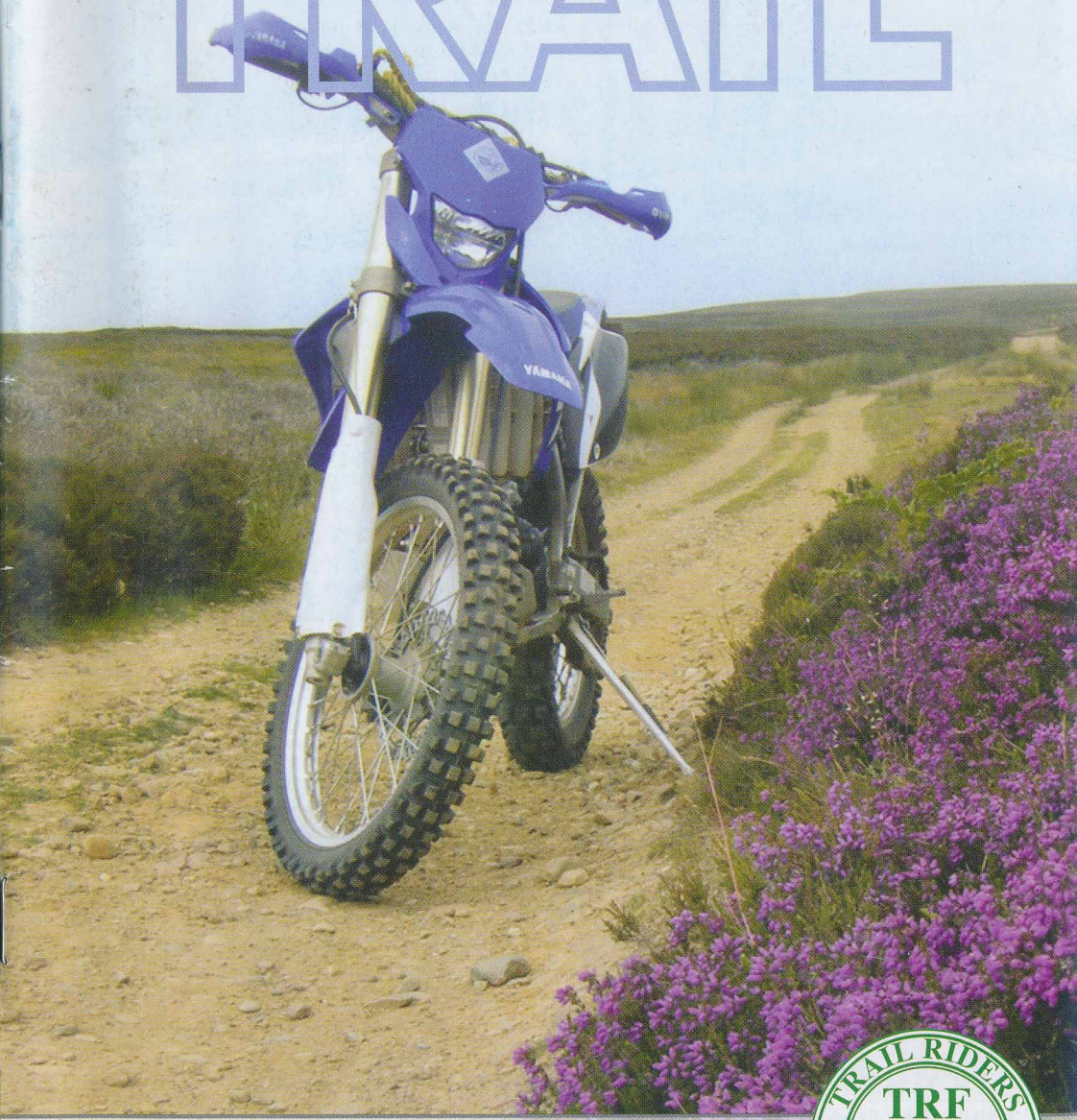
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TRAIL



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

OCTOBER 2010 No. 386 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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STATIONERY & LEAFLETS

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

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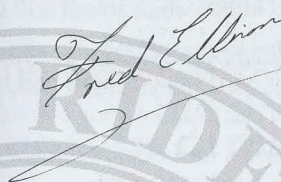
Please send all classifieds with payment if applicable to THE EDITOR.

EDITOR

The article by Ian O'Brien, 'Trail Riding in Romania', on page 16 is compelling reading and it came as a bit of a surprise. Although I did know that Ian had planned his trip I had not realised that we would both be in Romania at the same time, me with two friends on road bikes - what an experience. Going 30 years back in time! No more like a hundred and thirty years!

Roads which fall into disrepair are not repaired but they will probably get a sign to say that they need repairing. Horse power means just that, in the fields and for transport.

The people are great - go and see for yourself



WANTED:

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**or anything you feel
would be interesting**

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COVER PHOTO: Purple heather.
Photo by John Robinson

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NOTICE BOARD

TEESSIDE & NORTH YORKSHIRE TRF GROUP

Annual General Meeting Tuesday 16th November 2010

Venue: The Ranch House: 20.30 hrs

Free Pie and Pea Supper for all those attending the meeting to elect a new committee. If you would like to take on a post please arrive before eight o'clock and contact Harry.

Harry Nicholson will not be standing for re-election, due to pressure from work, therefore a Chairperson is required.

Help and support is available for anyone willing to take on the duties. A secretary is also required.

Remember the Fellowship will not run itself. Your Group needs you!!

MID WALES TRF GROUP, WEEKEND RIDE OUT & CAMPING SEPTEMBER 18/19TH

A very successful event was held at Llwyngwern Farm, Pantperthog, Near Machynlleth, Powys. 27 people from all over England and Wales rode out on Saturday and 19 on Sunday. The total revenue made for the TRF Fighting Fund was £376.00 plus the proceeds from a previous club event held in July which raised £60.00.

I would like to thank everyone who supported this event and in particular give special thanks to Ralph & Nicole Beaumont for all their hard work as hosts and for donating all the camping fees, also for a great curry on Saturday evening!

Further thanks are extended to David Holt & Ralph for leading rides out on both days and to Tony Rooney for his raffle donation of Scotch Whisky, won by one person, enjoyed by many. All camping fees donated in full by Ralph & Nicole.

A cheque has been sent to the TRF Fighting Fund for £436.00

Steve Bee

2011 BMF SHOW DATES

2011 has seen the BMF shows undergo a successful refocusing back onto the needs of motorcyclists and motorcycling. Put next year's dates in your diary before it fills up.

