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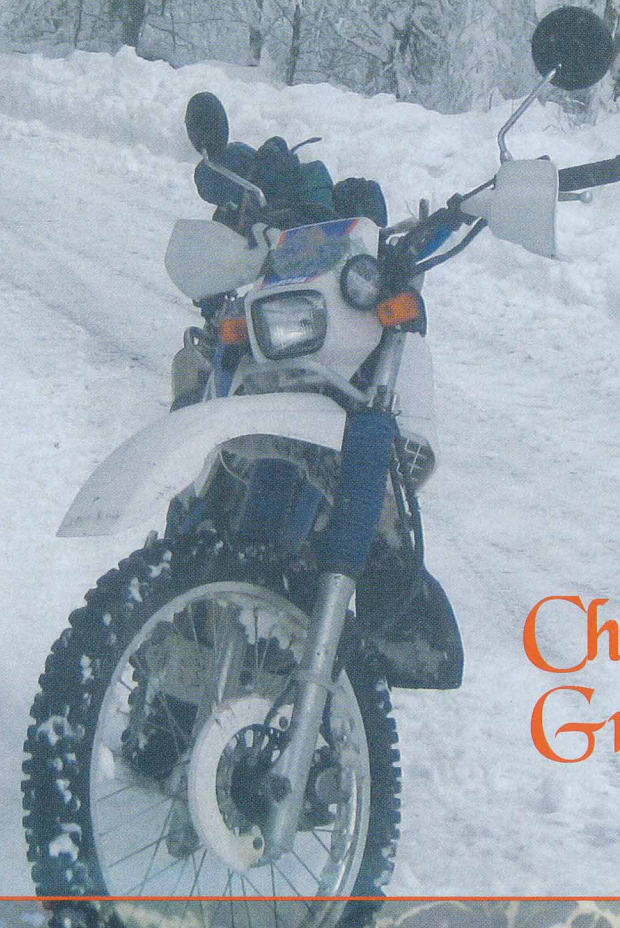
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TRAIL



Christmas Greetings

The magazine of the TRF, the National Club for all who
wish to ride Legal Motorcycles on Legal Carriageways
DECEMBER 2010 No. 388 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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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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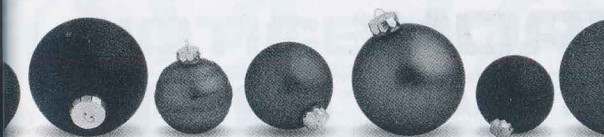
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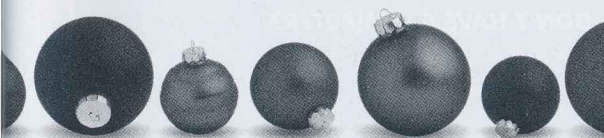
Christmas Greetings to all our readers

Christmas this year looks very interesting with low temperatures and much snow - so there should be some interesting riding in the offing (sic) **ENJOY!**

Wishing you all a fabulous Christmas and a superb New Year.

Something you can do to make 2011 a better year

November TRAIL page 12 'Shine a Light on GLEAM' letter campaign is showing results, if you haven't contacted your MP yet it is not too late - **DO IT!** You can copy the four pages - 141% will make them A4 or email Richard Simpson richardsimpson94@yahoo.co.uk and he will forward the standard letter as a Word document.



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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 Dave Loney
Winter in Wales

All contributions to THE EDITOR
Fred Ellison, Sheepcote Farm
Moor Lane, Wiswell, Clitheroe
BB7 9DG editor@trf.org.uk

COPY DEADLINE:
1ST TUESDAY OF THE MONTH

BMF Discount Code: TRF11C774

bike me aprilia
Supports the TRF

UPDATE FROM THE TREASURER GRATEFULLY RECEIVED

Although no appeal has been made the following donations to the Fighting Fund have been received:

Mid Wales TRF	£436
Oxford TRF	£2000
Private Member	£100
Renewals and New Members	£1128
TOTAL TO 30TH NOVEMBER	£3664

Thanks to everyone who has given. The need is ongoing and rest assured the money will be put to good use.

Arnold Brewer

COPY FOR TRAIL

COPY DEADLINE: The first Tuesday of the month.

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

PHOTOS: Digital via email on CD or DVD; scanned originals (high resolution 300dpi jpeg or tiff); or posted originals (please include an s.a.e for return). We prefer you not to include your photos in 'Word' documents, if possible please send images separately.

CAPTIONS: Please caption your photos!

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

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

WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?

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

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

NOTICE BOARD

TEESSIDE & NORTH YORKSHIRE TRF GROUP

Slide Show by Wildcat Adventures: Road & Off-Road Tours
Tuesday 15th February 2011 at eight o'clock

Brigitte and John will present an insight into their unique adventure tours designed for Road and Trail motorcycles, which you can join, in various parts of the World. This slide show will last about one hour and take place at The Ranch House just outside Stokesley in North Yorkshire.

ALL TRF MEMBERS ARE WELCOME TO ATTEND

For further information email yamhontoy@live.co.uk or phone 01287 623588

FORTHCOMING EVENTS

West Yorks Group - an evening with Lois Pryce

8.00 pm, 3rd February 2011. See page 18 for further details.

Treadlightly Ambassador Training:

6th February 2011, 6th March 2011. See page 7 for further details.

Devon Group: Sam Manicom "Tortillas to Totems":

25th February 2011. See page 13 for further details.

Exmoor Forest Ride Day:

17th April 2011 (Subject to confirmation). www.somerset-trf.co.uk for further details.

Teesside & North Yorkshire TRF - Camping Weekend:

30th & 31st July 2011. See page 21 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

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

Fighting Closures by Objecting to TROs

I have learnt from past experience that unless you challenge the reasons for closure, and ask questions about the assumptions they imply, your letters of objection will be ignored.

Many Local Authorities are using meaningless terms, vague statements which must be exposed as having no substance to them, whatsoever. They must be made to produce factual evidence which support their statements. You can do this by asking questions. They must respond by giving you their evidence, on which they based their reasons for closure, but only if you request the information.

We assume the Highways Department want to close the roads. Some do not. We must give them grounds to reject calls for closure by posing questions that can not be easily answered and require manpower and resources to carry out the surveys, in order to produce concrete evidence, to over-ride hearsay evidence.

Make sure you include your name and address!!

These are the statements from our Highways Department regarding the closure of two Unsurfaced County Roads and the advice I gave to our members for writing an objection to the closures.

Re TRO on Seggimire Lane and Tom Bell Lane: Ugglebarnby

I would like to OBJECT to the closure (is enough) under a TRO of the two lanes mentioned above and ask you some questions

about your grounds for closure which I have set out below point by point as stated on the formal notice:-

(a) for avoiding danger to persons or traffic using the road or any other road or for preventing the likelihood of such danger happening.

Could you tell me how many accidents have been reported to you concerning these two lanes over the last ten years?

How many vehicular users have been injured on these Lanes in the last ten years?

How many Pedestrians or Horse Riders have been injured by vehicular use on these lanes in the last ten years.

How many complaints have been submitted concerning safety issues on these lanes?

Who were the complaints from? Individuals or organisations? Can these claims be substantiated or are they just hearsay evidence?

(b) for preventing damage to the road or to any building on or near the road.

