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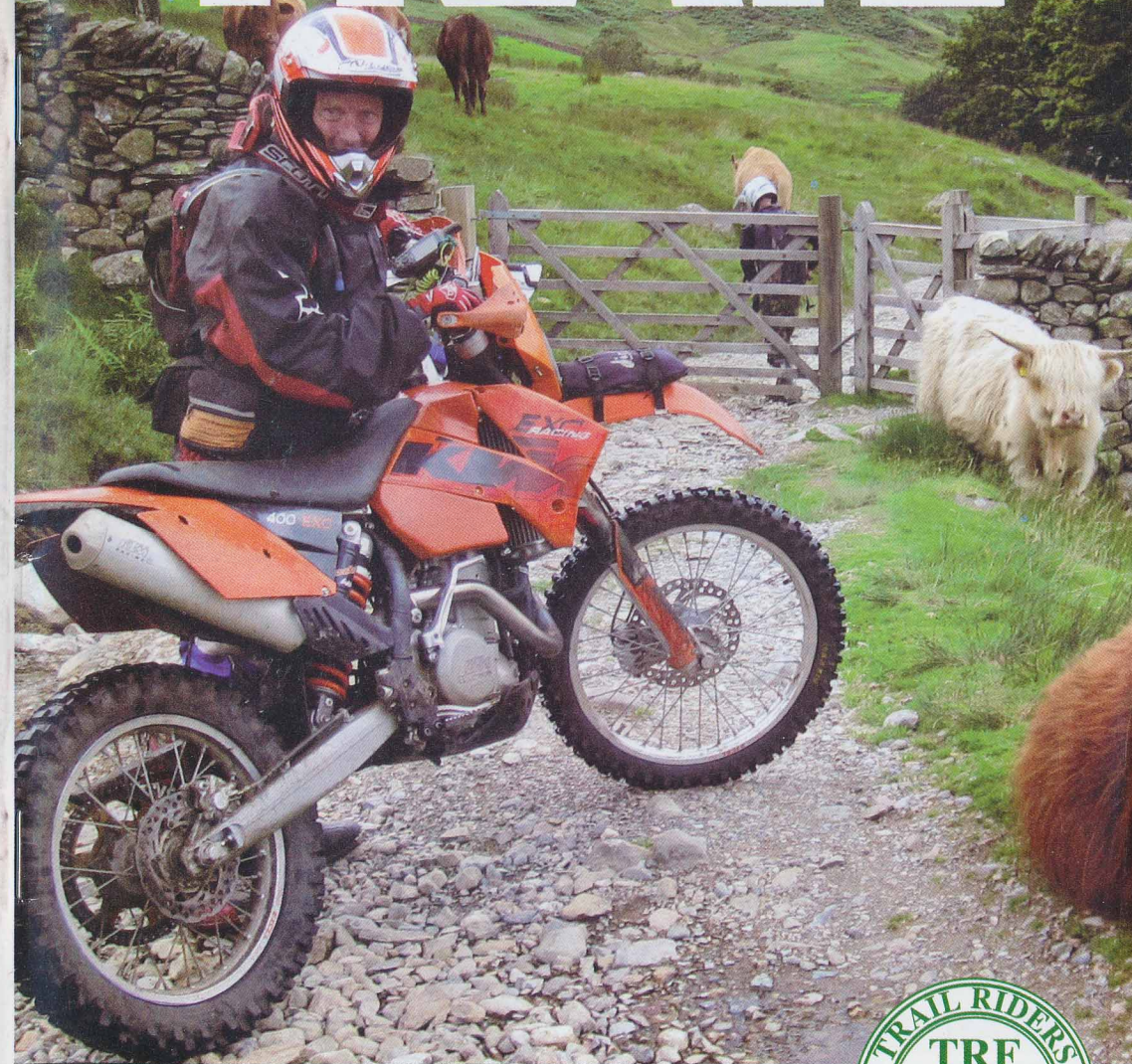
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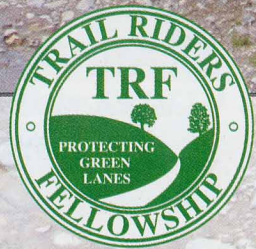
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TRAIL



