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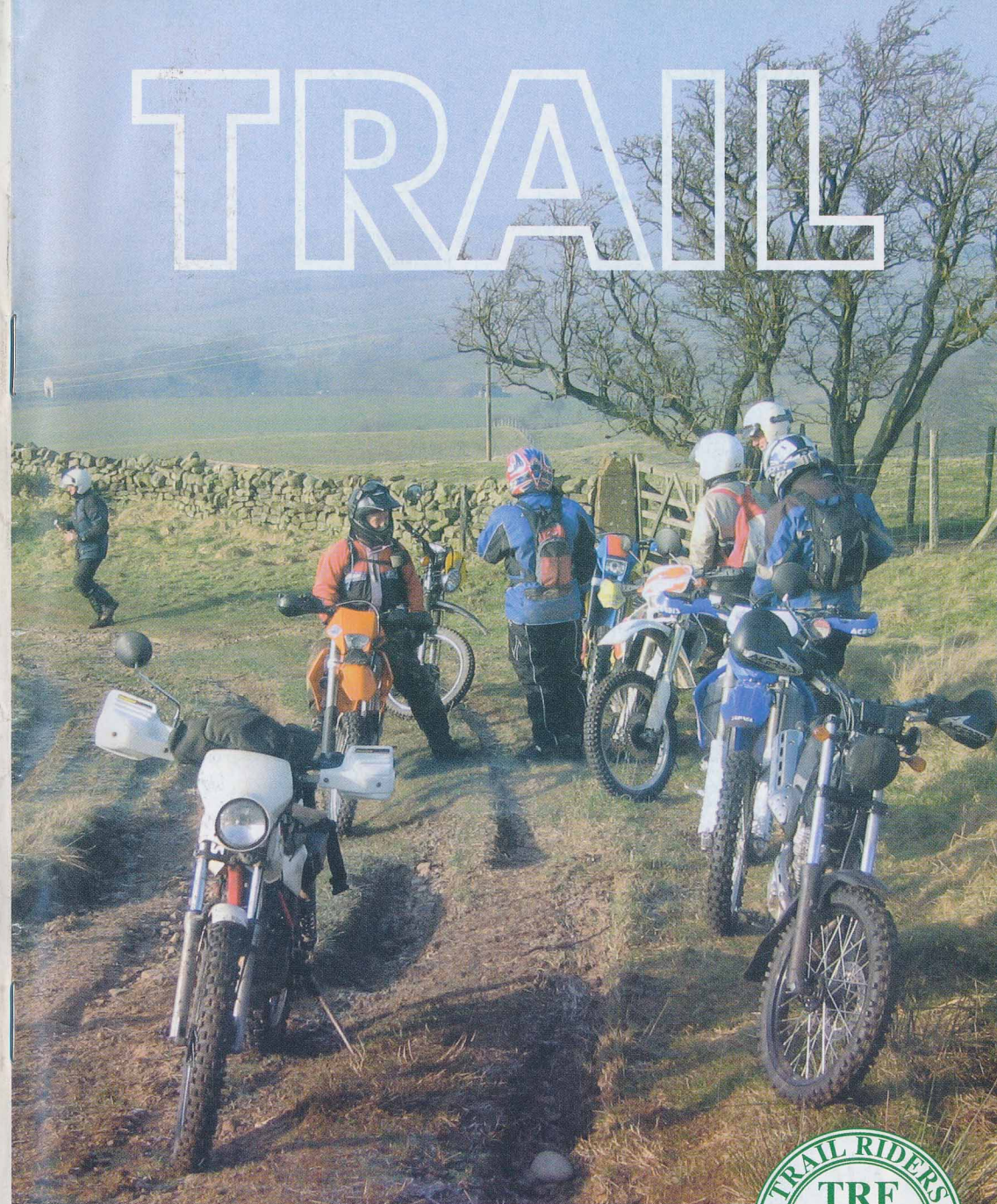
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TRAIL



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

NOVEMBER 2010 No. 387 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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	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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From the MD

Dear TRF Member

The TRF is leaner and meaner

As you may know, a new, more streamlined and faster-reacting management structure was put into place at the Trail Riders Fellowship's Annual General Meeting this October.

The old structure of a large number of Principal and Co-Opted Officers was abolished, and replaced with five elected directors of TRF Ltd who will report to quarterly meetings of the organisation's executive - consisting of an elected representative from each group - and who would put themselves up for re-election by the membership at an annual AGM.

The TRF has been fighting to protect the rights of motorcyclists to ride legal lanes on legal machines for the past 40 years.

In that time it has scored considerable success, most notably in defeating legislation that stood to outlaw the hobby altogether on two occasions.

However it became painfully apparent in the last few years that our 20th century organisational structure was no longer fit for the challenges of the 21st century.

As it was, the TRF had become slow to react, and in some cases was unable to consolidate success when victories were won.

Our streamlined and professional management now has one main objective: using all legal means available to protect the legitimate rights of our members.

In addition to meeting the legal challenges made to our members by those who would like to see us driven from the countryside, we will now be mounting legal challenges of our own

where people and organisations seek to curtail our right to the responsible enjoyment of the countryside.

This won't be cheap or easy, and it will mean that for many the emphasis of the TRF will change from a social and riding club into a campaigning organisation with the emphasis on legal action.

While some changes will not be welcomed by all members, I think that the majority will understand that we now have to put our financial and intellectual resources to work where they will be the most effective. I would like to thank all past TRF officers and volunteers for their great efforts and look forward to more of the same with confidence.

Our freedom to continue to enjoy the countryside in our own quiet way does not come free.

Yours in trail riding,
Andy Gerrard
Managing Director

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The Editor, Fred Ellison,
Sheepcote Farm, Moor Lane,
Wiswell, Clitheroe BB7 9DG.

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ENTRIES BY 30TH NOVEMBER 2010

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WANTED:

RUN REPORTS
RIGHTS OF WAY ISSUES
LONG TERM REVIEWS
PRODUCTS OR BIKES
COVER PICTURES
or anything you feel would be interesting

COVER PHOTO: From Steve Pighills

All contributions to THE EDITOR
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NOTICE BOARD

CAMBRIDGESHIRE GROUP AGM

The AGM will be held at our usual meeting place, The White Swan, Conington, Cambridge.

The Meeting will be on Thursday December 2nd at 20:00.

It will include the Appointment of Officers for 2011 and is the ideal opportunity for members to suggest how they would like to see the group function.

Steve, Cambs TRF Secretary

SUSSEX GROUP AGM

Thursday 25th November 2010 at 8 pm, Ashington Social Club
(see rear of 'TRAIL' for directions).

All Sussex members please attend.

This is not a long drawn out meeting but restricted to just the important business of an AGM. What it does do is give everyone a good opportunity to air any views and float ideas for the future to the whole membership. Please attend.

UK FORESTRY SELL OFF

Below is a link to a petition against Defra's proposed sell off of the forests for development, I hope you will want to oppose it too. Please sign and pass on assuming you are similarly concerned.