These lanes are County Roads with Road numbers and on the list of streets. Roads, by their very nature, carry traffic and require periodic maintenance caused by wear and tear. These unsurfaced roads get very little traffic. In fact Seggimire Lane is a narrow road and is self limiting to motorcycles. That is to say no 4x4s use this road. Tom Bell Lane has very limited vehicular use by the farmer.

It is well documented that agricultural vehicles

and water do most to disrupt the surfaces of unsealed roads.

Tom Bell Lane has two sections where drainage is a problem. The lane becomes flooded after heavy rainfall by water running off the fields into the lane and collecting in these two, poorly drained, areas.

The anti-vehicular lobby would have you believe that these lanes are "damaged" throughout their entire length. This is patently not true. They do require some remedial work, nothing that a few tonnes of plainings, from the next resurfacing job near by, would not suffice.

The TRF is always willing to help repair Lanes, we have resources and experees, if you will accept our help.

As to the effect on buildings this does not apply since there are only three dwellings within 50m of the lanes.

(c) for facilitating the passage on the road or any other road of any class of traffic (including Pedestrians)

Have you done a survey of the number of different classes of users on these two lanes?

Over what period of time did you do the survey? Did you publish the results?

I can assure you that members of the TRF, as part of our code of conduct, treat other users with respect. Stopping for Horses, Pedestrians and dog walkers.

It must be pointed out that unsealed roads are a rare commodity in the NYMNP comprising only 5% of the PROW. Horse riders and pedestrians have 95% of the PROW to choose from. There are many alternative routes, in this area, that people, who do not want to meet vehicular traffic and are of a nervous disposition can choose to use when they decide to take some exercise.

Of course when referring to traffic the assumption is that there is a continuous flow of traffic along these two lanes both vehicular,

pedestrian and equine. This is not the case. I, personally, have only met four people walking this lane in the last ten years. I have never seen a horse rider on either lane.

(d) For preventing the use of the road by vehicular traffic of a kind or in a manner which is unsuitable having regard to the existing character of the road.

These are roads, unsurfaced roads, that is their character. Roads were meant for vehicular traffic. They are not someone's front lawn, a nature reserve or an open air museum, they are an increasingly rare facility for vehicular use. Far too many unsurfaced roads have been mis-appropriated in the past as footpaths and bridleways when there are already more than can be walked in a lifetime.

If the weight of vehicles is a concern, place a restriction on 4x4 vehicular.

Who is the judge of suitability for use?

Who decides the manner in which vehicles are used?

These are purely arbitrary values and prone to bias.

(e) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot.

As stated before Horseback riders and pedestrians have many alternative routes, vehicular users do not have such a choice.

It has been the practice of late (last fifty years or so) for authors of long distance walks and horse trails to use unsurfaced roads rather than footpaths and Bridleways. They could have chosen nearby routes for their walks/trails but chose a road presumably because they are wider and are maintained.

It does not follow that the lanes should be stripped of their vehicular rights because the lane is shared nor is it justified because of some arbitrary decision taken by another user

group. Roads have always carried the rights of other user groups and as a vehicular user I do not mind sharing the facility.

It is assumed that all pedestrians and horse riders object to our presence on the lanes. This in my experience is not so. Only a vociferous minority object to vehicles using roads. I do not believe the numbers of any kind of traffic using these two lanes justifies closure. Do you not agree?

(f) for preserving or improving the amenities of the area through which the road runs.

The amenity is that of a vehicular road. How can the amenity be improved if you withdraw the vehicular rights?

TROs reduce the amenities of the area they reduce choice.

There are also many alternatives to a TRO that could be implemented by an active management policy as opposed to a measure of expediency.

You could enlist the help of the TRF which has resources and manpower to help maintain these lanes.

You could save the estimate cost of the TRO (£6000) and use the Tax payers money to better effect by improving the drainage on the lanes.

You could implement a oneway system, to reduce erosion, from Dean Farm down hill to Throstle Nest. The TRF would fund the signs and abide by the measures.

You could impose a Seasonal TRO in the Summer Months when pedestrian traffic might be higher.

You could impose a Weekend TRO since any use will probably be at the weekends.

Anything is better than a TRO. We are talking about removing fundamental rights here, it is not just a case of "we do not want vehicles on these lanes" and TROing the

lane for no good reason.

I trust you will take these reasons into consideration when you make a decision regarding the TRO.

Please inform me of any Public meetings regarding the TRO on these Lanes.

Yours sincerely

Then the Highways dept set out statements in a Summary of their reasons for the TRO. egs:-

Benefits

(a) Reduced maintenance costs.

Answer: This is a vacuous statement since costs, on any project, however large or however small can be reduced. Any county road requires some periodic maintenance if the surface is to remain viable.

Question:

What has been the expenditure on these two lanes over the last five years?

Over the last ten years?

What % of your budget is dedicated to unsurfaced roads?

Have you solicited voluntary help towards the maintenance of these lanes?

Have these two lanes been a particular burden, in terms of expenditure, on the Highways Department?

What about the negative costs of implementing a TRO?

Would not this money be better spent on remedial repairs to the road surface?

(b) to reduce Public Anxiety.

Answer: Another vague statement suggesting all members of the Public are neurotic about vehicular traffic on unsurfaced roads.

Question:

Who is the Public you refer to in this case?

Are you referring to the Public in favour of closure or the Public against closure?

What statistical evidence have you got

regarding Public Anxiety concerning these two Lanes?

I would like to state my anxiety levels have increased due to your proposal for a further TRO and the loss of my Vehicular rights on these two lanes.

Will this be judged in equal measure to that of those calling for the closure?

Those of a nervous disposition can always choose NOT to walk on these county roads, having many alternatives, footpaths and bridleways, in this area. Vehicle users have no such alternative unsurfaced road to choose from.

(c) Improving the Environment.

A Nebulus statement with nothing but political connotations.

Do you mean the environment in relation to all users or just non-vehicular users?

Surely the environment includes everything we experience, warts and all. Do you intend to reduce our experiences by removing vehicular rights and limit our experiences to

a point of banality?

Non-vehicular traffic has many choices including avoiding confrontation by using PROW other than Unsurfaced road.

What evidence have you that the environment is harmed in any way by vehicular use on Unsurfaced County Roads?

What do you see as major factor which would improve the environment by imposing the TROs on these two Lanes?

By now you should have got the message. Take nothing for GRANTED. Challenge every statement.

Of course every objection needs someone in Authority to take notice. If they are not listening then at least you will delay closure by your objection.

Do not leave it to other members, when your local group asks you to write a letter or send an e-mail DO IT and hopefully, save a Lane in your area!!

John Robinson

Treadlightly Ambassador Training

The Treadlightly Trust has further opportunities for the training of ambassadors.

We are looking specifically for motivated individuals to work with Area Managers of the Forestry Commission Wales (FCW) over the next 12-15 months on various projects associated with increased access and reducing illegal use and damage in forestry commission land.

Ambassadors will initially receive 2 days of training to familiarise themselves with the principles of Treadlightly and both the practical and environmental issues involved in the use of unsurfaced roads and tracks. The First of these Training days is scheduled

for 6th February 2011 and a second date provisionally set for the 6th March 2011.

After initial training you will be teamed up with local Area Manager from FCW to initiate project in problem areas within Wales.

If you are interested in this opportunity please take a look at our web site www.treadlightly-uk.org and if you wish to apply to become an ambassador in the first instance email info@treadlightly-uk.org for an application form.