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

JANUARY 2011 No. 389 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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	Fred Ellison	Letterheads & Compliments Slips
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Wales & West Midlands	Tim Stevens	01547 529946 Offa's Road, Knighton LD7 1ES
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East Midlands	Robin Hickin	See above for contact details

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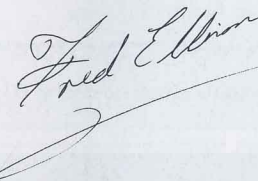
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TRF CALENDAR PHOTO COMPETITION

You must have heard that old one "it has been very difficult choosing a winner because the standard of entries has been that high". Well this time it is true, not only was the standard high but the number of entries was far higher than ever before. Many thanks to everyone who took the trouble to submit their entries - many will appear on TRAIL covers or TRF promotional print. But, there had to be a winner and the picture I felt best represented the ethos of trail riding was the photo by Ian O'Brien taken near Little Langdale in the Lake District. It was as if the Highland cows had found a kindred spirit. The £50 voucher donated by Leisure Trail is now with Ian. You can see a selection of the photos submitted on the middle pages of this issue.



TRF EXECUTIVE MEETING

SUNDAY
20TH FEBRUARY 2011
10 a.m. for 10.30 a.m.

Heritage Motor Centre,
Banbury Road, Gaydon,
Warwickshire CV35 0BJ

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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 Ian O'Brien
The Lakes near Little Langdale
between High Tilberthwaite
and Fell Foot.

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

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NOTICE BOARD

SOMERSET TRF EXMOOR FOREST - SPRING RIDE DAY

Will take place on Sunday 17th April. Venue to be confirmed.
For more information keep an eye on www.somerset-trf.co.uk

Mark Brazier, Somerset TRF Secretary

TEESSIDE & NORTH YORKSHIRE TRF GROUP SLIDE SHOW BY WILDCAT ADVENTURES: ROAD & OFF-ROAD TOURS

Tuesday 15th February 2011 at 8.00 p.m.

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 AND FRIENDS ARE WELCOME TO ATTEND.

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

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, Shepcote 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.

FORTHCOMING EVENTS

An evening with Austin Vince:

18th January	Ipswich
20th January	Exeter
21st January	Dorchester
20th February	Ace Café Adventure Day
22nd February	Brighton
24th February	Edinburgh
25th February	Dundee
28th February	London

Full details of how to get tickets etc are at mondoenduro.com on the 'events' page.

Austin also has a stand at the Excel show 3-6 February 2011 and the Telford Classic Dirt Bike show 12/13 February 2011.

West Yorks Group - an evening with Lois Pryce

8.00 pm, 3rd February 2011. Email info@wytrf.org.uk, Tel: 01274 632676.

Treadlightly Ambassador Training:

6th February 2011, 6th March 2011. Email info@treadlightly-uk.org for further information.

Devon Group: Sam Manicom "Tortillas to Totems":

25th February 2011. Visit www.trfdevon.org.uk for further details.

Exmoor Forest Ride Day:

17th April 2011. Venue to be confirmed. www.somerset-trf.co.uk for further details.

Northumbria TRF: Bikes, Bevies & Banter 2011

4th and 5th June 2011. See page 13 for further details.

Teesside & North Yorkshire TRF - Camping Weekend:

30th & 31st July 2011. Ring Richard 07834 632040 <http://nytrf.handzonsitemaker.com/>

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)

PERSECUTION...

No surrender on Chapelgate

In my opinion the Peak District has to be one of the UK's greatest trail riding locations. The sheer number of lanes coupled with the diversity of terrain and the fantastic scenery make it hard to beat. The fact that its centrally located and easily accessible just adds to its appeal but as most of you will already know, there's trouble in paradise!