<http://www.petition.co.uk/stop-uk-forestry-destruction>

If you want more information try this and google of course:

<http://www.telegraph.co.uk/earth/countryside/8082756/Ministers-plan-huge-sell-off-of-Britains-forests.html>

Ian Packer

FORTHCOMING EVENTS

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

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

RESTRICTIONS AND OBSTRUCTIONS

Public highways should not normally be obstructed. In fact, the law considers anything which substantially interferes with the public's use of a highway to be unlawful. Obstructions, natural or deliberate should always be reported to the highway authority because they have a duty to protect and assert the public's right of access. However, highway authorities also have the power to close Green Lanes for a number of reasons.

The mechanism used to do this is known as a Traffic Regulation Order or TRO. A TRO can be temporary, permanent, year round or seasonal. It can also apply to all, or just some classes of traffic.

Temporary orders are normally used for short term closure and as the title suggests they are time limited. Although they can be extended they do not usually last for more than eighteen months. A temporary TRO is still a legally enforceable closure and failure to comply is an offence. This kind of order does not require a statutory NO MOTOR VEHICLES road sign to be displayed but the regulations do require that the authority erect notices and adequate signage to inform the public that the closure is in force.

Unlike a temporary order a permanent TRO is not time limited and this kind of closure often runs indefinitely. Permanent orders may or may not affect motorcyclists but in any event they must be accompanied by a statutory road

sign depicting the classes of traffic that are restricted

Failure to comply with a Traffic Regulation Order is a criminal offence and can attract a fine of up to £1,000.

Summary

BOATs and UUCRs are public roads, this is why you have a right to use them. Of course this also means that they are subject to the same laws as any other road. Bikes and riders must be fully road legal (tax, insurance, MOT etc) and you must ride in a safe and considerate manner.

The unauthorised use of private land or non vehicular rights of way is a potentially serious criminal offence and when riding on the public highway you must comply with any statutory road signs or traffic restrictions.

In brief, public vehicular access is only legal on the following,

- (1) Classified, tarmac roads (uncontroversial)
- (2) Unclassified roads, tarmac or otherwise, where there is no compelling evidence that they are footpaths, bridleways or restricted byways (check the Definitive Map)
- (3) Byways Open to All Traffic
- (4) Other routes only where a public right of way for motor vehicles can be shown to exist (to the satisfaction of a court of law)

Remember that trail riding is a legitimate recreational activity but that Green Lanes are

multi user routes. You will meet other vulnerable road users (children, walkers, horse riders etc) and most will not be expecting to encounter motor vehicles. Ride accordingly because the safety of other users is paramount.

Many highway authority web sites contain general information about rights of way but more specific advice on vehicular access to the countryside and the law can be found in the following government publications,

Making the Best of Byways

<http://www.defra.gov.uk/wildlife-countryside/pdf/access/crow/bestofbyways.pdf>

Regulating the use of motor vehicles on public rights of way and off road

<http://www.defra.gov.uk/wildlife-countryside/pdf/access/crow/regulating-motorvehicles.pdf>

An opportunity to make a difference VACANCY ON THE YORKSHIRE DALES ACCESS FORUM

Details and application forms are available from: Yorkshire Dales National Park Authority, Yoredale, Bainbridge, Leyburn, North Yorkshire DL8 3EL. Contact Rachel Briggs, telephone 01969 652363, email: rachel.briggs@yorkshiredales.org.uk website: www.yorkshiredales.org.uk

Completed application forms to be returned by 26th November 2010.

Plenty of advice is available from TRF members who serve on LAFs if required. Please contact Robin Hickin (see inside front cover).

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.

BIKESAFE 2010

These days most of us have to admit that although we like to think of ourselves as trail riders, the truth is that we ride miles of tarmac to connect the green lanes. Many of us are enthusiastic road riders who found trail riding well after they found road riding and continue to enjoy their road riding, I confess I'm one of these.

As a road rider and as someone who enjoys watching racing I found myself, with my good buddy Richard Hirst, in Northern Ireland earlier this year as a spectator at the North West 200. Whilst scoping out the "track" on the day before racing we spotted a trick looking S1000RR, it was on Northern Ireland Police display which was advertising Bikesafe, a national scheme run by the Police Force aimed at casualty reduction in motorcyclists who have their full licenses. Well, I passed my test in 1981 and Richard had passed his even earlier. Neither of us had done much in the way of training since then so we thought we'd give it a go, after all if it reduced our chances of being a casualty surely it was worth 50 quid for a day of instruction.

A damp and chilly autumn morning dawned, just three days after returning from a grand three days trail riding in the Dales and Northumberland. Would I be up for this? A short ride to meet up with Richard for refuelling and I was feeling a little less confident. Richard was his usual upbeat self, as ever, happy just to be out on his bike. Arriving at the Police HQ we met Stan and Ian

who were to be our trainers for the day, along with three other lucky trainees. Stan set the tone for the day by cracking a few jokes, introducing us to the coffee maker and advising us to make time to go on a track day! Ian and Stan set us at our ease and made the whole day loose and informal. We began with introductions and each rider giving a brief spiel about what they hoped to gain from the day. The remainder of the morning was led by Ian who took us through an interactive DVD which covered Roadcraft information on those areas which are most likely to lead to casualties. We started with hazard perception before looking at filtering, cornering, junctions, overtaking and group riding in more detail. The DVD was a mixture of computer generated animations simulating real accident scenarios and some real footage of how to do it properly. The simulated accidents were very realistic and we all winced and groaned at the appropriate moments. These bits of the presentation certainly underlined the points that our trainers were trying to make.

After a light lunch we spent the afternoon out on the bikes. There were two riders to one police rider. Off we went into the rain and spray. Richard led us off with an enthusiastic "you'll get my riding, warts and all" as Ian, our trainer, assured us that we would be heading away from the clouds. Our route took us past the ever scenic Ferrybridge cooling towers towards Goole and Snaith. Our first off motorway segment ran us through an

awkward mini roundabout straight into a narrow road cluttered with men digging up the road. Richard was certain that the whole thing was staged and said he felt like all the hazards were occurring at once. We swapped around after being de-briefed by Ian, so I was leading and this was how the afternoon went, taking it in turns to lead and be followed by Ian with the other one of us right at the back.

My final session was on the motorway back to base. Ian cut this slightly short as an Audi shot past us at high speed. The driver hadn't spotted the undisguised Police motorbike and continued to miss the clues as Ian sat behind him for half a mile. The driver finally realised his error when Ian rode alongside him. Ian said that he looked to his right and did a good impression of cartoon eyes on stalks before he pulled into the slow lane at a more legal motorway speed. He was lucky because a further mile down the motorway was a Police

car parked up as a speed trap.

By the end of the day I felt exhausted but was feeling happier about my riding, especially my road position and cornering. All the riders had got something out of the day and had enjoyed the experience. We had a final group debriefing and learnt that this was the last Bikesafe session of the year in West Yorkshire. The future of the scheme is in the balance because like most areas in the public sector the Police are expecting some cuts. I for one hope that Bikesafe will continue to be offered and I would encourage any rider to give it a try.