Treadlightly Project Manager
Robin Hickin

Byways & Bridleways Trust

• • PRESS RELEASE • •

An Obstructor's Charter?

A straightforward case becomes complicated and threatens to rewrite basic rights of way law.

The Byways and Bridleways Trust needs the support of riders, walkers and cyclists everywhere to take this case to appeal.

In 2008 Northumberland County Council, made an order to record a public bridleway in Capheaton, and this order was confirmed in January 2009. The route is approaching two-and-a-half miles long, with a recorded width of three metres, and was recorded on the first definitive map as a public footpath. It is a valuable 'additional' link for riders and cyclists, but getting it on to the definitive map as a bridleway is only restoring the status quo, as one local historian has asserted that it is a former principal road, and part-way along there is a sharp defile called 'Salters' Nick'. 'Salters' place names on roads generally refer to the carriage of salt, and 'Salters' Road' (and variants) is a quite common road name right across England.

This bridleway was in reasonably good surface condition in 2009, but had hard-to-open gates, and two cattle grids right across the width of the bridleway. After making no headway with Northumberland County Council, Alan Kind, the editor of Byway and Bridleway, served a notice under s.130A of the Highways Act seeking the removal, or legal bypassing, on one of the cattle grids.

District Judge Stephen Earl (the judge who this week threatened to jail former Newcastle footballer Paul Gascoigne) held that the cattle grid was an unauthorised but declined to exercise his discretion to make an order

because the public could still get past, even though they are forced right off the highway.

Alan Kind appealed this decision to the Crown Court, but to no avail. In the view of the Byways and Bridleways Trust this decision by a Crown Court judge will act as a precedent for lay magistrates everywhere, and landowners will be able to obstruct public footpaths and bridleways with impunity, as long as path users can get by somehow. The decision is, says Alan Kind, 'an obstructors' charter'.

The case is now being appealed to the High Court, and the Byways and Bridleways Trust has the welcome and vital support of the British Horse Society and the Open Spaces Society. But these cases cost a lot to win and even more to lose. The Trust needs the support of path users everywhere, because an adverse decision in the High Court could affect everyone, particularly in these cash-strapped times.

Ed: While this does not directly affect trail bikes the knock-on implications are obvious so any help you can give would, I'm sure, be appreciated.

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Somerset Group EXMOOR FOREST RIDE DAY SUCCESS

Almost 120 riders slithered, splashed and grinned their way around a private forest in the heart of Exmoor when Somerset TRF group hosted their inaugural Exmoor Forest Ride Day on Sunday 31st October.

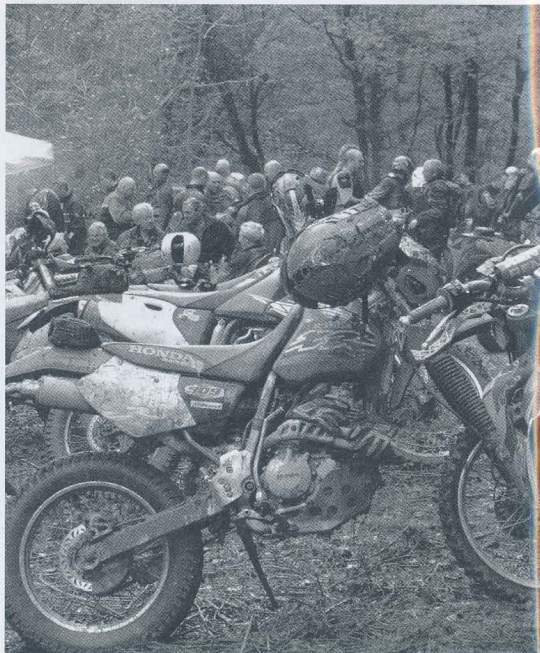
Heavy overnight rain failed to dampen the spirits of the riders, who travelled from as far afield as Portsmouth, Birmingham and Plymouth to enjoy a full day's riding in a challenging mix of terrain. The organisers had laid out a very varied course, encompassing quarry, trials, enduro and hillclimb sections, as well as two challenging river runs - all within the same steep sided forest nestling in one of Exmoor's prettiest valleys close to Wimbleball reservoir.

Riders were welcomed and warmed with steaming mugs of coffee and tasty bacon rolls as they registered for the day ahead. Detailed preparation and thorough paperwork ahead of the event ensured nobody had to wait more than a couple of minutes at check-in, before powering their way up into the aerial perimeter track. Circumnavigating the entire event, this track was punctuated with different rides spurring off at regular intervals. Everyone, whether expert or novice, found plenty to entertain them throughout the day since harder sections were also constructed with gentler routes and less challenging terrain.

The Somerset group is indebted to the landowner, an enthusiastic TRF supporter, who made his forest available for the day. The group would also like to thank everyone who supported the event, particularly those who made the effort to travel such long

distances. Such has been the success of the day that another is planned for spring 2011. (Sunday 17th April, subject to confirmation) Keep your eyes on www.somerset-trf.co.uk for more information. Details will appear in TRAIL.

For additional information:
Mark Brazier
Somerset TRF Group Secretary



EXMOOR LOCAL ACCESS FORUM IS SEEKING NEW MEMBERS



An exciting opportunity to make an important contribution to public access in a protected landscape

Could you contribute to the development of public access to the countryside in Exmoor National Park? We are looking for volunteers who have the passion, skills, knowledge and enthusiasm to help people make the most of the many opportunities for enjoying Exmoor.

Exmoor Local Access Forum is an independent advisory body made up of volunteers who offer their time and varied experience advising the National Park Authority on ways to improve access and open-air recreation on Exmoor, for the benefit of all.

Applicants could have experience from a range of areas including:

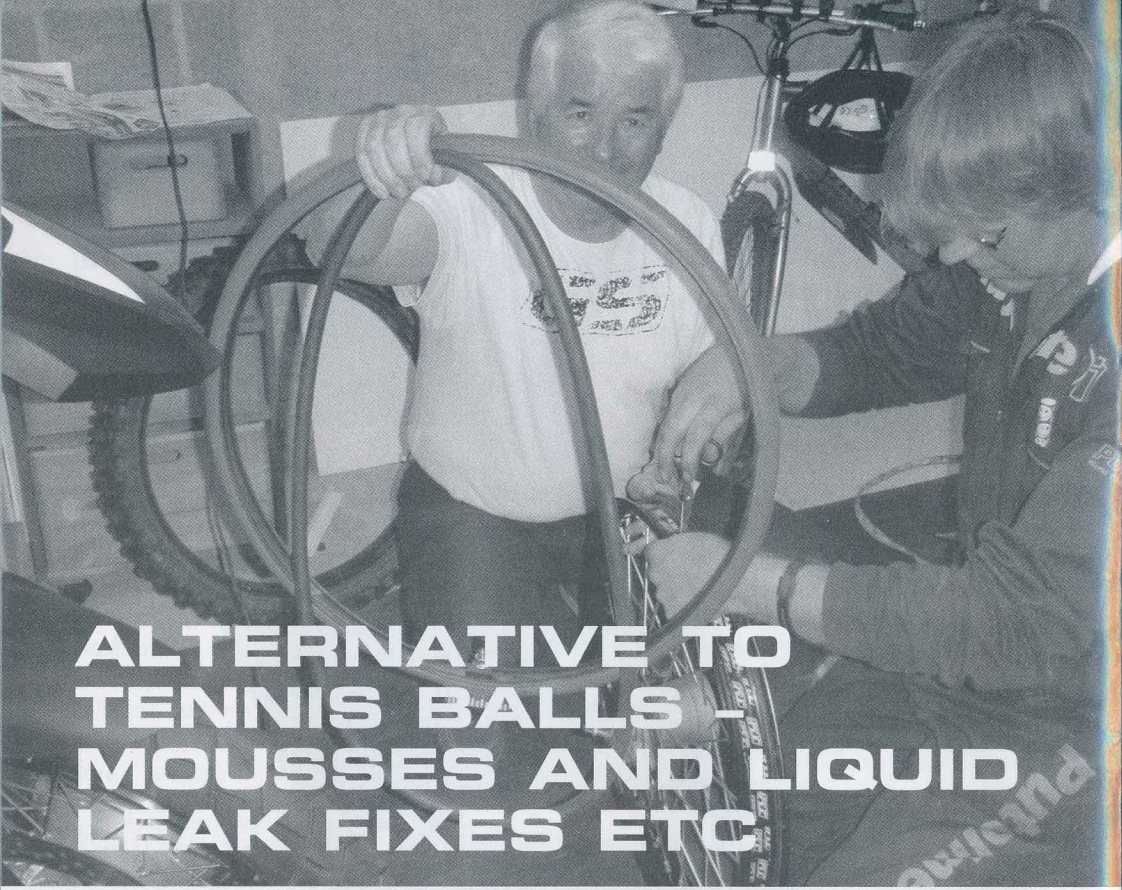
leisure/recreational activities; farming/land management; education; health; tourism; young people; disabled people; minority groups; local business; traditional countryside pursuits; history/ archaeology; nature conservation.