14 & 15th May 2011 - BMF Show - Peterborough Show Ground.

11 & 12th June 2011 - Look out for announcements of the venue.

9 & 10th July 2011 - Border Union Show Ground, Kelso, Scotland.

10 & 11th July 2011 - Lincolnshire Show Ground, Lincoln.

TRF CALENDAR COMPETITION 2011

FIRST PRIZE:
£50 VOUCHER

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Leisure Trail UK

JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	Th	F	S	S	M	T	W	Th	F	S	S	M	T	W	Th	F	S	S	M	T	W	Th	F	S
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24	25	26	27	28	29	30															22	23	24	25	26	27	28

to be redeemed against their extensive range of clothing, spares, accessories and even a new bike!

MAY							JUNE						
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NOTES

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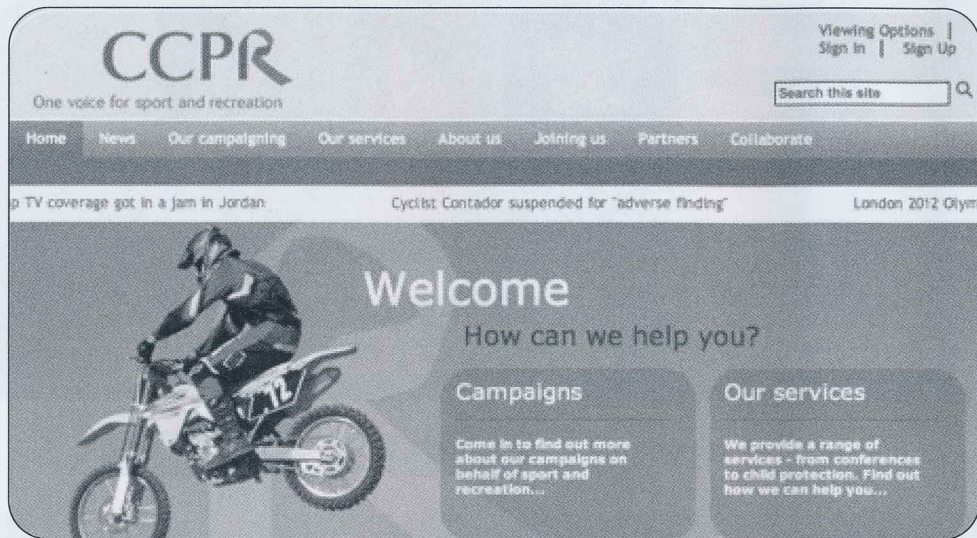
The Editor, Fred Ellison,
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Wiswell, Clitheroe BB7 9DG
Email: editor@trf.org.uk

JULY							AUGUST						
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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The TRF reserves the right to use photographs submitted for other TRF purposes.

CCPR



Via our membership of CCPR we can make input on government thinking and maybe even influence matters to our advantage, because you can bet your bike that other organisations are having tea with defra managers and various MPs.

You can make online comment:

<http://www.ccpr.org.uk/ourcampaigning> > click Policy Update > September 2010 > scroll down to Regulatory Burden Review

Or, for the rights of way professional, detailed responses can be sent to Matt Sabourin - naturalenvironment@defra.gsi.gov.uk

Dave Tilbury, CCPR Representative

FORTHCOMING EVENTS

Somerset TRF: Exmoor Forest Ride Day 31st October 2010.

Contact Mark Brazier, mark@bagborough.co.uk (see page 13 for further details).

Devon Group: Austin Vince 12th November 2010.

Tickets to be booked in advance (see page 13 for further details).

2011 BMF Show Dates:

14 & 15th May 2011 - Bmf Show - Peterborough Showground.

11 & 12th June 2011 - Look out for announcements of the venue.

9 & 10th July 2011 - Border Union Showground, Kelso, Scotland.

10 & 11th July 2011 - Lincolnshire Showground, Lincoln.

MAKE SURE YOUR EVENT IS LISTED

page 5 *Send any details to The Editor (see contact details inside front cover)*

LANE CLEARING PHILOSOPHY FROM THE WACKMASTER!

"To try and bring some words gently into line to capture the essence of 'lane clearing' is deeply difficult when you need to define hard labour in a form that a navy would be proud of."

Well I believe the last three lanes have achieved navy status with Watery Lane (192-294), Blind Lane (192-078), Lower Cheriton (192-265). Many people, nay many members! and kind trail riding friends turned out to form a special friendship to tackle an immense job in the form of bringing Blind Lane and Lower Cheriton back on-line for all trail riding buddies.

Duly notified on all forums of times and dates and even a parking venue with kind permission from a local trail riding enthusiast 'Brian C' (many thanks Brian, great guy).

We descended on Blind Lane with an ambition to regain the use of this road. Tooled to the hilt we wandered down through from the N.W. to find the troublesome tree stump laying in the bank three quarters of the way down.

The road not being used for over 18 months meant no one had been the length of it for some time... So it came as a great shock to find a narrower gully with an increased depth to it, all brought on by being used as a drainage ditch, So the dedicated team of hard landscapers set about the task to rectify the problems that lay ahead with some awesome man power swinging with picks and prodding with iron bars to muscle their way through some tough terrain.

On reaching the tree stump near the bottom myself and Delve (Jack Delve) were shocked

to find the beast reduced to a puppy sized rotting piece of wood which needed little persuasion to come out from its hiding place and find a newer one ;-) After a little over 2 hours work the project was completed, Blind Lane reopened with a celebration ride from Steve pt and the famous Percy who, not without incident, had the first badger on the lane LOL.

I feel I have a duty to name the heroes of the hour simply because without their support and commitment we would be in the same state of play!

Huge thanks to these people ...

Jack Delve, me Dad, Neil Vanstone, Doug, Chris Cole, Phil Cann, Tim Stevens, Graham Pearce, Steve Marcus, Steve pt and myself.

Tackling the 'BIG ONE'. A successful operation completed on this lovely yet unriden road (correct route) for what must seem like eons.

A party of members and friends who have

come to be known as the 'wacky clearing crew' assembled on the western end at Lower Cheriton to only make an impassable lane/road enjoyable for all to ride again in what has to be a lovely technical road which has turned into a ditch through natural drainage use.