No doubt there is much more to learn and we were given pointers to further training. Let's see what the future holds.

Neil Hopkinson

Ed: They should do the same kind of course for green lanes. I, for one, would be up for that.



MANCHESTER TRAIL RIDERS FELLOWSHIP
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Off Road Adventures with Wolverhampton Advanced Motorcyclists October 2010

As we made our way to Wales on the Tuesday before our 2 day off road adventure, it occurred to me that I would be required to concentrate a great deal, to exert myself physically likewise and to challenge myself, seriously taking myself out of my comfort zone; something I had not done for ages.

With the previous week of frosty early mornings I was not anticipating that we would have the best of weather for the next two days. I was pleasantly surprised though, because it turned out not to be too cold, dry in the day and not too windy; great weather for off roading.

The group this time consisted of 7 brave riders; Peter Carder, Pam Fergusson, Rhianydd and Stuart Hyde, Dave Fullwood, Paul and Jacquiey Atkinson. This time we had booked to stay in a B&B in Machynlleth - the Maenllwyd. This had been chosen on the basis of close proximity to the meeting place for the first day's ride on the Wednesday: being only 3 miles from there and also close to the pubs and eateries for the evening after a hard day's riding.

When we arrived and settled at the B&B we were flabbergasted to encounter Nich Brindley

and his lovely wife, who were on their anniversary break. That man gets everywhere, and for one brief second I thought he had surreptitiously booked himself on the off roading without letting us know. We were able to enjoy a lovely evening with Nich and his wife, Mandy at the pub, The Skinners Arms (turn right at the T junction, it is on the right). I can thoroughly recommend this pub as a stop, as it not only has excellent ales, but superb, simple home cooked meals, which are served hot and with the most courteous service in a warm, cosy and welcoming atmosphere. Not being one for going to pubs very often, I wished it was my local.

Onto the important stuff then: meeting at 9.30am riders who needed equipment were given chance to get suited and booted and become acquainted with their bikes: a Rieju 200, CRF 230, Suzuki DRZ 400. Marianne's weapon of choice was a Husky 250, which was hugely tall. The skill, balance and dexterity shown by Marianne on this machine was a sight to behold.

The first part of the morning was given over to

getting used to the bikes and giving people a chance to develop their machine handling. There is a definite difference between riding road and off road bikes. It is important to have machine control before you go anywhere near a grassy, muddy, rocky lane. As ever though, the machine is always better than the man (or woman) and the best advice is to let the bike do what it is set up for - trust in your machine.

The routes were well chosen by Marianne who was able to accommodate both the skill of the more able riders like Pete, Dave and Paul, and the inexperience of the rest of the group. Her knowledge of the area was exemplary as she took us along forest tracks, single track roads, rocky inclines and muddy trails. In these initial stages the whole group worked hard to focus on the direction in which they were going, rather than the reaction of the machine.

Along one of the muddy tracks, I took an impromptu rest in a tree and a ditch at the side of the road. I had arrived there principally because the tyres on the bike were not in their best condition and the rear end slewed back and forth as I tried to make progress along the muddy trail. My desperate attempts to find rock to hold onto underneath the mud were rewarded only by an undignified dismount in the aforesaid ditch and tree. The soft landing allowed me to have a good giggle at myself and since there were no riders immediately behind me, I had to wait for the next one along to aid me in my plight. Rhianydd flew by at a rate of knots, acknowledging my weak cry of 'Help,' by returning in the next minute. The concern on her face was a picture, by which time she had been joined by Dave, who just laughed and could not decide whether to get me out of my predicament or take a photo. Thankfully he did the former and not the latter. It took Paul and Dave to get the bike off me because of the depth and angle at which the bike had gone in. But such men never give in and I was extricated from the tree in 3 short



minutes. This did lead to a demonstration by Marianne on how to pick your bike up if it should fall, which was very useful, if a little too late for me.

Moving on through lovely woods and forest trails we stopped for a bite to eat at the visitors centre in the Coed Y Brenin Forest (East of the A470, 8 miles North of Dolgellau www.forestry.gov.uk/forestry/INFD-5QED5P)

The roads back took us through more lanes and byways showing the beauty of the Welsh landscape. The road to Cadir Idris and towards the coast was deserted and delightful. It went on for miles and was a real find. At the end of this track we turned into Happy Valley; a trail that was not difficult and all did well showing just what they had learned from their efforts during the day. Pam looked supremely confident, whilst Pete and Dave were certainly

enjoying themselves as they tried to play catch up, all the time putting their skills to the test.

A quick stop at the petrol station followed. Time was ticking away and twilight descending. Marianne said there was just enough time to go over to Bearded Lake, for the more experienced in the group. I was invited to take part in this expedition.

Paul had done this before and was acquainted with the area. Pete and Dave thoroughly enjoyed crossing this area as they demonstrated total command of the rocky ascents, deep ruts and pools they encountered. The poor light did not faze them in the slightest.

I found the whole thing to be new and really challenging. Not only for the initial river crossing and first rocky ascent, but with the fading light it was difficult to see far ahead enough to plan a path through. The deep water ruts gave me the opportunity to grasp my do or die attitude with both hands. As I entered each pool of water, each seemed deeper than the last. To my credit, I did not fall under the water, which was a huge relief to Paul, as he wholly anticipated getting soaking wet in rescuing me. At one point, I clearly remember the wheel of the bike being near submerged, my tyres feeling for rock underneath the mud and slime beneath me, all the time remembering what Marianne had told me. 'Sit down; put it in first and keep a constant throttle.'

I was asked if I had lost my confidence, and I can honestly say that I had not. I was just not as confident as I might have been in better light. Crossing Bearded Lake, I learned so much and was thankful of the opportunity to learn. I would like to go back there at some point in the future.

I can say that I have probably never concentrated so much in my life as I did across that particular trail. I was mighty relieved to see Pete at the gate near the bottom, and the ride in near darkness and under the cover of trees, dimly lit by our headlights was wonderful. As



challenging and at times dangerous as it all seemed at the time, I felt truly alive and totally in touch with what I was trying to achieve. I would not have changed that for the entire world.

Joining the rest of the group, one of the bikes that had been struggling with electrical problems throughout the day and ably commanded by Stuart, finally gave up the ghost, refusing even to take off from a hill start. The bike was left on the side of the road to be picked up later and we rode back to the meeting point where we had started in the morning. It was late, the day had been long, but it had also been very rewarding.

The riding on Thursday found us minus Dave, Stuart and Rhianydd. I would like to thank them for taking part, because being part of the group with them made a huge difference to the whole experience.

Gareth at the Maenllwyd Guest House very generously said that Marianne could meet us there on the Thursday. So after a good night's sleep there and a hot breakfast all we had to do was get kitted up and get the bikes sorted.

Pam was offered the CRF230 again. She said

that the height, power and dimensions of the bike were perfect for the job and that she had felt very comfortable on the bike the previous day. Today Marianne rode the Rieju, even though the Husky was lurking in the back of the van.