Meetings are held three times a year in different locations around Exmoor and are open to the public. Basic travelling allowances can be paid.

For further details and an application form, please contact Abbie Keeper at ajkeeper@exmoor-nationalpark.gov.uk or on 01398 322292

Or visit the website at www.exmoor-nationalpark.gov.uk/laf.htm





ALTERNATIVE TO TENNIS BALLS - MOUSSES AND LIQUID LEAK FIXES ETC

Why don't trail bikes come with tubeless tyres – then punctures could be plugged and inflated ready to go again in a few minutes.

Dual purpose bikes come with spokes and tubeless tyres (GS for example) and I for one would rather have a tubeless tyre over an inner-tube version any day.

Well now I can. Having fitted a Tubliss kit to both front and rear wheels on my TE310 I now have effectively all the benefits of a tubeless tyre including, less weight, no chance of a nipped tube and the ability to fix a puncture on the trail without even getting my hands dirty!

Tubliss is an American idea. A multi tyre/year lasting method of converting tubed tyres to tubeless and the big advantage over mousses of being longer lasting, cheaper, easier to fit and being able to have pressure varied to suit the terrain.

Tubliss consists of a very small diameter tube (about the same size as used in a push bike) within a hard top shell covering perhaps 70% of the tube radius. The hard shell also has a security plate and bolt. In a moment of rare optimism I purchased a pair for about £150.

The fitting instructions looked reasonably straightforward but returning to my normal

pessimistic self I enlisted the assistance of two friends and held a fitting ceremony one evening after work. How did it go?

Well the team were as follows: Peter G, a BMW 450X rider (and 1960's motorcross rider of note!) and Andy, the proprietor of Andy Metcalfe's Motorcycles. Even with me, Harry 1, on the team we had to be able to get it right with this crew!

First the bad news – I had to drill an 11mm hole in each of my lovely black rims to take one of the two valves required per wheel! It was with some trepidation that I took the step with no return and drilled the first pilot hole, suitably encouraged by the others (whose rims they were not!).

The Tubliss works by expanding when inflated (to 110psi) to fill its hard shelled top and seal the inner edges of the tyre around the full circumference of the inside rim. This allows the tyre to be inflated through a separate valve (hence the newly drilled holes) to anywhere between 8 and 18 psi. Yes that's right, you can ride with only 8psi if the conditions demand. No pinch flat, (nothing to pinch), no slipping tyre, (held firmly in place by the Tubliss) and even if the tyre splits on a rock the Tubliss is designed to hold the tyre to the rim, allowing the bike to be ridden back to civilisation. It is possible, I suppose, to puncture the Tubliss but as it is circa 3" away from the outer tread and is encased in a hard shell this is (hopefully) pretty unlikely.

The fitting was slow – it took nearly 3 hours for the pair – but the procedures were followed to the letter and all went to plan. The time included wheel removal and re-fitting to the bike.

So with Tubliss and new tyres fitted, and wheels back in place the inflation process began. First inflate the Tubliss to 110psi. Sounds a lot but quickly reached as the capacity is so low. Problem was in finding a tyre gauge which would read that high! Next inflate the tyre to 14psi. All done, listen carefully for leaks, seems OK. Test Tubliss pressure again. Taking a Tubliss pressure reading can be a frustrating process. With 110psi and such a small volume just taking a reading can lose you 10+psi so you soon learn to inflate to circa 120psi and take a reading from there.

Does it work?

The first ride out – no problems. 70 miles on mixed terrain including rocks and no noticeable deflation. A week after this first ride and a pressure check revealed a loss of about 10-15psi in the Tubliss (say 5 after the usual checking pressure loss) and less than 2 in the tyres. No big deal and looking good. The second ride out was in the Peak District, more hard surfaces than anything else and all was well!

My tool kit is now minus a spare tube, tyre levers, oversize allen key (for front wheel removal) and instead now has a standard tubeless plug repair kit and a few mini compressed air cylinders in case I hole a tyre. So now a puncture should be a 5 minute fix.

Perhaps the age of calamitous punctures/flats is over – only time will tell.

Harry 1

Teesside & North Yorkshire Group

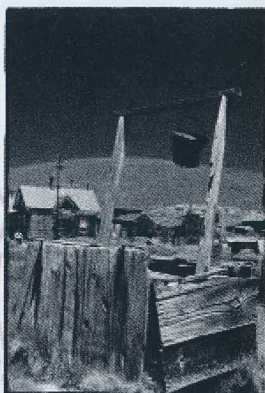
PS Tubliss can be found at www.tubliss.com and I have no commercial connection with them in any way.

presents

Sam Manicom - Friday 25.2.11

"Tortillas to Totems"

Devon TRF will be welcoming fearless motorcycle adventurer **Sam Manicom** to **The Dolphin Hotel**, Station Road, Dolphin Square, Bovey Tracey, Devon, TQ13 9AL, on **Friday the 25th of February 2011**. Sam will be telling us about his exploits across Mexico, the USA and Canada in what promises to be a very informative evening.



Starting at **8pm**, this event is **open to members and non-members** of the TRF and entry is just **£5** per person, payable on the door. Please come along and support your local TRF group!

It's supposed to be easy isn't it?

After all, the USA and Canada are first world and full of things far too familiar. Mexico though, that's a bit of a different ball game, surely. The thing is, you have to add a 'disaster magnet' and a small feisty German girl into the equation. Combine them with the culture shock of heading into North America from more than 6 years of motorcycling through third and second worlds, and you have the makings of an unexpected adventure. And what was that about budget? Surely that's going to go straight out of the window! You just can't travel North America on the cheap. Can you...? Oh, and what was that someone said about 'off the beaten track'? Sam's "Tortillas to Totems" talk is full of canyons, cowboys, idyllic beaches, bears, mountains, Californian vineyards, gun-toting policemen with grudges, glaciers, dodgy border crossings, an off road embarrassing moment or two, and some of the most stunning open roads that a traveller could ever wish to see.