Not to be undeterred and drawing on energy from the cap'n after a recce was done in the spring we took the challenge to the next level and swooped down through from the western end and surprisingly found ourselves at the technical end (eastern) dealing with a six foot deep (double length Percy's), ditch and only couple foot wide with standing room only.

Maintaining our composure we gently released the route we thought best to overcome using the giant ditch with expert help in the form of Nick and cap'n, building a retaining wattle of a few inches high to retain earth works collapsing into the high ditch. Mike Trim and Neil Vanstone successfully worked their way from the eastern end to join the 'crew' in completing the route through the nadgery section of the lane.

All attention was then turned to the deep gully lying adjacent to the newly formed route. With all hands to the pump we moved a few

pebbles. Oh alright then, boulders, into the gully to form a secondary summer route for a different aspect of riding said lane. Accomplishing this was not without hazards. Percy accidently getting some members wet while throwing boulders ;-). Tim and Doug did have their revenge and Percy was a tad wet from reverse tactics LOL...

All manner of fun and steam venting behaviour from a hard day's graft at the office was let loose for a few minutes once the end was in sight. Many members and close associated buddies took the time out to gather on this amazing evening where generous people were challenged and came through with a result for all to ride and enjoy.

LOWER CHERITON IS OPEN! BIG THANKS to the 'dirty dozen'!

Mike Trim, Neil Vanstone, Tim Stevens, Steve pt, Cap'n Paul, Graham Pearce, Phil Cann, Nick, Doug, Bouncing Bob, me and me Dad (Pop).

Clearing operations will be expanding to wider areas in the future with enthusiasm gathering in the southern regions and talk of dealing with 052 in the north woo hoo.

Laterz, Wacky, Devon Group

Byways & Bridleways Trust Press Release

The Byway & Bridleways Trust web site now has a full index of past B&B journals.

Some time ago the Trust resolved to add value to the material we publish for the rights of way worker, both at professional and enthusiast level. There was more to be published than space available in our printed journal and so we created a new area on our web site called Byway & Bridleway Extra. Here the rights of way worker could have free access to high-quality information and reports on decision letters from the Planning Inspectorate.

Now that we deliver our journal electronically the size of each edition and indeed the number of editions is no longer constrained by cost and environmental concerns related to printing and postage. This means that the 'Extra' section of our web

site is no longer expanding, so to compensate for that we have published online a complete index of all B&B topics from the very first publication to the most recent. And it is cross-referenced.

This index is a downloadable PDF file located in the Resource section of the BBT web site (see the link in the text on that page). This file can be saved to your computer for ease of reference.

Visit www.bbtrust.org.uk

For more information and/or sample copy of the Index Contact Dave Tilbury at dave@bbtrust.org.uk

Our web site, www.bbtrust.org.uk has a substantial free resource for those battling obstruction, downgrading and neglect of minor roads and bridleways.

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Interested? Contact Fred Ellison on 01254 823893 editor@trf.org.uk

Access to online schedule 14 decisions by NATRoW

Where a definitive map modification order application is refused by the surveying authority, and then appealed to the Secretary of State, the appeal is handled by NATRoW, based in the Government Office for the North East (GONE, which is to be abolished). The merits of each appeal are weighed by a PINS inspector, who makes recommendations to the Secretary, which are usually, but not always, followed. These decisions (for England) are published electronically by NATRoW and can be found by following this link:

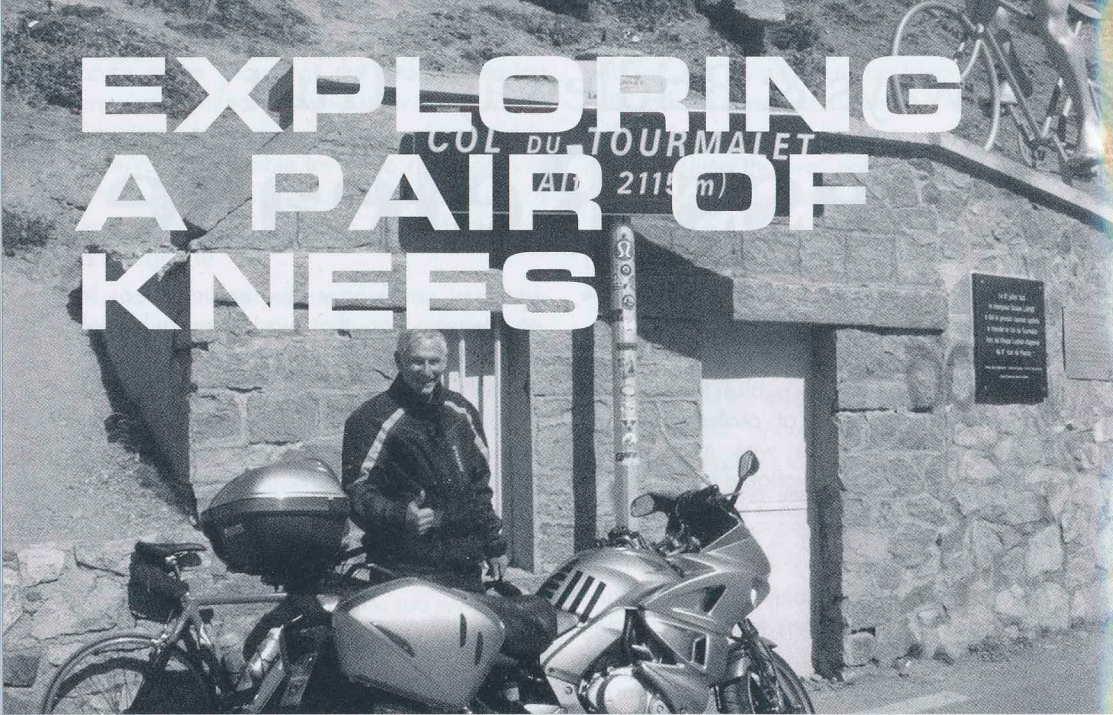
<http://www.gos.gov.uk/transport/casework/>

On this page, scroll down to the heading National Rights of Way and click on the link "2010 decisions can be viewed here" (<http://webarchive.nationalarchives.gov.uk/20100528142817/http://>

www.gos.gov.uk/gone/transport/casework/rightsofway/decisions/)

This takes you to a National Archives page listing all recent decision letters and associated papers. A word of caution: this does appear to be a temporary connection, as other sites suggest that centralisation of rights of way cases is taking place.