Leaving Machynlleth this time we headed coastward this time on the A487. Just after the roundabout we turned left on a small tarmac road that followed the Llyfnant Valley. The green lanes that lead off this road gave us the opportunity to reacquaint ourselves with and develop the skills we had learned yesterday. There were several challenging rocky and muddy ascents.

Turning briefly onto the A487 again we then went along Artist's Valley. The route took us through some stunning countryside and very twisty roads, onto some challenging green ascents and descents and through to the forests that we had previously seen in the spring outing. Marianne offered us the opportunity of going a little faster at this point, adding that this would probably not be relevant to me. (She has a wicked sense of humour that lady). The challenge was eagerly taken up by Pete and Pam, with Paul and me following sluggishly behind. The forest trails are particularly interesting not only for their lightness and air, but for the confidence that they give the rider because of the wide paths and good view of what is ahead of you.

We were given the option of going to the Bwlch Nant Yr Arian Visitor Centre for lunch but we were told of another place not far from us. A couple of picturesque lanes found us very briefly back on the A487 by Bow Street where lunch break was taken at the Pennau craft and coffee shop (4 miles north of Aberystwyth, A487, opposite the petrol station by 'Borth' junction). The food here was excellent, fresh and tasty. Marianne had phoned to check that it was okay for a group of dirty off road motorcyclists to go there in advance. The cake

here is seriously good and tasty. I will be going back there!

At the risk of being accused of being a bad work person, blaming their tools, it was over lunch I began to realise that my tyres were seriously not up to the job of coping with mud. The tread had worn in sections where I needed most grip. It could also be put down to my own ineptitude though. But it did go some way to explaining why I had launched myself into a tree the previous day.

After lunch we were guided back to Machynlleth. Turning right off the A487 and over the railway bridge past, up through Bryncastel and onto a trail that took us above and parallel to the A487 and back to Llyfnant Valley, where we had begun our days ride.

Riding back through the valley it occurred to me just how hard we had worked over the past two days. The physical effort and concentration required is immense, but so worth it. The reward of having completed challenges that you would not have believed yourself capable of is inspiring. It is because of that, I take my hat off to all who took part over these two days.

My final thoughts go to Marianne, who led such a varied group on Wednesday, managing at all times to give something to all along the way. On Thursday for taking us along some breathtaking roads and challenging trails that enabled us to get so much from each day. Her consummate knowledge of the area and ability as a rider was an inspiration to all.

IMPORTANT STUFF:

Where to stay:

Maenllwyd Guest House, Newtown Road, Machynlleth SY20 8EY
016540702928
www.maenllwyd.co.uk

This is a good place to stay as a base because of its very close proximity to the pubs and other

places to eat. There is ample parking and Gareth very kindly let us leave the trailer and bikes at the side of the building. The rooms are spacious and clean, shower facilities are good. There is a good choice for breakfast which included full Welsh breakfast, cereals, toast and fruit juice. At £35 pppn it is good value overall.

Our Guide:

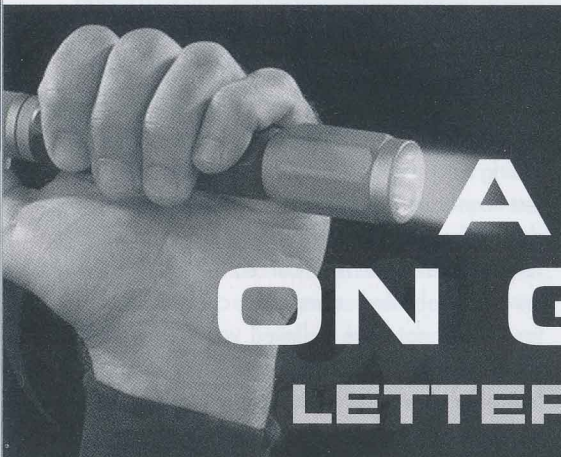
Marianne and Colin have a website with all the details of prices and packages.

Marianne can offer accommodation for up to 5 men and she will do an evening meal, where

you have the option of eating what the family eat or something from the menu. The first option comes with a discount. Details of this are available on request.

For all information please go to www.trailrides-wales.com.

Jacquiey Atkinson



SHINE A LIGHT ON GLEAM LETTER CAMPAIGN

The most recent newsletter from the landowner's anti-access club 'GLEAM' made some interesting claims about its influence over senior ministers in DEFRA. It claims that two senior ministers are pledged to resist all attempts to reform NERC by vehicular users, and will act for GLEAM irrespective of the arguments which are being placed before them.

We now need as many TRF members as possible to raise this with their MPs of whatever party. You can do this quickly and easily by copying the following letter, and adding your own name and address and the name of your MP in the appropriate places. You can also find this letter on the members' section of the TRF website.

The MP is obliged to ask these questions on your behalf, irrespective of his party loyalty or personal position on 'green laning.'

If enough people ask these questions, we can make the position of the two ministers very uncomfortable. Please keep me informed of any response that you may receive.

Richard Simpson
richardsimpson@blueyonder.co.uk

Everything possible to make it easy for you to take on this simple but vitally important task has been done. The next four pages may be copied at 140% to bring them up to A4. if you do not have access to a copier a home scanner/printer should also do this. If all else fails use the printed copy from TRAIL. Don't forget to sign and personalise it!

House of Commons
London
SW1A 0AA

Dear

In common with a number of other residents of your constituency, I am a member of the Trail Riders Fellowship, and enjoy riding my road-legal motorcycle on byways and other legal carriageways.

We were dealt a considerable blow during the last Government by the passage of the Natural Environment and Rural Communities Act, which unfairly removed our right to enjoy many quite sustainable lanes. In spite of vociferous representations, a piece of legislation was pushed through that not only brought our own right to enjoy the countryside into dispute, but also curtailed the right of many householders to access their own property.

I was delighted to see a new Government elected, with the reform of bad legislation introduced by the last administration high on its agenda.

Imagine therefore my surprise when I came into possession of the latest copy of a newsletter from an organisation called 'GLEAM', which is an alliance of landowners seeking to curtail access to public rights of way for their own financial benefit.

I reproduce below an extract of this newsletter for your information. Its contents pretty much speak for themselves.

"GLEAM - Working to protect peaceful and quiet enjoyment of the countryside
Friends at Court - or in the Government

GLEAM is extremely fortunate in two of the ministerial appointments in the new Government. Both appointments are as Ministers of State within Defra, and both are long-standing Honorary Members and staunch supporters of GLEAM, to whom they are very well known.

Jim Paice (MP for South-East Cambridgeshire) has been appointed Minister of State for Agriculture and Food. During the Natural Environment and Rural Communities (NERC) Bill in 2005-06 he was GLEAM's and GLPG's main contact in the Commons. His presentation of our case and his demolition of LARA and the Trail Riders Fellowship were masterly.

Richard Benyon (MP for Newbury, GLEAM's 'home territory') has been appointed Minister of State for the Natural Environment and Fisheries. Access and Rights of Way

are part of his portfolio. He is a most valuable source of parliamentary advice, and he regularly attends GLEAM's Annual General Meeting in Newbury. At present we are in active contact with him in opposing LARA and TRF's campaign to get s67 NERC Act repealed.