Please visit www.trfdevon.org.uk and click on "events" for more details of these and other upcoming events!

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

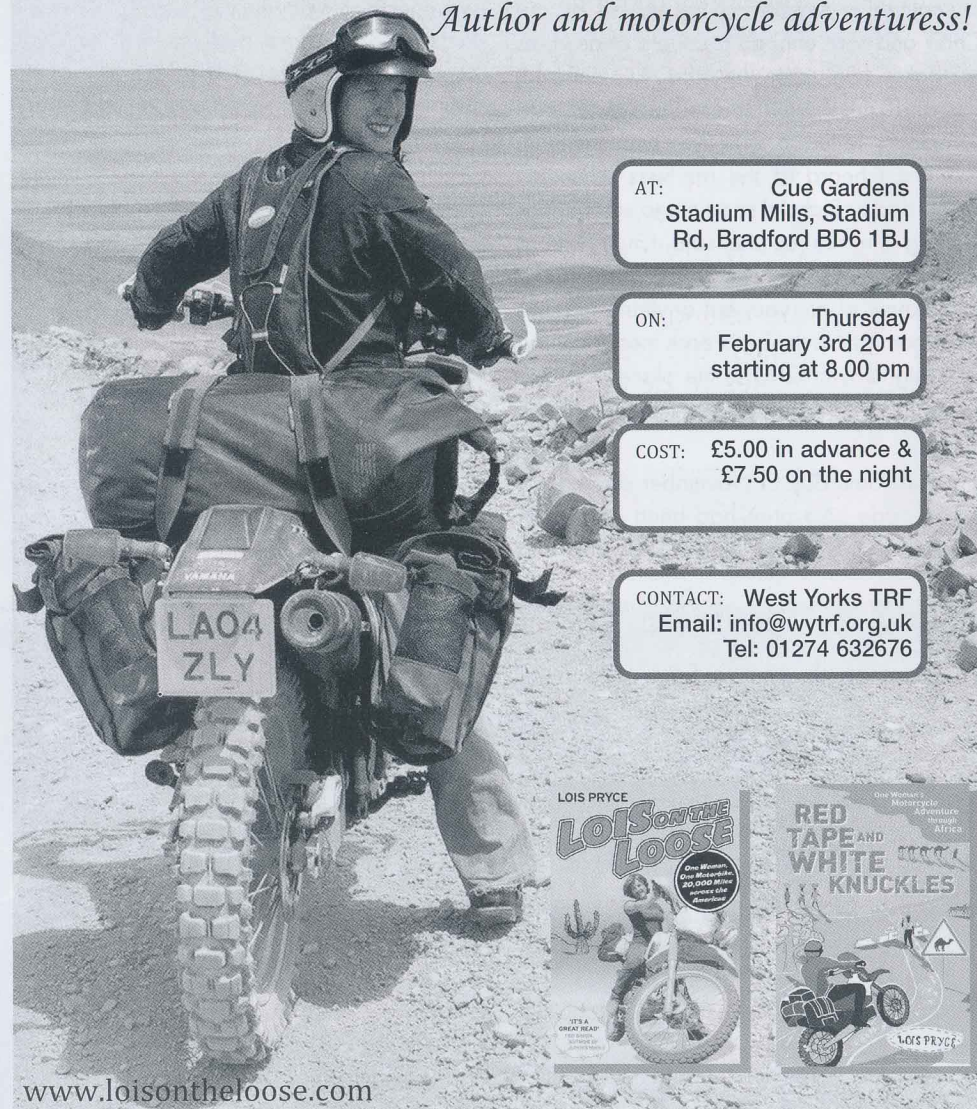
Each event will raise funds to support the Group's rights of way work.

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Author and motorcycle adventuress!

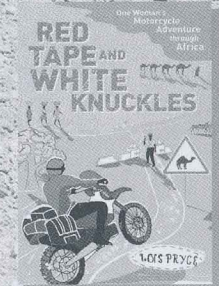
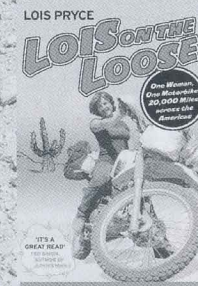


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www.loisontheloose.com

A Mid November Ride

The West Yorkshire TRF forum had announced a newbie run, to be led by our Chair and sure enough a couple of newbies had taken him up on the offer. As I am a bit hit and miss with these things I had completely failed to spot the announcement. The first I heard of the run was when my riding buddy Richard rang me to say he was leading the run as the said Chair had a poorly bike. Would I like to join him? Well, I don't know about you, but anything that lifts the gloom of November's dark mornings and dark nights with GMT in the place of BST is welcome. A trail ride is guaranteed to lift the gloom.

The third Saturday in November arrived, all the pre ride bike prep had been gone over twice (well, I checked the tyre pressures and

lubed the chain) and off I went, well wrapped up, down the M62(!) to meet Richard in Bradford and onwards to Otley cafe. By the time I arrived in Otley I was my usual frozen self, so I was delighted to meet my first "newbie" extolling the virtues of his heated grips. To be fair to Ian he is nothing of a newbie but was back on a trail ride for the first time in over a year after sustaining a serious knock to his knee. He was riding his nearly new KTM 690 super enduro, and to be honest it wasn't just my little KLX250 that was "green" on this occasion. The second newbie was also a veteran returning from a knee problem, John was there for his first time out riding his Aprilia 450. I had a feeling that the KLX was going to be seriously underpowered but I needn't have worried, no-one was in a hurry and the little Kawasaki

kept up most of the time. Finally I met Paul, a genuine newbie on his KTM 200 exc and with Richard on his venerable Mk2 CRM we were ready to go. After few words of wisdom from Richard on TRF group riding and switching engines off for horses we were away.

Some of us seem to have an inbuilt compass, others like myself can get lost on a walk from the living room to the kitchen. I rely on my GPS gizmo to tell me where I've been and sometimes to tell me where I'm going. So, according the gizmo, we headed North for a couple of river crossings, cutting across both the River Washburn and the River Nidd, where one of our number took a tumble, Christening his bike before easing it out. The rivers were running high and running quickly, the water was very cold and river beds were either rocky or slimy, you picked your line and hoped for the best.

The previous day had been foggy. In the morning it had been low lying and the afternoon the hills had suffered from thick low cloud. As our route was taking us up into the Dales on the high land above Lofthouse I was worried we would struggle for visibility and given that my journey home was going to take in the M62 again, I was in a hi viz waistcoat. I needn't have bothered, the views from the hill tops down into the valleys were better than they had been in an admittedly wet August. The day was crisp rather than damp, what an exhilarating antidote to the working week.

We continued on to Masham and lunch were we contemplated the morning and the bikes. Despite intermittent electrical gremlins,

Richard's 19 year old Honda has earned his lasting affection, it was going well again and I can confirm that it is both comfortable to ride, seated or standing and it is quick. Ian was having some reservations about the power on his 690, although he had got the ability to tone it down with switchable power delivery. His biggest problem was the suspension which he felt clearly needed adjustment to suit him better. The 2T KTM was faring admirably on its first outing and John was happy with his Aprilia. After my last ride out I had twiddled a few of the adjustments on the KLX suspension and was pleased to find that although conditions were greasy I was finding grip a bit more easily, and losing grip a bit more predictably.