EXPLORING A PAIR OF KNEES



Having watched the Tour de France for the last thirty years I thought it time to tackle the Cols of the Pyrennees hence the title. (With apologies to Spike Milligan). I planned to travel down the Pyrennees on the French side and return on the Spanish side.

Since my lungs and legs had given up on push bikes some years ago, I set out for the Plymouth to Santander Ferry with some trepidation, on the Honda CBF1000, which had blown an alternator on my last adventure.

Thankful to say all went well on the 3500 mile round trip, in wall to wall sunshine.

Day one, my first stopover was near Logroño at the Hotel San Millan de la Cogolla, set in a Monastery, deep in the bread basket of Spain. Although off the main routes to the Pyrennees, this restoration project was splendid and set the tone for the rest of the trip. Well worth the detour.

I used the internet to pre-book all the Hotels

for the trip. This gives an element of security, which I need, but does reduce the amount of freedom to roam, ie. always having a destination to reach each day. With the amount of twisties I expected I limited the daily mileage to around two hundred miles.

Day two took me up into the foothills of the Pyrennees via the N178/NA140/D32, with eagles flying overhead through beautiful wooded valleys, to a height of 4500 feet, on to Montory and the L'Auberge de l'Etable, a rustic farm conversion full of Objet d'art.

Day three was fantastic following the D918 over the majestic Col d'Aubisque (5000'), the brutal Col du Tourmalet (7000'), the scenic, tree lined, Col d'ASpin (4500'), then the D618 over the Col de Peyresourde (4500'). I could hear Phil Liggete, the voice of the Tour de France, in my head as I crested each summit, and read the notices. Cyclists and motorcyclists from all over the world waited in turn to have their photographs

taken at each summit. There was a real party atmosphere, fired up by the sense of achievement. Some had worked harder than others to get there but nevertheless the smiles said it all.

Most of these climbs were about ten miles up and ten miles down with more twists and turns than could be remembered. The concentration was so intense but so was the adrenaline rush.

I think the Pyrennees are more picturesque than the Alps because they have far more trees growing up at 6000'. This obviously provides the habitat for wild life which sustains the high population of Birds of Prey. I saw one flock of eagles containing twelve birds, there were numerous buzzards, kites and hawks just by the side of the roads, as well as deer.

Two more minor Cols on the D618 towards St Girons and then up a blind valley to Seix to another Auberge. The back-a-beyond, this side of Butterfunk, yon side of Schilly-buckle-went but you cannot get through for nettles ie. out of the way villages, are old school and give you a better impression of rural life. Much more interesting than the tourist honey pots of the big towns and cities. They always remind me of how vibrant Yorkshire villages used to be before depopulation of the working class and the sellout to the second/holiday home industry, that brought about the closure of all the infrastructure, that sustain a community: Schools, Post Offices, Shops and Petrol Stations. Suffice to say the rural population and village life is alive and well in the backwaters of France and Spain.

Day four, I headed for the coast starting with the Col du Port and Aux les Therms, one of many Spa towns in the Pair of Knees.

I parted company with most of the traffic which was heading for Andorra at the top of the climb and started the long descent to the coast.

Puigcerda and Bourg Madam were lovely towns leading to the N152 Col de Toses an amazing and tortuous descent down to Ripolli.

This run reminded me of Leopold II of Austria who said to Mozart that his Operas had "Too Many Notes". But Sire was the reply: There are just as many notes as necessary. Having just flip flopped my way round two thousand curves, I was thinking: too many curves. Then I looked at my front tyre, which was shredding along the margins, I thought this is one way to get full value from the side wall tread. There was also an added bonus of avoiding Deep Vein Thrombosis, with all the activity of gear changing and braking as the road followed every nook and cranny of the terrain. Sitting still for eight hours a day wasn't an option.

From Ripolli I took the C38/Col d'Ares route to Ceret and Argeles where the Mountains meet the Med. The coastal road to Cadaques was amazing.

Collioure a beautiful Port looked fantastic with its orange roofed, white buildings contrasting the turquoise sea. The long ride was well worth the effort just for this vision, it looked like Paradise.

On the twisties, along the cliff road, I encountered a BMW car driver hogging the narrow road. Without more than 100 yards between blind bends I waited patiently for five minutes but he was just being obstructive. The first real opportunity to pass and I gassed it only to see a wall of plastic, in the shape of a tour bus emerge on my side of the road as I braked heavily and leaned into the corner. Thank goodness for ABS!! The first bus in 1500 miles of riding, a close call and a reminder that even the most defensive riders can be caught out. Patience really is a virtue!!

I checked into the hotel and then went to Port Lligat, home of Dali. The small cove had been over developed and looked rather seedy, exemplifying the saying "Distance leads enchantment". I had planned this visit, hoping to be inspired by the home of a visionary, in the world of Art. Anticipation during the journey really was better than the realisation of being there. You win some, you lose some.

Day Five: the infamous N260, three hundred plus miles of wall to wall curves, along ever changing terrain, valleys, gorges, mountains, escarpments. Hardly a dull moment apart from where they had upgraded the road around some major towns.

I split this section into two, staying over in Banesque, high in the Pyrennees. I had been in Banesque some ten years ago walking in the mountains. The road ends at about seven thousand feet and you can quickly climb to ten thousand feet for some spectacular views across the mountain peaks into France.

Day Six, a picturesque run down to Ainsa where I took the fast route up the A138 to



Arreau and revisited the Tourmalet, a hair raising climb from this approach road, before descending into Luz St Sauveur for the weekend.

Day Seven, Sunday, I explored the town and its fortified church built in the Eleventh Century by the Knights Templar, then went on a low level walk, on green lanes, around the foothills of the surrounding mountains. As I returned there was a local marathon, finishing in Luz and the crowds were out in force.

A couple of looneys had set up a bungee jump off the bridge, which spans a narrow gorge, with a 300' plunge, so it was quite a carnival atmosphere.

I had spotted the sign for Luz Ardiden, another famous ski top finish which featured in the Tour de France. So, late afternoon, I broke out the bike and took a ride up to see just how tough a stage it was. It was tough, from the valley floor up to 6000 feet in no time. The panorama from the top was beautiful showing Luz St Sauveur nestling in the valley at the confluence of two passes.

I spotted two Marmottes (they look like a beaver, with soft fur and a bushy tail) on the way up and a snake on the way down. I wished I had had a big trailie at this point for this area has lots of unmetalled tracks.

After a delicious meal at the Templers Restaurant next to the Church and a good night's sleep I felt refreshed for the rest of the trip.