Not only has this area suffered more than its fair share of losses to NERC but as is well documented, many of the pre NERC byway claims made by the TRF have now been thrown out. In fact the authority now seem desperate to use NERC as an excuse to rid themselves of a duty that by rights they should have performed years ago.

As if that wasn't enough there is now a new, although not at all unexpected, threat to our future enjoyment of this great National Park. I'm talking of course about TROs.

Two years ago the Peak District National Park Authority and Derbyshire County Council drew up management plans for all of those green lanes which they considered "unsustainable". Many of these management plans recommended closure (to motor vehicles of course, not other users). There has been something of a phoney war period ever since. We knew the attack was coming but not quite where or when. However there can now be no doubt that the offensive has well and truly begun.

It is not enough apparently that we have lost the restricted byways and the dual status routes or that we have seen hundreds of hours of research work (mostly done by volunteers) tossed into the bin when our byway claims fell foul of the ridiculous

Winchester ruling. Now they want to finish us off with TROs.

As responsible users we've always acknowledged that there can be real problems with vehicular use on some routes. We have never been opposed to the proper management of recreational vehicle use even if that meant that some level of restriction was necessary (consider the Ridgeway for example). What is becoming increasingly appalling however is the speed with which many highway authorities (Derbyshire CC and the National Park Authority included) reach for the one size fits all 24 hour, 7 days a week, 365 days a year TRO when numerous other options are so obviously available. This is not management it is persecution.

The inevitable predictability of this approach strongly suggests that their agenda has less to do with resolving genuine issues and rather more to do with appeasing anti sentiment and discriminating against those of us who they consider to be "undesirable elements". That of course means you and me, trail riders and green lane drivers! This amounts to a form of cultural cleansing where they effectively manufacture a justification to clear away those individuals whose activities they consider to be incompatible with their ideological view of the world.

The latest Derbyshire TRO proposal concerns Chapelgate, a reasonably long and seriously important route between the A625 Chapel-en-le-Frith road and Barber Booth in the Dark Peak area of the park. Although only recently upgraded to BOAT status this historic green lane has been used by trail riders for decades. It is one of the most scenic and dramatic lanes in the whole of the Peak District and along with the nearby Royche

Road and Long Causeway at Stanage Edge, (both of which are also under attack), it is in the premier league of national routes.

Of course it is true that there are serious problems with Chapelgate. There's no doubt that the northern side of the road is in very poor condition but this is the direct result of water erosion and poor or non existent maintenance, NOT motorcycle use. The authority are going to have to repair this road anyway, TRO or no TRO, so why ban bikes?

Well, the official answer is to "preserve the natural beauty and tranquillity of the area".

To quote Mike Rhodes, Access & RoW manager for Peak National Park,

"The Authority has the power to make such orders to conserve the natural beauty and tranquillity of the landscape, and we believe that the conservation issues may outweigh the route's recreational use by 4x4s and trail-bikes."

Anyone who has followed the sorry tale of dishonesty and discrimination that has played out recently in the Yorkshire Dales will recognise this nebulous argument for the fraud that it undoubtedly is. In fact the model of closure now being employed by the Peak Park bears an uncanny resemblance to the model developed and implemented with such devastating effect in Dales. Coincidence? I don't think so, do you?

In my view opposing this latest TRO proposal is about much more than one lane, as significant as that lane may be. It is about standing up for fair dealing and reasonableness. It's about fighting for equal rights for all users not just the arrogant majority. It's also about the proper management of green roads to preserve their genuinely unique character and charm but above all else, its about preserving something of real value to the public.

Motorcycle trail riding is not just a fun

recreational activity dreamt up by a few blokes on "scramble bikes" in the late 90s, it is genuinely part of the motoring heritage of this country. The recent case of Walna Scar in the Lake District proved this beyond doubt when evidence of trail riding from the 1920s won the route byway status (before the decision was spitefully reversed in court by the antis on a technicality).