Off we went again, not before Richard gave



us one of his characteristically inaccurate predictions. "We'll be back in Otley for 2.30" he said. West towards Lofthouse, Middlesmoor and Wharfedale we were nearly back at Otley. Just one more lane after this one, said Richard, adding "I don't usually put this one in for a newbie run." Well, what a slithering descent we had, with an awkward sharp left, no momentum and then through a stream with a tricky trials style climb out the other side. I fived it coming out of the stream, getting no traction on a mossy rock and requiring a pull out from Richard who'd cleaned his effort. The next two rode through the stream and out the other side with variable ease and then our last man slipped mid stream dropping his bike on its side. Achieving a restart was impossible mid stream so we wheeled it out onto a flat parcel of land and attempted resuscitation with eventual success - thanks to Ian for his mechanical expertise. Otley at 2.30 had long gone! Nevertheless I feel sure I will hear further ETA predictions from Richard, along with regrets about that one lane that he didn't



usually fit in.

After an uneventful final lane we hit the Ilkley to Otley main road and found heavy traffic. The weather had deteriorated and visibility was poor. I got detached from the main group but by accident was back at Richard's before him. His ever helpful daughter dragged me his pressure washer out from the garage, I quickly drank a cup of tea and very nearly finished cleaning off the bike before Richard got back, what a result!

Neil Hopkinson, West Yorkshire TRF

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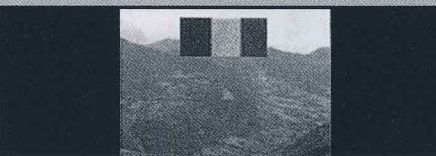
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RIBBLE VALLEY TRIP TO ISLE OF MAN

The places were quickly booked up & soon 20 + members were making their way with vans, cars and trailers to Heysham for the afternoon ferry. After arriving in Douglas, the procession of vehicles made its way to Mount Murray Hotel, 4 star Hotel and Country Club, at Newtown where there is ample parking for such a convoy.

After booking in, some retired to the bar whilst a hardy few changed into riding gear, got the bikes out, fixed extra lights to helmets and set off into the dusk for a full on night ride.

At midnight (five hours later) we arrived back at the hotel having ridden the Millenium Way, had a chippy supper in Ramsey and covered some difficult trails on the way back with no allowance made for lack of daylight. Most bikes and riders survived, with the only casualties being a lost gps on a big moor crossing and Dave Parky who lost the gear lever on his Gas Gas and had to ride back stuck in one gear. We joined some of the others still in the bar, so there were a few sore heads as well as aching bodies next morning.

On Saturday, riders split into three groups led by Steve Harvey, Ian Rostron & yoga Pete who had a rare and unfortunate bike problem on the first trail when the tennis balls in his front tube all popped. Due to shortages of tennis balls at motorcycle dealers Pete had to get a mousse fitted whilst Dave Parky got fixed up with a gear lever from Juan Knight, 3GasGas dealer at Sulby.

Steve had sorted out the routes (as well as booking the ferry & accomodation) and these took us to all corners of the island with a superb variety of loose



stony climbs, boggy moors, rock slabs to slither down and hidden single track glens. Incredibly, the sharp eyes of Chris Ball found the missing gps on the moor between Laxey and Glen Mona.

Most of the trails are byways and marked on the OS Landranger maps and are clearly signed as "Greenways" with a picture of a horse & a motorcycle. The trails are properly managed with some seasonal closures from the end of October and some grading/repairs of trails, some of which were in better condition than on my last visit 2 years ago. I believe this shows that trail riding is recognised as a sustainable and valid leisure activity on the island and I feel that the IOM authorities realise the economic benefit this brings.

Sunday brought a similar route, run in reverse and once again the weather was superb.



Riders returned to the hotel in time for a swim in the pool and a jacuzzi before having a bite to eat and then making the short drive to the ferry.

Another brilliant weekend organised by Steve and thoroughly enjoyed by all.

Ian O'Brien, Ribble Valley Group
See more photos overleaf





Teesside & North Yorkshire TRF 2011 FOREST & HEATHER CAMPING WEEKEND

GRAHAM CHARLTON
Motorcycles

TICKET IN ADVANCE EVENT FOR TRF MEMBERS

July 30th & 31st 2011

Set in a beautiful valley in the North Yorkshire Moors with Public House serving food & drink. Only the first 40 entries will be accepted. The weekend will offer guided trail rides around the North Yorkshire Moors & music on Saturday night. Families are welcome and there will be a charge for riding members only. Caravans are welcome but there is no electric hook up. Bring your own water. Portable toilets will be provided. Camping starts 12 noon Friday 29th July. Guided trail rides Saturday 30th July & Sunday 31st July 2011. A full English breakfast Sat & Sun will be given to every rider. Breakfasts will be available for purchase from the pub for non-riding family members. Evening meals are available in the pub next to the camping field. Live music will be playing in the pub on Saturday night. A raffle will be held on the Saturday night and, as normal, brilliant prizes will be up for grabs.

ENTRY FORM

Entry Fee £40.00 made payable to Teesside & North Yorkshire TRF

Please make Cheques or Postal orders payable to: "Teesside & North Yorkshire TRF"

DO NOT SEND CASH

There is no pay on arrival at this event, with no exceptions

Entrants will receive a pass for the gate in the post with final instructions.

You must present your gate pass upon arrival & 2011 TRF membership card.

When the event is fully booked cheques will be returned & entry forms retained in case of late availability. Tickets are non-refundable. Entries must be pre paid and pre booked.

RIDERS DETAILS

TRF Membership Number: Local TRF Group:

Name:

Address:

.....

.....

Postcode: Email Address:

Home Phone: Mobile Phone:

Bike Make: Model:

Date: Member's Signature:

For further information you can ring: Richard 07834 632040 - <http://nytrf.handzonsitemaker.com/>

By signing this entry form I confirm that I have read, fully understand and agree to the indemnifications overleaf.

Please send this entry form & £40 cheque with a self addressed stamped envelope to:

TRF, W.G. Dodds & Son, The Sawmill, Bowesfield Crescent, Stockton on Tees, Cleveland, TS18 3HJ.

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.

Indemnifications

I confirm that the information in this entry form and the information given is correct.

I confirm that I understand the nature of the fun weekend I am entering and I am competent to take part.

I confirm that any vehicle that I use will comply with the highway regulations and be fit for road use.

I will NOT take part if I have any doubt about my ability or the safety of the venue.

I confirm I will not hold any run leader or the TRF responsible for any traffic offences that might arise in prosecution such as section 59 or financial penalties. Run leaders will take all necessary precautions to avoid potential prosecutions but the local club nor the run leader will be held liable for any traffic or financial penalties imposed on individual riders.

Before taking part in the event I will read and be bound by and comply with any regulations and final instructions issued by the organisers.

I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication I will inform the event organiser and seek approval to participate before taking part.

That as a participant I may be exposed to the risk inherent in motor sport and that I am prepared to take such risks.

I further agree that I shall not seek to claim against the TRF, the organisers nor their officials, the land owners, the promoter or other bodies individuals connected with the event in respect of any damage to my property how so ever caused, and whether by negligence or breach of statutory duty of the said bodies or persons.

I understand and agree that I am required to register my arrival by signing on at the event control with my gate pass upon arrival.