Day Eight, over the d'Aubisque once more then down to Sabinanigo, along to Jaca and a fast run over the Col du Somport where a cloud appeared in the sky at the 6000 foot summit it tanked down for ten minutes then I was dry five minutes later, amazing.

I ascended the Col de la Pierre St Martin via the D132 an unusual landscape of limestone escarpment and pave. Near the summit was a forest of stunted firs that reminded me of the Ancient Caledonian Forest, in the Highlands of Scotland, absolutely fascinating.

The Hotel, that night, was set in the grounds of a Monestary, complete with nuns, at a Shrine to Francis Javier, a Jesuit Priest, who is up for beatification.

Another reasonably priced, four star Hotel with exquisite, traditional decor.

Day Nine, out of the Pyrennees across the wheat fields, of the plains via Taffella, Estella and the City of Vitoria-Gasteiz. This city was undergoing major expansion with a massive housing and industrial development on the outskirts of the old quarter, with its beautiful cathedral and bustling street life. This is the

heart of the Basque Country. After a couple of hours wandering round it took me fifteen minutes to find my way out of the metropolis and onto the fast link roads to Miranda de Ebro, Pancorbo and Briviesca where I picked up the BU710 to Belorado and the BU811 to Pradoluengo for a lakeland ride across to Burgos on the BU813/BU820. A short sprint down the N120, rather than the parallel motorway and I was at Olmillos de Sassamon to stay in the Castle, one of many Paradors in Spain.

Paradors are government backed restoration projects and have produced some of the most splendid hotels in Spain. There are some modern Paradors of five star quality but the ones to choose are the old converted Castles, Monasteries and Hospitals that are so atmospheric and tastefully decorated.

I visited the local church and had a conducted tour, in flowing Spanish, from a eighty year old woman, who described all the altar pieces to me and its history. Even though I told her I did not speak Spanish or really understand the language, this was God speaking through her to a stranger. That is what is great about Spain, off the beaten track, the locals really are friendly.

Day Ten, I took the fast run up the N611 to Reinosa then took the fifteen mile long mountain road to Alto Campo and the Pico de Tres Mares (6600').

This no through road is a wonderful ride apart from the numerous droppings from wild horses and free range cows that litter the highway, indicative of the Pasture Rurals of Spain. Lethal in the wet. Fortunately it was bone dry.

They have built a two mile narrow road above the ski-station that brings you out onto a car park that seems to be on the roof of the world.

The WOW factor is astonishing with the whole of the Picos de Europa mountains set

out before you and a five thousand foot drop to the valley below, it was an amazing sight. In the opposite direction was a magnificent view of the lake, set in the valley at Aguilar de Campoo, well worth the journey.

I made my way across country back to Aguilar for brunch then along the CL626 to Cervera picking up the CL627 to Pt. de Piedrasluengas another spectacular Mirador. This was the only road I found that had a poor surface and they were working on it. All the rest were near pristine tarmac. I cannot imagine how much money the Spanish have spent on road surfaces, I can only say thank you.

Down to Potes, then up the picturesque N621 to The Hotel San Gloria at Llanaves de la Reina, in the shadow of Gargantas, a 6000' outcrop, popular with climbers. This Gothic style Hotel was a hunting, shooting, climbing venue where I had a close encounter with a Brown Bear in the lobby. Thankfully it was stuffed, unlike myself after the Nouvelle Cuisine dinner of quail with duck pate served with Bilberries. A triumph of style over substance. All local produce, exquisite but by this time I was dreaming of home and a bowl of Shreddies with hot milk. Something plain and simple after all the

exotic, regional cuisine I had experienced over the last ten days. That is one of the joys of not knowing too much about a language, when you pick from the menu, you get some wonderful surprises; some edible some not.

Day Eleven, the run to the port in the early morning was spectacular, with the sun appearing between the mountains and above the valley mist. By the time I had reached La Hermida, a spectacular gorge ride, the mist had lifted and shrouded the upper slopes of the highest peaks.

Santander was bathed in sunshine, a cool 26°C but the sea was up a bit which did not bode well for the crossing.

I said goodbye to Euieeee six miles out of Port. Nevertheless another trip over, without major incident and some great memories. Two thousand odd miles through Spain and France and not a British person to be heard or seen. That's what I call a holiday.

Have a great time wherever or whatever you ride.

John Robinson
Teesside & North Yorks Group

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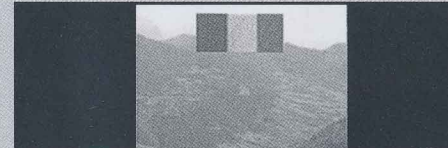
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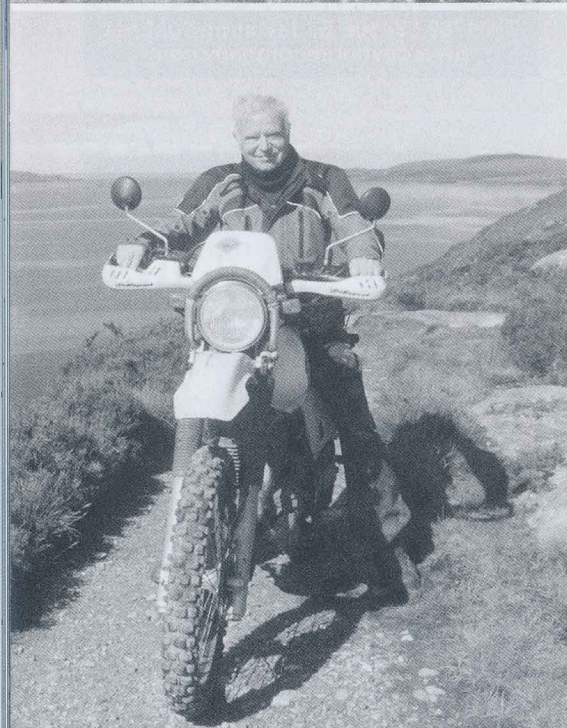
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NORTH OF THE BORDER

Gas Gas Pampera Mk2
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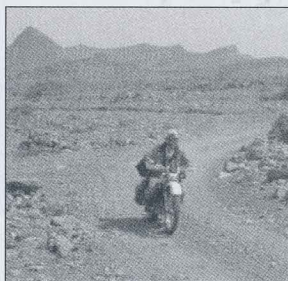
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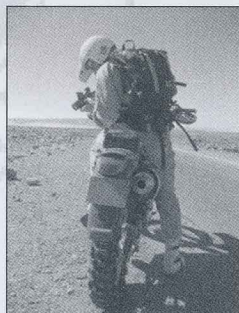
Austin Vince – Friday 12.11.10

Austin Vince, member of Mondo Enduro, advisor to Ewan McGregor and Charley Boorman, and round-the-world motorcycle adventurer, will be returning to Devon TRF on **Friday the 12th of November 2010** to share in his own inimitable way his experiences of navigating the globe on two wheels.