Closures like the one proposed for Chapelgate are the thin end of a very large wedge. Emboldened by their considerable success in the Yorkshire Dales the professional antis are now turning their attention to the Peaks with the same end in mind. That's to say, to reduce our legal access to such an extent that it is no longer worth recreational vehicle users even visiting the area. Of course this can be achieved without closing all of the lanes. All they need to do is shut down the main routes and disrupt the remainder of the network and that network becomes unviable.

If we lose in the Peaks this policy of criminalisation will spread through the other National Parks like wild fire and trickle down through authority after authority until there is literally nothing left in this country that is worth having.

If you care about the future of trail riding, not just in the Peaks but across the whole country and want to help fight to preserve our heritage of green lane access then time is short. There is no room for apathy. If you are not part of the solution then you are part of the problem. Please object to the address given below. If you believe that this policy is unjust, immoral and amounts to discrimination then make a formal complaint direct to the authority using the complaints procedure (details of which are available on their web site under the "CONTACT US" button).

Preferably do both but above all do

SOMETHING because the time for action is now, tomorrow will be too late!

Richard Sugden
Eastern Area RoW Advisor

The address for objections is:

Mike Rhodes, Access & RoW Manager, Peak District National Park, Aldern House, Baslow Road, Bakewell, Derbyshire DE45 1AE or Email mike.rhodes@peakdistrict.gov.uk

AND THE GOOD NEWS!!

Another victory for Suffolk TRF

It seems that TROs are all the rage just lately. More and more highway authorities appear to be abusing their traffic management powers to ban recreational vehicle use despite there almost always being other less restrictive options available for resolving genuine problems.

It's all the more satisfying then to be able to report yet another victory for common sense and the TRF in East Anglia.

On the 14th December Suffolk CC made an order prohibiting all motor vehicles EXCEPT MOTORCYCLES from a byway near Beccles. This is despite the original proposal as published including a restriction on bikes.

And the reason for their change of heart?

Effective representation by local TRF activists of course! What else? That's what we're here for after all.

Of course Suffolk CC do deserve a share of the credit for being fair minded, reasonable and for listening to our arguments once we've made them. However, if it wasn't for the TRF making those arguments and relentlessly fighting the Trail Riders' corner over many years, I have no doubt that we would now be looking at yet another unjust TRO.

So, a victory for the TRF and for common sense but also a timely reminder that when we put in the effort we can reap the rewards! Keep fighting the good fight in 2011!

Richard Sugden
Eastern Area RoW Advisor

CUMBRIA CUTS

Cumbria County Council has the rights of way service in line for 'the big axe'. But it does have a reasonably objective and honourable consultation on the go.

I circulated all the online info into LARA a couple of weeks ago. Time is running on. LARA and BBT are both making representations, and I have made a shorter and slightly different letter text for any organisation or individual who wants to write in too.

It would be best if writers customise this a bit to avoid CCC being able to say 'template letters - discount them'. Also, the more letters from Cumbria residents the better. Non-residents should say, 'I don't live in Cumbria but I visit a lot and spend money ...'

Alan Kind

*Councillor Eddie Martin,
Leader of Cumbria County Council,
c/o Have your say consultation,
Cumbria County Council
Communications Team,
The Courts, English Street,
Carlisle CA3 8NA*

Date

Dear Councillor Martin,

Re: Public consultation on budget cuts.

I appreciate the opportunity to comment on the schedule of proposed cuts in the county's budgets and services, and understand that almost all areas of the council's work are going to have to suffer a share of these.

My particular area of interest is in public rights

of way and access to the countryside. Here you are proposing to cut rights of way services back to a minimum of 'statutory duties', and I can understand how this will appear to be a rational position for you and your members, but it is not simple to achieve a smaller, but still effective and sustainable, service level.

Cutting back to only 'statutory duties' will almost certainly lead to your staff being forced to do far more fire fighting as they deal with the consequent increase in complaints and objections from the public. There will be a big negative impact on Cumbria's rural economy and the well-being of its population, all of

which rely so heavily on a good recreational infrastructure.