That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this fun weekend. I also authorise any hospital or medical practitioner to furnish information relative to my medical condition to TRF.

I agree it is up to myself the applicant to supervise my family around the riverbank and take full responsibility of any accidents that might happen there. THE RIVER CAN BE FUN BUT ALSO HAS A HIGH RISK OF DROWNING.

I also hereby AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue I WILL INDEMNIFY AND REIMBURSE any sum which you may be required to pay as a result of such claim

TROUBLE IN THREES

Harry 1 and I arrived in Chapel-en-le-Frith on the Manchester side of the Peak District, ten minutes late due to "the school run" and a tractor with a half mile tailback. The Virtual Peaks Group were having a runout and arranged run leaders for two groups from T&NY to join them.

As per usual it was raining but it was warm for a late October outing, on what turned out to be an incident packed ride.

Luke, our run leader, and Paul, his tail gunner, assembled the group and we headed for the hills. We covered some ancient stone lanes before heading into a wood after half an hour. We crossed a small stream and realised half the party were missing. On entering the wood Peter's Gas Gas "threw a clutch lever", which mysteriously disappeared into the leaf litter, never to be seen again, despite a frantic search. Off went Peter to the dealers while we stood around talking bikes for an hour before normal service was resumed.

Six lanes later a KTM shed a side stand. Not unusual. Off we went again.

Up hill and down Dale, the weather cleared and things were looking up. There are some spectacular rock formations in the Peak District.

As we passed the Axe Edge, a very sharp outcrop of rock, there were walkers highlighted against the skyline, all along the ridge I just thought, what a fine painting that would make but the pace was a little frantic at

that point so the photo opportunity past by.

We arrived at a bridge, took a break and some photos before leaving for a late lunch and petrol.

The venue was a popular café with a splendid and varied menu. The younger lads went for the Full English, us older guys took a lighter option.

As we emerged from the café the KTM had sprung an Oil leak. The back break lever had punctured the clutch housing. So out came the plastic metal and we chatted until the compound had set. I hope that's the last I remarked "trouble comes in three". Don't be too sure someone replied "Best to keep quiet". Ten minutes later my clutch started to develop a mind of its own. Sometimes engaging, sometimes slipping, then grabbing. What a nightmare!!

As I tried to ascend a hill I had to paddle the bike like an old fashioned wooden hobby horse bicycle, much to the amusement of the sweeper Paul.

Fortunately we were only ten miles from base so Luke kindly led me round a very steep section and we rejoined the group at the top of the Moor.

As we descended into the valley we encountered a 4x4 group in a gully on the narrowest of sections of a stony road. We patiently fell in line. When the track widened the cars pulled over and thankfully let us pass as by this time it was raining again.

Despite the breakdowns we had a lovely run around the Peak District. Overall impression was to quote a colleague, "rocks, rocks and more rocks" just like parts of the Lake District.

I will be checking out my front wheel bearings as well as my clutch when I get home.

It is always good to travel to other areas and take in the change of scenery.

A big thanks to Steve and Richard for organising the trip and our run leader Luke and Paul the sweeper. If you ever want a run around the North Yorkshire Moors do not hesitate to get in touch.

Back home the clutch was fixed up with new plates. I complained to Dave at Frontline Motors, the local dealer, that I had only done 5000 miles and the plates had cooked and I was thinking about going back to a WR 450.

Typical Yorkshireman he said "You want your monies worth". He explained "it is either chains and sprockets with the WR 450 every 3500 miles or clutches with the WR 250 every 5000 miles. Take your pick". Guess I will stick with the WR 250 it is so much better on the trails.

Winter draws on!! One of the best aspects of



trail riding is when all the others are wrapped up indoors you can be out enjoying the Lanes come rain, hail or snow as long as you invest in some heated grips.

Tread lightly,
John Robinson, T&NYTRF Group.



Llanerchindda Farm sponsors TRF Member Jenny Morgan on The 2011 Dakar Rally

In November this year Llanerchindda Farm handed over a cheque for £500 to Jenny Morgan to help her in her attempt to tackle the 2011 Dakar Rally.

The Dakar Rally (now in it's 33rd year), is renowned as the largest, most spectacular, and indeed one of the most dangerous motor-sport events in the world. Traditionally held each January, it was originally run in Europe and North West Africa - from Paris (France) to Dakar (Senegal). The two-week long event typically covers over 9000 kilometers of desert and mountain terrain, and attracts world factory and privateer teams from all over the world.

In 2008 The Dakar Rally moved to South America and for 2011, the Dakar once again will start in Buenos Aires, then head over the Andes into northern Chile, before crossing the Atacama Desert and returning to

Argentina 14 days and 9500 kilometers later. Over 430 competitor vehicles (bikes, quads, cars & trucks) will take part this year, including 200 motorcycles - the largest field in recent years.

To start the 2011 season, Jenny will be heading to South America for the 33rd edition of The Dakar rally. Very few British women have ever attempted this event, and only two have managed to complete it on a motorcycle. Jenny says "I am confident that with my experience, together with my current race bike and the assistance of my support team, I have every chance of finishing; and my intention is to be the highest placed British woman to do so - that is my goal."

As you might imagine, entering a world-class race of this magnitude is incredibly expensive, especially for a privateer rider with no factory support or major brand



sponsorship. Lynn Hadley one of the owners of Llanerchindda Farm Guest House and Activity Centre near Llandovery mid Wales said, "Jenny has been staying with us for a number of years and has written articles about the guest house and activity centre in the national press. We are delighted to support Jenny on her attempt at the Dakar Rally even if our contribution only covers a fraction of her costs."

Jenny commented, "Over the years I have visited mid Wales, I have always enjoyed staying with the Hadleys at Llanerchindda Farm. Not only do they share my passion for the great outdoors, but they always make my companions and I very welcome. I consider them so much more than hoteliers, they really have become my friends."

Jenny has been involved with motorcycling and competitive off-road riding for much of her adult life, and in addition has undertaken

a number of solo off-road motorcycle expeditions in north Africa and North America.

When not riding or racing, she is a freelance journalist and photographer for the automotive press in the UK.

Jenny is also a competent motorcycle mechanic and carries out all the preparation work herself on various off-road racing motorcycles, including her current Yamaha 450cc Dakar Rally bike. "I find the best way to get to know a machine is to take it apart" she smiles, "Being familiar with the ins-and-outs of your bike is essential when you are racing alone in hostile terrain."

The Dakar rally starts on the 1st of January 2011, and Jenny's race number is 173. The organisation's satellite tracking facility will allow you to follow her progress in real time at: www.Dakar.com

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THE FORUM

The Place to air your views and encourage lively debate.

BIKESAFE 2010

With reference to the article in last month's TRAIL on Bikesafe 2010 by Neil Hopkinson, I would also like to recommend the similar schemes run by the Institute of Advanced Motorcyclists.

Like Neil, I did a "taster" day organised by the IAM in co-operation with RideSafe BackSafe and Lancashire Constabulary and, for only £20, it was well worth it. Having ridden on roads for 30 years I was under no illusions that my riding standards were not what they could be and the day's classroom session and observed ride confirmed this.

I ended up signing up for the full course and it was incredible value for money. You get classroom sessions, a cones session (great for your slow riding skills) and paired up with an observer for as many rides as you both feel is necessary, usually around 6-10 rides, each lasting 1-3 hours. Total cost, a bargain £139 which includes your advanced test and a year's membership of the IAM, plus the initial £20 session fee was deducted!