GLEAM counters LARA Campaign

During June LARA (the Land Access and Recreational Association), the umbrella organisation for all the off-roading clubs, launched a campaign among its members to repeal Section 67 of the Natural Environment and Rural Communities (NERC) Act 2006. This was in response to a quasi-Government invitation.

Section 67 is closely linked with all the other sections in Part 6 of the NERC Act and, to repeal it, it would be necessary to repeal the whole of Part 6. This area of the Act was introduced by Alun Michael in 2003 in response to widespread public concern. This was not just about mechanically propelled vehicles damaging the countryside environment, and about the dangers of confrontation. It was mainly about the archaic law (described by Defra as "perverse") under which utilitarian use by horse and cart in earlier centuries was giving rise to "rights" to use the same green lanes by high-powered 4x4s, motorbikes and even articulated lorries.

Section 67 is the key section of Part 6. It has deterred an estimated 3,000-4,000 claims for byway status from being made. Hence it is not surprising that the off-roaders want to see it repealed.

LARA's campaign followed the Deputy Prime Minister Nick Clegg's suggestion that members of the public should write to their MP suggesting unnecessary legislation that should be repealed. LARA urged their members to do this, addressing what they called "unintended consequences" of the Countryside and Rights of Way Act 2000 and the NERC Act, such as:

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

The Trail Riders Fellowship (TRF, members of LARA) then added to the campaign by calling for the repeal of Section 59 Police Reform Act 2002.

As soon as we learned of this campaign, GLEAM countered it at ministerial level. We wrote to Richard Benyon MP, a long-standing Honorary Member and staunch supporter of GLEAM, who is now Minister of State for the Natural Environment and Fisheries, and who includes Rights of Way in his portfolio. We countered each one of LARA's campaign points in detail, on grounds that it was either environmentally undesirable, or unworkable, or irrelevant, or would be retrospectively ineffective. In this way, when Mr Benyon had letters passed to him by MPs or by the Deputy Prime Minister, he would have the answers readily available to him.

We received an e-mail of thanks back from Mr Benyon in which he said "I have sent your thoughts on to Officials. Don't worry, s67 is safe with me." "

I wonder how, in the light of what has been claimed in the GLEAM newsletter, how the two MPs concerned, Richard Benyon and Jim Paice, can be judged fit to carry out their ministerial duties.

I would be pleased therefore if you could ask them the following questions, and advise me a) of their replies, and b) of what you intend to do to take the matter further.

- 1: Are you a member of GLEAM?
- 2: Were you or are you in contact with GLEAM concerning Rights of Way issues?
- 3: Have you read the newsletters published by GLEAM and do you agree with what is written in them?
- 4: Have you responded to letters passed to you from members of the public or MPs who have asked you about repealing parts of the NERC Act?
- 5: Was your response influenced by the briefing correspondence you received from members of GLEAM?
- 6: Did you inform all those people who approached you on any subject concerning MPV (Vehicle Access) to public rights of way that you are a member of GLEAM and have been taking advice from GLEAM?

I understand that all MPs have to abide by a code of conduct. It includes the following:

SELFLESSNESS

Holders of public office should act solely in terms of the public interest. They should not do so in order to gain financial or other material benefits for themselves, their family, or their friends.

INTEGRITY

Holders of public office should not place themselves under any financial or other obligation to outside individuals or organisations that might seek to influence them in the performance of their official duties.

OBJECTIVITY

In carrying out public business, including making public appointments, awarding contracts, or recommending individuals for rewards and benefits, holders of public office should make choices on merit.

ACCOUNTABILITY

Holders of public office are accountable for their decisions and actions to the public and must submit themselves to whatever scrutiny is appropriate to their office.

OPENNESS

Holders of public office should be as open as possible about all the decisions and actions that they take. They should give reasons for their decisions and restrict

information only when the wider public interest clearly demands.

HONESTY

Holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest.

I fail to see how the two MPs concerned can hold the offices that they do if the claims that GLEAM makes about them are true.

I trust you will provide me with rapid and substantive answers to the questions raised above, and will be able to suggest a positive way forward so that allegations of corruption can be avoided. I would suggest that the two gentlemen concerned are now faced with a choice: they can either disown GLEAM and take constructive action that will indicate that they have placed some clear blue water between themselves and it, or they should resign their positions and continue to lobby on behalf of GLEAM from the backbenches.

Yours sincerely,

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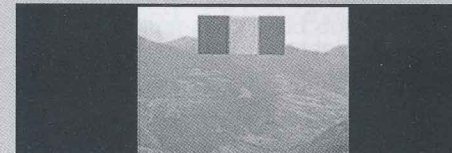
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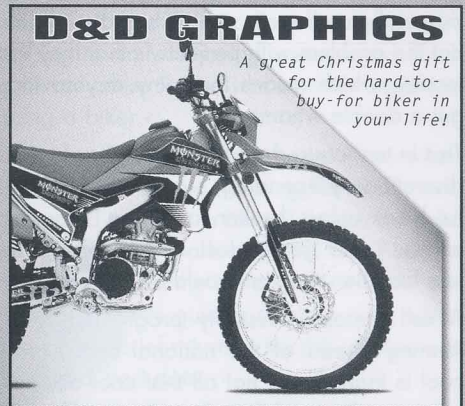
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Gissa job, I can shut gates..... by Noel

Is it just me that sees difficult times, now and in the future? I'm happy to be called a 'doomer' but I'm a long term paid up member of the cheerful 'doomer' chapter.....

Anyway being self employed and in the construction industry, I have noticed a 50% drop in income and a lot more time to spare in the last 2 years. I instinctively responded by looking at outgoings and cutting costs at every opportunity. This included bike repairs and maintenance (yup, even I do some occasionally).

The second response was to get stuck into projects at home, cos it's no good sitting around waiting for the mobile phone to ring, especially as there's sod all signal at home but the problem with projects is that they eat money, which means the rainy day savings get a double whammy.

This in turn caused me to cut even harder into discretionary spending, which meant don't fix bikes unless broken and don't ride em unless it's to get project ingredients, using less fuel than the van would.

A self imposed austerity programme then, running ahead of the national trend. How cool is that? Err ... not all that cool actually, because after a while it doesn't seem like fun.

Its funny how we all moan about work and a lot of people reckon they would be happy if they never had to work again but not having 'a job' is really not so good. Somehow it's not just the money, there's something fundamental about being needed by someone to do something enough for them to give us money to do it. Then there's the social

side of it. Work colleagues or just workmates, you miss em when you haven't got any. A bit of banter, sharing their good or bad news.....

So what to do about it and what's this whinge got to do with Trail Riding?

Well it's probably stating the obvious but Trail Riding can be an excellent substitute for work. I've discovered a secret cabal of riders who, for various reasons, choose to go trail riding during the week and I've got to say I wish I had joined them sooner.

Once you can rationalise the thinking and not feel guilty about having fun when you should be working, it all works extremely well. Ok it doesn't replace the earnings part of having a job but it does replace the less

obvious but equally important bits, identified above.