Ten years and more ago Cumbria's rights of way service and provision could not have been described as good. Now it is, and you have some excellent staff who have brought about real change for the better. Crude cuts would soon cause most of this good work to be wasted. A rights of way and access provision has to have a degree of care and maintenance just to keep it going.

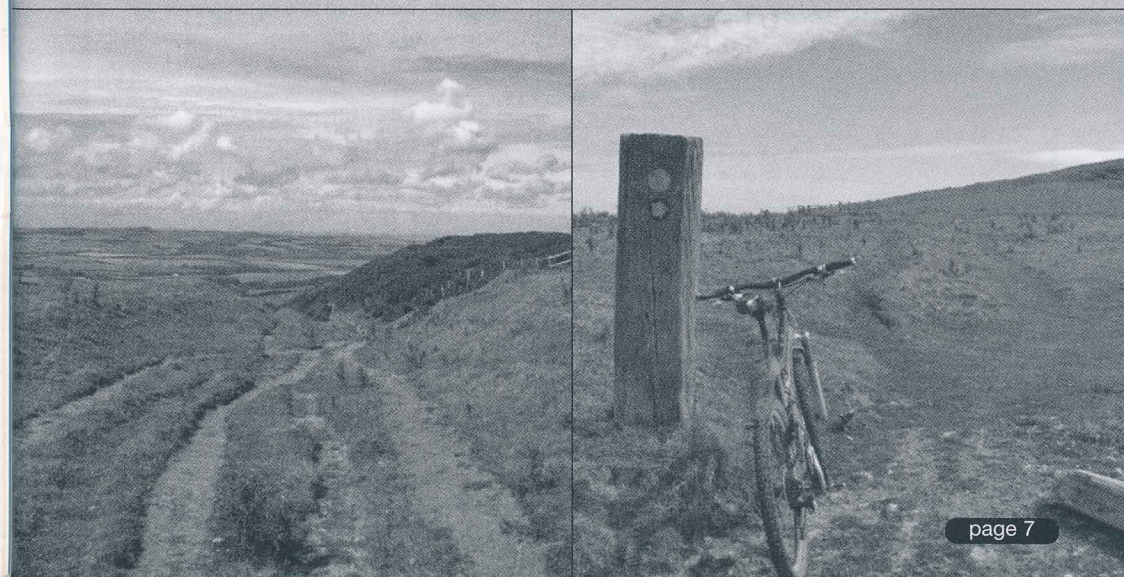
Yours sincerely

Dawes v Hawkins

These photos (from Robert Halstead) show the road that was the subject of possibly the most-cited rights of way case of all time: Dawes v. Hawkins (1860) and 'once a highway, always a highway.'

The road is described in the case as being 'the highway from Whitwell down to Chale', which places it down at the southern end of the Isle of Wight, and adjacent to an 'adjoining property called the Hermitage', which is still shown on the Ordnance Survey Landranger map. Robert says that it is a superb area for mountain biking.

Taken from Byway and Bridleway 2010/8



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John Craven & Jack Knight during filming

BBC COUNTRYFILE PROGRAMME

On 22nd November, Alun Beach from the BBC contacted various people to get a response to a complaint from GLEAM (Green Lanes Environmental Action Group) complaining in their usual generalised fashion about damage to lanes but singling out 'the Derbyshire TRF' in particular for using illegal lanes, riding off the trail, damaging un-surfaced lanes etc. Alun wanted to use this complaint as a basis for one of the 'John Craven Investigates' features on Countryfile.

I wasn't able to get a copy of the letter of complaint but one of the researchers for the programme sent me a list of the issues - nothing specific and also nothing that we hadn't heard many times previously. They wanted some shots of bikers riding on the lanes, a face to face interview with John and finishing up with a 3 way interview with John, me and, originally it was supposed to be Karen Hinckley, but it was later changed to someone called Mark Everard. We have come across Karen many times and know her agenda but Mark was an unknown. A bit of digging by Richard Simpson, our PR officer showed that he had an involvement with a

group called 'The Forum for Ancient Byways set up by the Friends of the Peak District - President Julia Bradbury, who also, as you probably know, is president of the Ramblers as well as a presenter on the Countryfile programme. The signs were not looking good but the alternative was to let the criticisms go unanswered so we decided to go along with it.