Starting at **8pm**, this event will be held at the **Dolphin Hotel**, Station Road, Dolphin Square, Bovey Tracey, Devon, TQ13 9AL, and is **open to members and non-members** of the TRF. Cost per person is just **£5***, **over 18's only**.

Austin's events are informative, hilarious and very popular – book early to avoid disappointment! Austin will also be bringing with him a selection of books & DVDs for autograph and sale.



***Tickets to be booked in advance:** payments to Debbie Hutchinson, Devon TRF, Marcliff, Bakers Hill, Exeter, Devon, EX2 9TE, quoting Austin Vince event. Cheques payable to "Devon TRF Group". Enclose SAE if receipt required. We expect this evening presentation to be popular with both members and non-members and therefore have a maximum capacity of 100 places. Updates will be available in the monthly Devon TRF newsletter, our web site and the Devon TRF Infoline (see below).

Please visit www.trfdevon.org.uk and www.mondoenduro.com for more details of this and other upcoming events!

Check the Devon TRF Infoline for changes on **07890 643084**

Each event raises funds to support the Group's rights of way work.

Flyer3 2010

Trail Riding in Romania

Having been invited to join 9 members of Manchester TRF on a trail riding holiday, we flew to Timisoara and were collected by Steve Palmer who runs Adventuromania. In the two and a half hour journey from the airport to our base in Brebu Nuo the roads got worse as the scenery got better changing from flat uninspiring landscape with run down buildings and derelict factories with ancient trams and clapped out Dacia cars, to small villages with upland pasture, Bara Mountains and forests of Transylvania.

It was soon evident that Steve is a workaholic since he is not only a taxi driver, trail guide, mechanic, and manages the business and accommodation (with Romanian wife Vica), he also built the property to a high standard.

The bikes he uses are mainly Honda CRF 230's with a few Yamaha WR 250's all very well maintained and washed and checked over after each day. Since the riding is 99% off road, the low seat height and soft but torquey power delivery is well suited to some of the technical riding found in abundance. Steve soon assessed the ability of the group and was happy to take us on the trickiest trails he thinks we had a chance of getting up. By suggesting the best lines and on occasion with a few strategically placed helpers, riders managed to overcome obstacles and make climbs that might have previously been beyond them. Some washed out gullies and diversions through virgin forest where the route was obstructed or overgrown were particularly challenging and enjoyable.

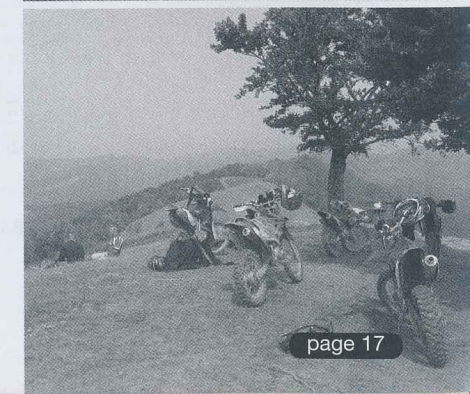
There are vast, dense areas of oak, beech and pine forests which are quite spooky in the morning mist (this



Romanian hospitality



Spectacular views



is Dracula country) and we were glad that Steve knew his way around. There are also rolling hills, lush grassland and abandoned orchards and we would usually drop into villages that look like they hadn't changed for centuries, buy some bread, pate, fruit and biccies and then ride up to about five and half thousand feet to have a picnic with stunning views of the mountains.

Despite the remoteness, we occasionally came across forest workers living in the backs of old trailers or shepherds living in primitive shelters for the summer with their large dogs used to protect the sheep from wolves. Pastures were still being cut with scythes and raked into unusual shaped haystacks for drying before being carted away on horse and cart. These workers were always friendly and we were invariably met with a smile and a wave.

On one occasion the village shop had closed since Steve's last visit so after a brief conversation (Steve speaks Romanian) the front gate of a private house opened and 11 of us rode the bikes into a courtyard where the



owner ushered us to a table. We sat down to await lunch being put together consisting of fruit and veg from their garden and smallholding, together with bread and local sausage and cakes whilst their young children carried on playing quite unconcerned. This was genuine hospitality from people who have very little in the way of material possessions and was a humbling experience.

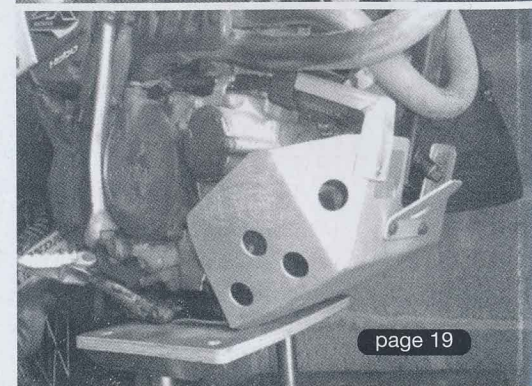
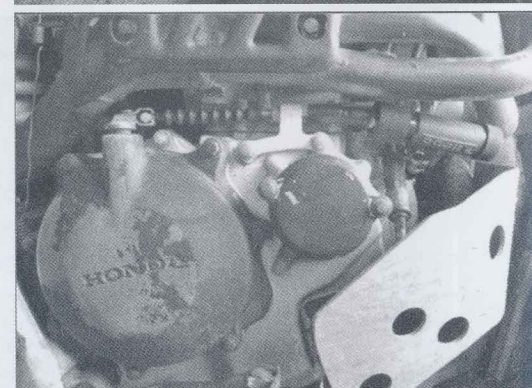
This area offers some of the best trail riding imaginable with an insight into the past and is highly recommended.