The course was very enjoyable and definitely money well spent, resulting in a pass last June and a discount on my bike insurance. Why not give it a go?

Tony Davenport

DEVON RIM COMPANY

My Honda Transalp's wheels were unfortunately damaged whilst riding to India in September 2009 (www.delhibikechallenge2009.com) and it was as a result of my TRF membership that I saw the advert for the Devon Rim Company. I won't go into lots of detail but suffice to say the service was superb and I highly recommend Doug to anyone who needs new wheels built. They are now better than new and much better than the originals. The bike's now being prepared for the next trip! Anyone fancy a ride to Cape Town?

Simon Chegwyn

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PLEASE TAKE A LOOK AND SEE WHAT YOU THINK AND SAY HELLO ON THE FORUM.

WE WILL BE PLEASED TO HEAR FROM MEMBERS WITH ANY FEEDBACK OR IDEAS FOR CONTENT THAT YOU MAY HAVE.

TRF members need to be aware that in order to access the Members' Only Areas, you will need to ensure that the email you use to register your account on the website is the same one that we have for you on the TRF database. If you have any queries or difficulties please contact it@trf.org.uk or web@trf.org.uk

ALSO WHY NOT TAKE A LOOK AT WWW.BBTRUST.ORG.UK

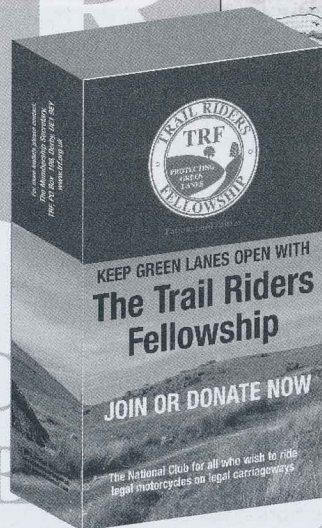
TRF LEAFLETS & DISPENSERS

available from
**Debbie Hutchinson,
Membership Secretary**

TRAIL RIDERS FELLOWSHIP
**Caring
for green
lanes**

8 GOOD REASONS
FELLOWSHIP
The TRF is the only motorcycling organisation fighting for 'trail riding' - all the way to Parliament.
CLUB RUNS & EVENTS
TAKE IN BREATHTAKING COUNTRYSIDE
ASSIST WITH THE CONSERVATION OF YOUR HERITAGE
LEARN NEW SKILLS
INFORMATIVE MONTHLY MAGAZINE
MEET PEOPLE WITH COMMON INTERESTS AT HOMES & ASSOCIATES
ORGANISED RUNS IN DIFFERENT PARTS OF THE COUNTRY.
CODE OF CONDUCT

USE ONLY VEHICULAR RIGHTS OF WAY
You are only lawful on public roads, if a closed circuit with the Highway Authority or the TRF. Motorcycles and riders must be road-legal. Green lanes are subject to the same laws as surfaced roads.
KEEP TO THE DEFINED WAY ACROSS FARMLAND
Whoops can damage crops and grass. Monitoring from the road onto farmland or woodland is trespassing. If in doubt, ask.
GIVE WAY TO WALKERS, HORSES AND CYCLISTS
as a courtesy. On narrow lanes, slow and watch off-crops.
FASTEN GATES TO SAFEGUARD STOCK
A stone will open the fencing process. An open gate creates a hazard to stock, endangering themselves, crops and cattle.
TRAVEL AT A SAFE SPEED
Ride at a reasonable speed, taking regard of conditions and visibility. This should not exceed the statutory maximum of 30mph.
SIDE QUIETLY
Motorists must be effectively warned. Use the horn only when necessary. When slow down, an engine can offend.
HONOUR THE COUNTRY CODE
Respect the countryside and those who live there, and pay on it. Green lanes can be valuable habitats, so take special care in spring and early summer.
IDENTIFY YOURSELF
Carry your membership card with you at all times, and display it prominently when you are riding on a green lane.
ACKNOWLEDGE OTHER USERS
Riders should acknowledge the presence of other green lane users with a friendly wave or other suitable greeting.



Letterheads and Compliment Slips for all external correspondence available to all Group Officers from Fred Ellison, Editor.

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

MEMBERS CLASSIFIEDS

CRM Mk 1 F Reg. Acerbis brake & fork guards, Renthals. Well maintained & in good cond. for age. Reasonable tyres (MT 21's), some spares. 6 months MOT/Tax. £790 ono. Tel: 07863 298867 (Derbys)

KTM 200 EXC 2006. T&T, one owner, many extras & spares. Ring for full spec. V.g.c. £2200. Tel: 07860 903226/01322 864388.

YAMAHA WR450F 53 plate. One previous owner. Very low mileage. Excellent condition. T&T 10 months. £2250. Tel: 01254 823893.

QUAD BIKE TRAILER MESH Floor/tailgate/ramp/S wheel F/jockey & rear legs & lights. Very little use. £250. Tel: 01634 235526 (Kent).

XR250 Owned from new Sept 2002. 10,000km, regular service. Tax, MOT August, Rental bars, recent air filter, c&s, good cond. £1400 ono. Tel: 07785 745 593 (Chester area).

YAMAHA SEROW 6 months T&T, AC10, heated grips, alloy lever guards, ready for trail, can deliver, £1000 ono. Tel: 01535 644330 or 07966 258357 (W. Yorks).

WANTED PE175 SUZUKI project bike, will consider anything, cash buyer, can collect. Tel: 07785 258606 (Oxon) gandrews@momentumexs.com

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

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

DAVE COOPER 2 BIKE TRAILER Spare wheel, ramp & lightboard, £180. Serow mirrors, £10. Various clothing, helmet, boots, email for details: peter@pwgates.co.uk

HONDA XR250R 2002 Model on a '51' plate reg. 12 months MOT. Taxed. Low mileage (5k). Ideal trail/LDT bike in standard trim. £1595 ono. Tel: 07518 895390 (Devon).

250 SEROW Dec 2008. One mature owner. 9000 kms. Light green lane use. Very good condition. Runs & rides better than new. £3900. Tel: 01254 886205 (Lancs).

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.

LLANERCHINDDA FARM GUEST HOUSE & SELF CATERING - Llandovery, mid Wales. Ideal base for trail riding with local guide available, map room, secure lockup, spray wash & drying room. Contact: 01550 750274 or info@cambrianway.com or www.cambrianway.com

GROUPS

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

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

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

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

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

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

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

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

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

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

EAST YORKSHIRE Doug Jaram, Tel: 01482 659516/07950 415223 2nd Tues, 8pm, Bay Horse Inn, Market Weighton, 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 Tony Davenport, Tel: 07538 195212 1st Tues, Black Bull, Hall Lane, Mawdesley.

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079 4th Thurs, 8pm, Lincolnshire Poacher, Bunkers Hill, Lincoln.

LODDON VALE Sean Comber, Tel: 07763 870244 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, Rhyader 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, Morganstown, 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 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.

WHERE TO FIND THE GROUPS

1. Cornwall
2. Devon
3. Somerset
4. Dorset
5. Isle of Wight
6. Southern
7. Axe Vale
8. Bristol
9. Wiltshire
10. Swindon
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
41. Cumbria
42. Teesside & North Yorks
43. Northumberland
44. South West Wales
45. Virtual Peak