The day of the shoot was set for Tuesday 30th December. The first problem was getting some volunteers to ride out that day with it being a weekday and Derbyshire already having a thick covering of snow. Fortunately I saw Cliff, one of the East Midlands members at the weekend who said he was going to be in Hathersage the previous day on business and would stay overnight so he could do it. I was going to stay at the Fox Inn anyway in case of problems in the morning (much more snow was forecast) so that worked well. Incidentally Cliff, bless him, had indeed come up to Hathersage but had done so with a colleague so had driven her back to Shepshed, collected his bike and then driven all the way back up to Derbyshire - top man!!



to film there. A lot of time was spent filming action shots riding up and down and arty stuff like zipping up jackets and picking up helmets which we were assured would all make sense in the final edited version.

John did his intro to camera and then we did a brief interview lasting about 5 minutes. None of the questions were too tricky and centred on who the TRF were, when we were formed and why, who the opposition was etc.

Cliff and I went off to play, I guess, about 11.00 for about an hour before it was time to head back to the Fox Inn to load up the bikes for the next instalment. We were promised lunch on the BBC at the Crispin pub in Ashover, just south of Chesterfield which would normally have been about 40 minutes away under normal circumstances. Unfortunately by the time we had got off the car park, which took nearly an hour and included pushing out the gritter lorry that had been sent to clear it, and tiptoed over to Ashover it was nearly 3.00 and the pub had stopped serving so we got straight on with filming the second piece which was the bit with JC, Mark Everard and me. In fact, Mark was quite a reasonable guy if you could overlook the fact that he was trying to get us banned! He even went so far as to admit that his daughter is a horse rider and confirms that bikers always stop and turn their engines off. I didn't know that Karen Hinckley had already been interviewed at this stage and made some outrageous claims about bikers scaring children and horses so what a pity that the BBC chose not to use that bit of the interview!!

Anyone who saw the programme would have seen that by now it was snowing again very heavily and I was worried that I wouldn't make it up the hill out of Ashover so

The following morning about 8 inches of snow had fallen but the director Tom Weston and John Craven were in a Discovery, and the camera man Jon Hillyer and sound Tom Fricker were in a 4wd VW transporter so all arrived safely at 8.30 as arranged. Due to a virtually traction-less HGV; traffic was already backed up from the Fox to the start of the lane on Houndskirk Moor, a couple of hundred yards up the A6187, where we were planning to film so Cliff and I slithered our way up there on the verge and waited for the rest of the crew to arrive. Unfortunately, the wind was now blowing the snow horizontal and filming was impossible. Tom decided to head south to lower ground where he said conditions had been better earlier on.

We did try to get to the lane that heads over Sir William Hill to the west of Grindleford but, although the Transporter stormed up the steep hill out of the village, the Disco was forced to stop to avoid running over some guy on a motor bike who had fallen in his path (okay it was me) and couldn't get going again despite getting the instruction manual out and pressing all right and some of the wrong buttons. Eventually we found a narrow lane (tarmac and 100% legal!) off the B6001 which leads to Froggatt and decided

left straight afterwards, only stopping for just a sip from the pint that Cliff bought before we started filming. Did I mention that Mark was okay really? He graciously agreed to tow my bike trailer back to the main Chesterfield road for me with his Land Rover Defender (that he had been earlier driving along a byway - the irony of the situation did not seem to register with him!).

Fortunately, once we were back on the motorway it was slow but still moving and Cliff and I finally got to our respective homes about 8.30 in the evening.