When we go out as a group we are a band of brothers and compete to help anyone with a problem or just to be the first to open / shut a gate.

This fulfils the wanted / appreciated bit and it goes without saying, the banter and news exchange occurs at every stop.

I've noticed that lunch stops are usually planned around a relaxing sit down venue and it doesn't have to be expensive to buy a pasty and a cuppa, plus not so much of a rush to get back onto the bikes and complete some giant loop cos we can finish it another time, i.e. unfinished business and we all have a responsibility to finish things we started.

Then I noticed various little comps running, who would be the first to do a tyre change? Why there's still 0.2mm of tread before the tread wear indicator, so no hassle from plod and it would be such a shame to break into that new MT43 hanging on the garage wall, purchased back in the good ole days when the money flowed. Couldn't fit it now anyway, what would my 'workmates say?

Front tyres were also discussed, as we puzzled why the second tread in from outside, could wear down flush, on either side there's still visible rubber.

And at refuelling stops, the earnest discussion on reasons for differing amounts of fuel used..... Oh, that right hand is not just for noise reduction then (-;

What I think I am trying to do here is to go beyond creating excuses to go out riding on a regular basis if you hit hard times.

I reckon it's actually essential for your general well being and ability to deal with the inevitable problems and pressures that not earning money brings.

The very concept of needing an excuse to go trail riding is wrong. We should go because we want to and because we can.

So, avoiding any negative thought processes and accepting that we miss a great deal more about work than we generally realise, it becomes a simple logical step to fill that gap.

Plus, I am reliably informed that if your other half is also at home, more than at work, a certain harmony is restored to the home environment as 'space' is created, with any attempt at a 'guilt trip' ending up being counterproductive. Essential for the family well being then.

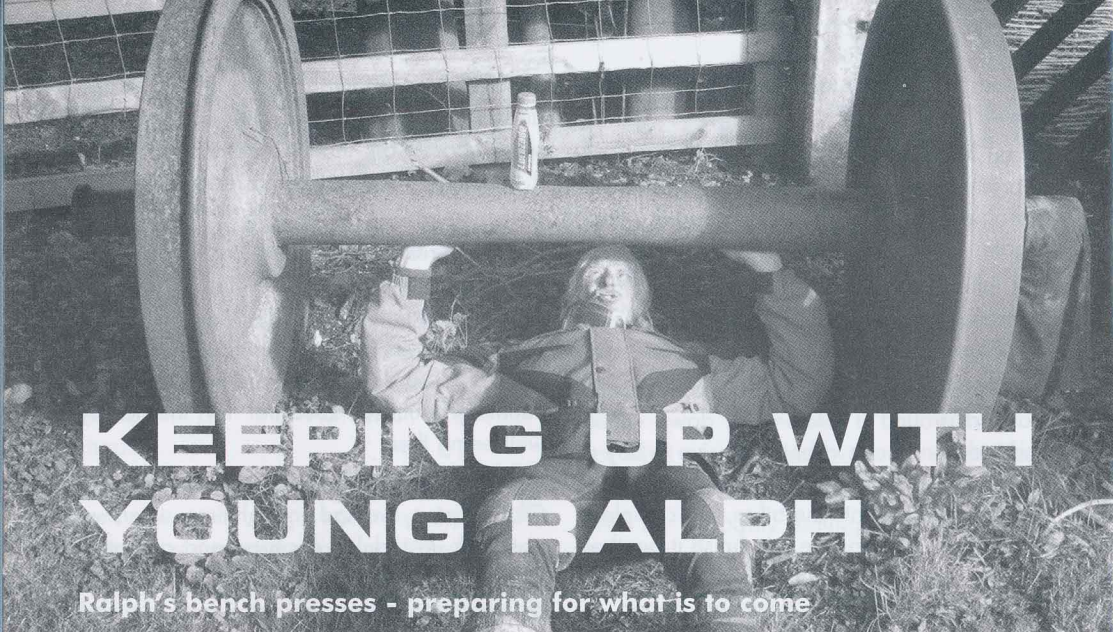
On a recent wet Friday ride out from Okehampton, we had enough time, when we got back, to indulge a cuppa and a chat in the transport cafe at Sourton Cross and conversation touched on money and bankers. When Andy first met his bank manager, he rode his trail bike to the meeting.

First question was - what bike are you riding? Long story short, Andy and bank manager good friends and regularly ride out. Banking and line of credit all nicely under control. Ok nothing to do with being unemployed but it gave me cause to consider another benefit of being a biker -

I can recall conversations in site offices when someone turned up looking for work and happened to be on a bike. If the person who could offer you work is also a biker you've already got past the initial caution and I can recall interviews quickly straying onto bikes, with only a brief return to the job interview to confirm a start date.

Conclusion - If your potential employer is not a biker (or missing his bike) he's probably not the best sort to be working for anyway. Conversely, if he is a biker you already have an understanding, a basic mutual respect for another biker and you had a grin on your face when you arrived, cos playing in the traffic does that....

Noel Squib, Devon



KEEPING UP WITH YOUNG RALPH

Ralph's bench presses - preparing for what is to come

Thursday, it must be trail riding day.

I had heard that Coleson Banks had been destroyed by a logging operation so Ralph and I set off to assess the situation.

It was a bright Autumn morning and the trails were interestingly greasy from some overnight rain as we made our way across to Kildale.

We climbed the Baysdale road to the top of the Banks knowing, if the loggers had done their job, the chances of climbing up the 1:5 Forest section of this road were zero.

Arriving at the top gate we were greeted by some walkers.

"You'll never get down there" the bearded guy said "it is a sea of mud". We have had to climb up through the forest, the road is impassible.

When I looked beyond the gate there was a scene of devastation, as though a bomb had dropped on the area. Nothing but stumps and branch debris everywhere. The trees had been harvested, the lane was unrecognisable. All the reference points had been wiped out. The lane had been carved up by the movements of the massive, eight wheeled, logging vehicles. To see them in operation is awesome, the tyres must be five feet high and three foot

wide.

Ralph launched forward down the left hand side, three foot deep, three foot wide rut. Ralph was never one to spurn a challenge even though he was on his Sherco 165cc Trials bike. I followed expecting to see him submerge beneath the pools of water that lay in his path at any moment.

Between the ruts was a mountain of debris from the felling. In the ruts was a sea of mud. As we progressed down the lane I was thinking, we must have missed a turn. This was one of my favourite lanes but I could not recognise the route.

Fortunately the lane got steeper and we began to surf the mudslide that was once a beautiful lane. We were at a point of no return because the loggers had carved out enough material so as to lower the road by about four foot in places. The side walls of the road rose to about twelve foot once we began to descend the gulley so there was no chance of extracting the bikes.

Rounding the corner, onto the 1:3 section, we could see some men working with a JCB and a dumper truck at the bottom of the forest section.

I breathed a sigh of relief. Ralph buried his

bike in three foot of porridge.

Ten minutes later we had Ralph's bike perched on top of the debris on the central reservation and mine in the opposite rut.

As we emerged from the mudbath the two young Forestry workers smiled, waved and stopped work for a chat and to let us pass.