Ian O'Brien

My Experience with the Hebo Universal Hydraulic Clutch Kit

I recently decided to replace the cable clutch on my XR400 with a hydraulic one, as all the reports suggested it made a significant difference in terms of ease of use and levels of maintenance. There are a few options available, but I decided to try the Hebo Universal Hydraulic Clutch Kit. This choice was made partly based on cost, but also on the fact that I can quickly and easily revert back to the cable should I wish to transfer the kit to another bike. In addition, some of the kits require specialist fluid, but the Hebo uses standard DOT4 brake/clutch fluid. The Hebo kit comes with a large variety of fittings which should enable it to be used to replace most cable-operated clutches. The idea is simple; remove the cable and replace it with a hydraulic cylinder at each end with a length of braided hose in between. The slave cylinder effectively pulls a small length of cable to operate the clutch in the same way as the original cable would. This removes the friction (and any 'stiction') between the full-length inner cable and outer sleeve.

Prior to mounting the slave cylinder, it is a pretty simple task to mount the clutch lever and master cylinder. At the same time, route the hose as smoothly as possible towards the proposed mounting point for your slave cylinder. The choice of where to mount the slave cylinder is down to your own personal preference. Some people like to mount the slave cylinder high up on the frame in order to keep it relatively mud-free, but I decided against this for two reasons: 1) Maximum benefit would be obtained by reducing the length of cable to an absolute minimum and keeping the cable run



as straight as possible, and 2) the unit comes ready-assembled with a braided hose of a certain length which needs to go somewhere, or be cut and crimped accordingly. I do not have the tools or inclination to modify the hose.

I decided to mount the slave cylinder just in front of the engine, under the header pipes. This enabled me to retain about 1 inch of outer sleeve for the cable which is probably the minimum possible for the XR400, and just allows sufficient flexibility to move the slave cylinder away from the exhausts a little.

In order to make this fit whilst keeping a nice clear run for the clutch hydraulic pipe, it was necessary to turn the pipe fitting around on the slave cylinder, which then required the system to be bled. This is not too difficult, and is best done by connecting a large syringe full of hydraulic fluid (DOT3) to the bleed nipple with the slave cylinder not mounted on the bike, loosen the bleed nipple and slowly inject the clean fluid back up through the system to the master cylinder, pushing any air with it. It is necessary to ensure that the master cylinder does not overflow whilst this is happening, so a second syringe is handy for removing the excess from the master cylinder before it spills!

I made a simple mounting bracket from a strip of flat aluminium, which attaches the slave cylinder to one of the frame engine mounting bolts. It does

not need to be particularly strong, it simply locates the cylinder and does not really take any stress. In addition, I fabricated an angled aluminium deflector shield (!) which serves 2 purposes: 1) protects the slave cylinder from the worst of the mud/dirt, and 2) acts as a heat-shield to stop the exhaust heat boiling the fluid in the slave cylinder.

Once fitted, my first thought was that the clutch was not properly connected, as the action was so light. However, putting the bike in gear and rocking it with the clutch in showed that it was indeed fully engaging & disengaging.

In use, my clutch action is now extremely light (1 finger would do it) and smooth. Even though the original XR4 cable clutch is not particularly heavy anyway, the difference is huge, and if you are in a slow, technical situation where you are having to feather the clutch, it is a great improvement. There is also no need to fully lube the cable after every ride, as was the case previously!

Overall, I am very pleased with the Hebo Universal Hydraulic Clutch Kit. Although it is not cheap, it makes the bike much easier to ride through the technical bits, and will hopefully reduce maintenance too.

Arex Tooze, Devon Group

WWW.TRF.ORG.UK TRF WEBSITE & FORUM

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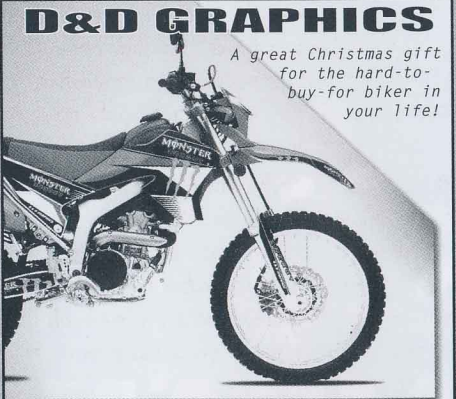
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Don't let this put you off, send it in and we'll sort it out.

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



MEANDERING MID DEVON

BY IAN "WACKY" COLLINS

All started with the urge to investigate a gut feeling I had to get out and explore some lanes in another territory like 'mid Devon!'

Well after seeing some ride reports written up on the open forum I knew I was going to be in for an entertaining ride with a few 'interesting lanes' to provide some challenging riding, some more ingredients needed to be added to make a good ride!

Ahh some fellow riders..... well I texted a few! I posted on the open forum and hey presto a motley selection was assembled for an early morning start time of 8am on a Sunday.

Bang on time all departing from sunny Sidmouth. Well, it wasn't actually, a bit of rain was starting to fall and the damp stuff stayed with us until just after our lunch stop.

We did a 112 mile route meandering around the mid Devon shire with a true sense of adventure for us all. We did, however, have a

magical Muller in our pack that at times played a blinder when it came to having a walking or should that be riding encyclopaedia in the group! Great to have that knowledge on tap - thanks Dave!

First lane of the day was a 'whitey' on my doorstep which I have traversed on foot but not ridden with the round knobbly things before. Wonderful short lane (thanks for the heads up cap'n) then swung west heading towards Tipton and shortly followed by Aylesbeare, swiftly stinging in a right hander to head north for the wimple wonders that lay ahead.

The lane at Bradninch was a tad trickier than I remembered in previous trips as Gruff said at the end of the lane the 4x4 boys had been playing! Well it's no longer overgrown nor too easy on the ground, mix some water and you have a slippery customer..... Heading towards the famous Hayne Lane, we rode it downwards as it fitted in to the flow of the ride nicely but in hindsight I should, or could, have

looped around to Butterleigh and then ridden the blighter uphill as I for one would have preferred the challenge. Hey ho, next time.

Bickleigh came and went quick as a flash, Cadleigh soon approached with the odd lane thrown in but one can't help thinking and looking at the overlay and seeing those claimed lanes through 'little silver' with a sense of sorrow that they couldn't be touched or chanced. Mmm dream on I guess!

Stuck right in the heart of mid Devon and enjoying some delights that come with trail riding with a handful of good riding buddies the weather trying to dampen the spirits! but with strong characters such as Gruff on the scene the weather had lost this battle and we set about some more awesome lanes to conquer with Watery Lane under our belts we were still going west in search for the next lane to ride but also passing by loads of 'whiteys' with well labelled RB signs nailed to the entrances just to keep us in check I guess.