It had been a long and tiring day made

worse by the conditions. I admit I was a bit nervous as to what parts of the interview they would use and how it would come over. Those who have seen it will judge for themselves but overall I think it was good that we made the effort.

Thanks once again to Cliff for his help on the day and to all those who offered advice and background information before the day especially Richard Simpson, Philip Spink and Dave Giles.

Jack Knight
Communications & Marketing Director

The TRF

The organisation that represents responsible trail riders.

Preserving historic, public rights of way for the benefit of all user groups.

Working to ensure local councils and highways authorities carry out their statutory rights of way duties.

Campaigning for the fair and equitable treatment of all countryside user groups.

Lobbying government against the exercise of prejudice in respect of countryside access issues.

The Trail Riders Fellowship was established in 1970, since when the organisation has been heavily involved in preserving access to, and helping to maintain standards of, public rights of way throughout England and Wales.

WWW.TRF.ORG.UK TRF WEBSITE & FORUM

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

WHISKEY RUN 2010

Thirty bottles of Whiskey were delivered to isolated households across the North Yorkshire Moors, just in time for New Year.

The snow this year was twice as deep as last year. We had three feet of snow in three weeks that lasted for another two weeks. Delivery to the households, mainly farms, that ajoined our unsurfaced roads was difficult, to say the least. Drifts up to ten feet high were to be seen on the tops. Packed snow turned to ice, six inches thick, on the tarmac. Most lanes were closed for the five week period.

One farmer said "When you cannot get a tractor down the lane you know it is bad."

Fortunately the thaw came four days before New Year. A window of opportunity and the goodwill gesture was on.

We always include a note with each bottle giving a contact number and e-mail address inviting anyone to comment on any concerns or issues they may have regarding trail riding in their area.

This gives people the opportunity to pass on any comments during the coming year. Better us than the Parks Authority or the Local Highways if it is a complaint.

It also provides the chance to monitor the complaints and explain that not all trail riders belong to the TRF.

Last year I only had two irate phone calls, both concerned a renegade mob, of non-TRF members, from near Middlesbrough. You cannot win them all.

The feedback is mainly from happy households and is always pleasing. It is good to know that out there not everyone is entirely against our pastime.

Meeting the occupiers presents them with a

"Human Face" and chatting with them shows we are not all bad guys.

One chap's e-mail read *"Thank you very much for the gift you left today, it was very kind of you all. I find it a great pleasure to see you guys riding by, as it is my belief that life is to be enjoyed not endured. Continue to have fun and enjoy. Brian Bates, Prospect House"*.

Another email read *"To John, from Lane End Cottage at the east end of Aislaby near Pickering; end of Shop Lane. Thank you very much for your gift dropped off for us on Monday 3rd. We have observed your members passing our property, allowing children, hens and cats to take cover before you speed up on your journeys, usually northwards. We acknowledge your riders' cautious approach, and would like to thank you very much for your care taken, whilst passing. You're welcome to pass on our appreciation for this to your members who use this lane. Many thanks again for the malt. We wish you safe and happy trailing. Regards, Ian Hardman."* Two phone calls expressed delight at receiving the gift. One sheep farmer from Northdale said he was "over the moon".

Thanks to all the members who contributed to the fund raising during the year which paid for the whiskey. The public relations we accrued from this gesture was well worth the effort. It is one way of being proactive and putting a positive spin on trail riding.

John Robinson
Teesside & North Yorkshire TRF Group.

Northumbria TRF

BIKES, BEVIES & BANTER 2011

Trail riding weekend, 4th & 5th June

A social weekend that is fun for all the family, with guided trail rides of Northumbria (Northumberland and Durham) with some of the best trails you could wish for.

Rides led on the Saturday & Sunday.

Field, near Hexham, available to camp or caravan (bring your own tent or caravan, food, refreshments, beer, water, BBQ etc). Toilets provided only (no water). Friday & Saturday open air bebies & banter with a raffle on Saturday night. Good evening out with other T.R.F. members (families welcome).