"We haven't been up there for a week" they said. We are waiting for it to dry out before attempting to regrade the bank.

They were working on restoring the lane on the lower slopes of the forest section and digging out a new access point.

When you consider the amount of so-called damage caused by trail riding this, industrial scale, operation pales everything else into insignificance.

When they talk about closing lanes because of ruts I think it is purely political. Two days work with a JCB and they could sort out any lane.

My advice is to keep clear of Coleson Banks for the next couple of months. I will put a notice in TRAIL when it is fit to ride again.

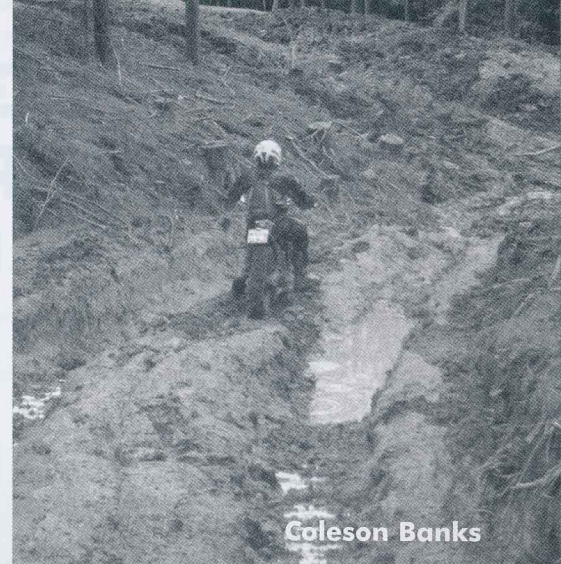
Heading South, Ralph and I found a river crossing and washed off the excess mud from our boots and bikes, picked up some steak pies from Fords of Glaisdale, made for Whitby and then across to Scarborough.

Returning via Broxa and Black Dale we stopped at Leversham Station where we sampled the delights of the drinks vending machine since the Café at Lockton closed (a great loss) and the Station Café was also unmanned.

I partook of the soup for a change and it was very tasty, much better than the tea or coffee.

Meanwhile Ralph had his energy drink and did ten press ups on the bars. (See photo. I always wondered where he got his stamina from).

He starts each day by walking his beloved White Alsation for two hours, goes Mountain Biking or Trail Riding for six hours or more, then walks his dog again in the evening. All that and his household/family chores leaves



Coleson Banks



Mudslide

him little change out of an eighteen hour day, every day.

Some people just have so much energy it is difficult to comprehend. I said he reminded me of Maggie Thatcher, she only needed four hours sleep a day.

Ralph is a great asset to the Teesside and North Yorks Group he is always willing to help out on lane repairs even though he does suffer from aches and pains like the rest of us. Well done Ralph, one of the best.

John Robinson

IDIOT'S GUIDE TO TRAIL RIDING!

by John Robinson

TRAIL RIDER

- Rides as a group.
- Rides at a safe distance from the rider in front
- Leaves a small footprint.
- Never overtakes on the Trail.
- Keeps to the road.
- Rides at the pace of the Runs Leader.
- Never overtakes the Runs Leader unless asked to.
- Takes his turn in the rota for opening gates.
- Keeps in line and hangs back on difficult trails.
- Looks behind him every half mile to check the other riders are following.
- Stops at every junction in full view until the next rider appears.
- Rides quietly and slowly through people's property.
- Helps out at breakdowns.
- Helps weaker riders when they get into difficulties.
- Realises other users can not always hear him coming.
- Stops his engine for oncoming Horses.
- Gives Horse riders time to find a gateway before overtaking slowly.
- Gives walkers time to react.
- Allows dog owners to call in their dogs.
- Waves to children and greets the parents with a friendly gesture.
- Stops and talks to the local farmers and house owners who live on or close to the Lanes.
- Listens to other users concerns.
- Helps run the Fellowship with Fund raising event and Lane clearing.

IDIOT

- Devil take the Hindmost.
- Tailgates all day.
- Lays darkies everywhere.
- Delights in overtaking and spraying riders with water, stones and debris.
- Carves out his own route.
- Pulls wheelies to show how good he is.
- Show me a Trail. I'll blast down it.
- Avoids gate duty like the plague.
- Hangs back at start of the trails or at a gate to be able to blast past other riders.
- Never looks back, loses the rest of the group.
- Ignores every junction, loses the rest of the group
- Shows no respect whatsoever.
- Never carries any spares or tools.
- Overtakes and laughs at the victim.
- Thinks they are being obstructive.
- Thinks "Get off the flipping road.
- Launches past without a care.
- Scares the pants off them.
- Creates anxiety.
- Gives it a big handful.
- Ignores all contacts.
- Thinks "Get a life"
- I just want to ride, that's what I paid for.

Trail Riding is under more and more scrutiny. We need to clean up our act. If you identify with more than a couple of the Idiot's attitudes: Go into Motocross, Enduros or Hare and Hounds: these are done on Private land, where you can show everyone just how good you REALLY are.

Trail Riding is done in the PUBLIC arena. We must act responsibly and be seen to be responsible.

Idiots will close us down.

We need to engage with as many people as possible to help our cause.

I spend a lot of time apologising for the Sins of other Trail Riders. You will get some sympathy and further our cause if you

explain that not all Trail Riders belong to the TRF.

Then again not all TRF members are responsible riders.

We must educate the few miscreants by explaining the negative effects of "Bad behaviour" in Public.

Think about it!! Responsible Riding has its rewards. Anyone can be an Idiot.

Enjoy your riding,
Miserable Old Fart!!
With Trail Riding at Heart!!
John Robinson

Ed: The sooner we can despatch the idiot back from whence it came the better

JUST THE THREE OF US

Date: 19th Sept 2010 Time: 11:30 till 18:00
Riders: Landyman, KwakaGeoff and myself.

Well not many takers for a Sunday's ride, despite the leisurely start time and pretty ok weather. Still with just the 3 we could make great progress. Was using my Garmin for the 1st time, so created a route Sunday morning, knowing 75% of lane locations and getting to learn the Garmin for the rest - worked well.

So off to Lee Mill, Ivybridge, S.Brent, Dean, Rattey, Staverton and Bucks for a light lunch.

We also passed a group of 3 riders at Dean (didn't know them) and then Timus and 2 others at Rattery. Fully fed we headed due east to take in a bunch of lanes before Tally-Ho (which I confess was the easiest it's ever been) and more lanes back to Totnes. From here it was down to Halwell to take in the normal lanes back home (via Wheeldon etc).

However on one lane Geoff found he had a flat front.... doh. A quick charge with CO2 and we made a dash for

California Cross. Tried to inflate tire to get 'slime' to seal but wouldn't inflate. In the end we opted to change the tube - but this got pinched on install and thus we were back to step 1.

This time Geoff rang his girlyfriend who got straight in his new van and came across to the rescue. Meanwhile it was getting late so myself and Landy made a dash for home. A great days riding, loads of lanes, no offs and Garmin was a success.