Reaching the most westerly point of the day at Morchard Bishop we rode a nice whitey called 'green lane' with, would you believe it, green grass as the highest percentage of surface with no evidence of use on the ground and gently climbing to Upton Hellions.

Dispatched a couple more scenic lanes before hitting the famous Scratchface Lane riding from the north and enjoying the new surface Devon County laid on for us we were informed by magic Muller this lane used to take an hour if journeying along it in the past simply coz of the difficulty of the terrain!

Zig zagging up and down the map we reached another interesting lane in the form of Armourwood Lane. Riding from the southern end I was on point duty and came to a gated field without realising the lane journeyed on the right and Dave was on hand to point this little hiccup out, but to be honest after zooming



in on the Road Angel I could see the clear route lay to the right, proceeding through another gate and letting a few through after yet another gate, the lane reached the end of its amazing character and flew into an open field (as per overlay description). Chris led the rest of the riders over the field whilst I attended to the gate, with a Road Angel onboard he successfully traversed across the field onto the tarmac.

We all completed the one with the converted chapple - nice. Made it to the Tivy Road for a much needed fuel stop as one thirsty KTM was in need of some petroleum spirit, Gruff on the other hand needed to answer to some hunger pains and successfully destroyed a pasty unaided ;-)

All assembled and ready for the off again we headed east to Silverton.

Keenly rode a few lanes only to be near where we've already ridden on the way out but I managed to include another lane which I knew

was tarmac all the way, also gave us a different approach to Wimble which we rode again coz I love it ;-)

Stopped off for a brief chat with the other members of the riding party to see if they fancied following the same route home or would they appreciate something off the cuff from within the depths of 'the wacky repertoire'. Unanimously to the latter we headed N.E. up the ole A30 for a pleasant encounter with Summer Lane then a twist and

a turn we were in 'Wackys Lane' another short circle and we heading up the same lane back around taking in a few more across this scenic strip before gently descending into home territory and the stark reality of the ride being over for another day but hey ho, I look forward to the next. Especially if I'm lucky enough to ride in the same company as I had today.

Many thanks guys, appreciate the company.

Ian Wacky Collins, Devon

THE FORUM

The Place to air your views and encourage lively debate.

RESPONSE TO DEVIL'S ADVOCATE

Congratulations to Mick Ellison [Devil's Advocate, September 'Trail'] for saying what a lot of us have been thinking for a long time.

Yes, he's right, why is it always the TRF that drives everything forward with respect of DMMO claims and, consequently, are always in the firing line, when, at the same time, the FWD lot keep their head well below the parapet?

So at last someone is spelling it out in words of one syllable.

As far as cost and effort sharing on the DMMO claims is concerned, I don't think there is any way we can get them to stump up their share so it will always be down to us. That being the case perhaps we should just look after ourselves and, if a TRO is inevitable, advocate a 'max three wheels' or a 'max width

1.2 m' or 'max weight 500kg' type TRO's in order to give the Authorities the 'soft option' on the lane surface damage issue.

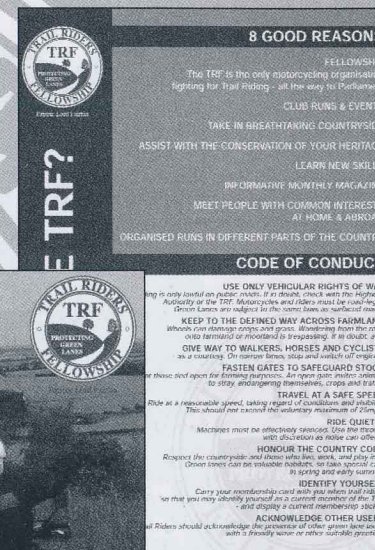
All this might be a poke in the eye for the AWDC, however, how will this affect our relationship with LARA?

Whilst on the subject of FWD's is it time we distanced ourselves from them because of the issue of lane surface damage? The whole subject of our relationship with the FWD brigade is tricky. I acknowledge that they're in the same boat as us [if you'll forgive the pun] and we should defend their right to do their thing all the time they're doing it legally and responsibly but it's become so obvious that they [and farm machinery] are the cause of the criticism of much of the lane damage that is leveled at us and, as the result, we are constantly being blamed for something we're not responsible for.

Peter Fancourt, Sussex

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(see inside front cover for contact details. Membership number required)

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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.

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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 1st 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 Ridgeway 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 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 Paul Dearden, Tel: 07834 461825 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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11. Loddon Vale
12. Thames Valley
13. South London & Surrey
14. Sussex
15. Kent
16. Hertfordshire
17. Essex
18. Suffolk
19. Norwich (Norfolk)
20. Cambridge
21. Oxford
22. Gloucester
23. South Wales
24. Mid Wales
25. North Wales
26. Worcester
27. Black Country
28. West Midlands
29. South Northants
30. West Anglia
31. East Midlands
32. Peaks
33. High Peaks & Potteries
34. Derbyshire & South Yorks
35. Lincolnshire
36. East Yorks
37. Manchester
38. Lancashire
39. Ribble Valley
40. West Yorks
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45. Virtual Peak



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KTM 200 EXC 2004 T&T 10 mths, one owner from new, well maintained, good tyres etc, £1500. Tel: 01278 652579 (Somerset).

YAMAHA XT600E very good condition, taxed & tested until June 2011, never seen a British winter, road use only. £1900 ono. Tel: 07859 374047.

SCORPA T. ride Yamaha WRF250 engine. 2008, excellent condition, little use, 12 mths tax, 'o' ring chain, some mods. £3000. Tel: 07929 838301 (Cheshire).

DRZ400S Y reg, 10800kms (French import), brand new AC10's & battery. DEP exhaust. Plastics scuffed from general use. T&T. £1550. Tel: 07500 884729 (Warwick).

TTR250 SPARES WANTED! Anything considered including whole bikes for repairing or breaking. Can arrange courier collection if required. Brian Sussex 01392 875483 (Exeter) briansussex@hotmail.com

YAMAHA TTR250 Jan 2007, T&T December, FSH, 10k miles, Renthals, sump & hand guards, Kouba lowering link, tool bag & tools, good tyres, chain & sprockets. Ready to ride. One day in North Wales including in price. £1800. Tel: 01477 534425.

XR250 owned from new Sept 2002. 10,000km, regular service, tax, MOT August, Renthal bars, recent air filter, c&s, good cond. Chester area. Tel: 07785 745593. £1500 ono.

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