Wheely, Devon Group





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FORUM OR AGINUM

What a good idea - get the councils, N.G.O's & others to establish a new class of vehicle for unmade roads for 2 wheel vehicles. In case there is any idea we are biased against 4WD's - We as a family have 5 4WD's - 2 tons to 10.5 tons - Get the 4WD's off our tracks and those who ride horses so belligerently. Cars and horses make so much mess, the latter a double

mess. It wouldn't be hard to break up the class distinction (so prevalent in the UK) to engage another class of vehicle. Plus we find that so many 4WD drivers are bullies & try (even those little skinny ones who appear to be female) to force their way through on the road when they should wait. Why should we defend their rights.

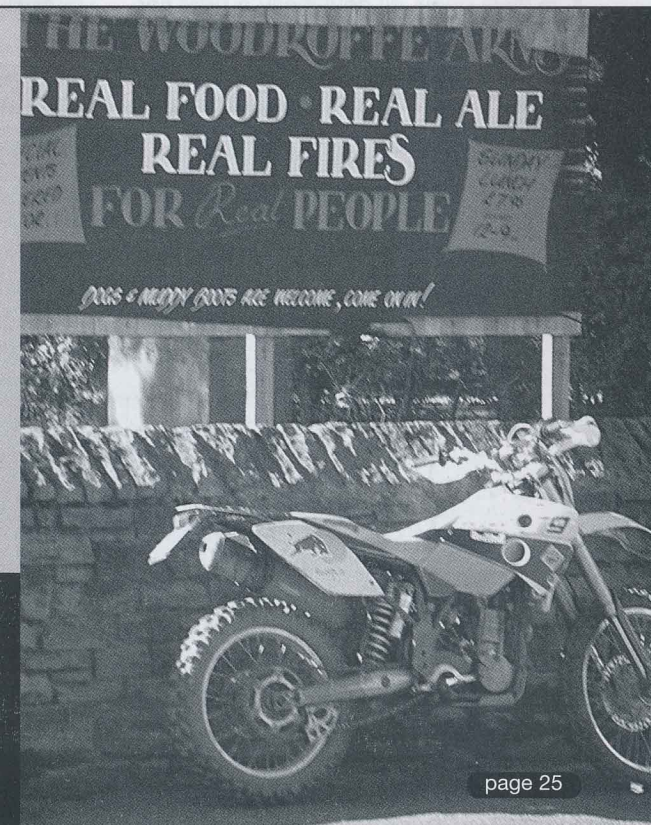
John Rhodes, Painswick.

I took the photo after a great early morning run from my house in Hague Bar (High Peak) over to Hope. Me and a small group of friends were sat outside the famous Woodbine Cafe having a cuppa.

I had to stand my Husaberg up against the wall outside the pub due to my stand getting snapped off whilst coming through the quarry on the way down to Hope. It was a bit of a random picture but became quite amusing once viewed when I got home.

Lee Wagstaff

Ed: Can I take this opportunity to thank everyone who sends in photos. Just because you don't see it on the front cover doesn't mean it isn't utilised elsewhere.



William 'Mick' Holbrook

It is with deep sadness that the Isle of Wight group must inform you of the sudden passing of our leader William 'Mick' Holbrook.

To those of us who were lucky enough to have benefited from his tenure as group rep and hard working runs leader it is a shock that is impossible to take and our thoughts go out to his Wife and family at this difficult time.

As a new member moving to the area Mick was a great help to me personally, welcoming me with open arms and even finding space for my bike, rent free until I got established.

We would meet as a group at the ferry 08:00 hrs on a Sunday, he would scan his maps on the crossing and never refer to them again all day; many a rider has followed his trusty Honda's number plate thousands of miles through Wiltshire,

Hampshire, Sussex and Island lanes. He even navigated the Island group in Derbyshire at short notice after I was called away for a family emergency.

All this was the culmination of years of hard work and dedication to the TRF and his friends, which Mick unselfishly was to share with others for many a year; even through great illness which he was to suffer latterly with never so much as a moan.

Mick was a character, a normal hard working bloke, tough as old boots, dedicated to his mates and loved ones; I will miss the stories he used to relate with a good deal of arm waving and the special dance on the spot that added to the entertainment.

Mick, thanks for everything fella.....

God bless.
Mark Gregory

MEMBERS CLASSIFIEDS

HONDA CRF250X front & rear wheels, brand new taken from 2010 bike never used £300. Tel: 01200 429244, mob: 07716 346059 (Lancashire).

WANTED for Yamaha WR250F rear wheel 18 inch 2006 model. Contact Gary 01420 562348 (Hants) garyfrost101@hotmail.com

YAMAHA SEROW Rental bars & hand guards, Scottoil MT21 front & rear, electric start, SS junction on exhaust, 12 mths MOT. £1000 Tel: 01625 614867 (Cheshire).

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ACCOMMODATION

BRENDAN CHASE B&B Windermere village centre location so close to pubs and restaurants, from £25 per night bed and breakfast. Off street parking for bikes. Tel: 015394 45638. Email brendanchase@aol.com, website: www.placetostaywindermere.co.uk

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

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GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. 2nd Tues, 8pm, Windmill Inn, Nore Road, Portishead.

BLACK COUNTRY John Oseland, Tel: 01902 656011 1st Tues, 9pm, The Longford House, Walling Street, Cannock.

BRISTOL Glenn Summers, Tel: 01454 619246 4th Mon, 8pm, The Midland Spinner, Warmley, Bristol.

CAMBRIDGE Tony Lacey, Tel: 07753 820520 1st Thurs, 7.30 p.m., The White Swan, Elsworth Road, Conington, Cambridge CB23 4LN.

CORNWALL Adam Hedley, Tel: 01579 349217 3rd Thurs, 7.30 - 8.00 p.m., The Victoria Inn, Roche.

CUMBRIA Roger Harris, Tel: 01539 725198 2nd Tues, The Gilpin Bridge Inn, Levens, Nr. Kendal.

DERBYSHIRE & SOUTH YORKSHIRE Mick Ellison, Tel: 07780 674192 2nd Tues, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire.

DEVON John Heal, Tel: 01626 366860 2nd Tues, 8pm, The Dolphin Hotel, Station Road, Bovey Tracey, TQ13 9AL.

DORSET W. John Williamson, Tel: 01929 553640, Mob: 07850 727873 1st Tues, 8pm, Greyhound Inn, Winterbourne, Kingston, Nr. Bere Regis.

EAST MIDLANDS Graham Chinnery, Tel: 01332 863433 2nd Wed, The Clock Warehouse, London Road, Shardlow, just off the A50.

EAST YORKSHIRE Doug Jaram, Tel: 01482 659516/07950 415223 2nd Tues, 8pm, Bay Horse Inn, Market Weighon, York YO43 3AN.

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 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 Steve Harvey, Tel: 01705 632505 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, Morgantstown, Nr Radyr CF15 8LB.

SOUTH WEST WALES Last Tues, Corner House Pub, Commercial Street, Ystalyfera, Swansea.

SUFFOLK Richard May, Tel: 01787 374073 1st Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SUSSEX Julian Flack, Tel: 01306 740586 1st 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

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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