£35 per bike for T.R.F. members (proof required, this is a TRF members only event), no charge for non-riding family members

YOU MUST BOOK IN ADVANCE FOR THIS EVENT

To book your place for this trail riding and social weekend please complete the booking form overleaf and post to:

**N Gilbert, 2 Dipton Close, Hexham, Northumberland, NE46 1UG.
Each rider must complete and send in a separate form.**

For further information you can ring Neil on 07939038180 or
Nic on 07931838587

Please make Cheques or Postal orders payable to: - **"Northumbria TRF"**

DO NOT SEND CASH

Please send your booking form well in advance of the weekend to avoid disappointment and allow for your booking confirmation to be returned along with details on how to find the camping venue.

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

If you do not have an email address please enclose a stamped self-addressed envelope with the booking form so you can receive your booking confirmation.

Please complete the form overleaf and return. Please ensure you have signed the form.

BOOKING FORM

RIDERS DETAILS

Complete accurately and in CAPITAL LETTERS

Name

TRF Membership number TRF Group

Address

..... Postcode

Email:

Tel No. (preferably mobile)

To help us organise your weekend with a suitable route can you tick your preferred weekend ride:

I am attending as an individual and will ride with any other riders I am allocated to; or

I am booking as part of a group and wish to ride with

(please indicate the lead person from your group you wish to ride with)

By returning your booking form you are agreeing to abide by the following terms & conditions:

- All rubbish must be taken home.
- This is NOT a competitive event, it is a fun weekend suitable for all the family.
- I confirm that any vehicle that I use will comply with the highway regulations, be fit for road use and that I am licensed to ride it.
- I confirm that the exhaust will be a standard part of the machine (original part supplied by the manufacturer) or after market unit which is as quiet as the original unit. I also confirm that the silencing is effective and baffles are intact.
- 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 neither the local club nor the run leader will be held liable for any traffic or financial penalties imposed on individual riders.
- I will read and be bound by and comply with any safety instructions issued by the organisers.
- I further agree that I shall not seek to claim against the National TRF, the Northumbria Branch of the TRF nor their officials or the land owners connected with the fun weekend 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.
- 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 agree it is up to me to supervise my family and take full responsibility for them.
- 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.

I have read, understand and agree to comply with the terms and conditions

Signature



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A Snow Adventure

This cold and snowy spell has taken me back to the year 1962, and it was December, just before Christmas.

I was at that time stationed in N. Devon, at a place called Fremington, near Barnstaple, with a Company of amphibious DUKWs, like those used in the Normandy landings. At this unit we had block leave, and were getting ready for the Christmas break.

By now I was on my second motorbike, a nice Triumph Twenty One 350cc twin, my first bike was a 250 Francis Barnet year 1960, same year as the Triumph.

I had passed my bike test two years earlier on the 4th of November in Aldershot, on the same day I had also passed my driving test in a truck in Portsmouth, luckily both at the first attempt. Now I was getting myself ready to ride home for the festive break, and preparing the bike too. I had an Avon handlebar fairing fitted, so this would keep most of the weather off, and I made a couple of leg shields {ply board} to fit onto my crash bars, which would keep my legs protected too. My riding gear was helmet of course, Army gloves for dispatch riders, a waterproof tanksuit, issued for Amphibious Operators, rubber waterproof sea boots and woollen sea socks. The journey home to Mildenhall in Suffolk was about 280 miles, and I would do this in one hit, with only one fuel stop.

There were no motorways in those days, but also there were far fewer cars about and it

was easier to maintain good progress, especially as cars were well underpowered compared to today. Even though the bike only had a top speed of 80 MPH, from an engine of just 18 BHP, we arrived in Suffolk in just five and a half hours travelling time, after a great run. There was a real good mixture of roads and also several small towns to pass through, but I was pleased to make an average of around 50 MPH for the journey, not by racing, but by using a bit of roadcraft and common sense.

As some of you may know, a few days later we had some tremendous amounts of snow, and roads were blocked with up to ten feet of the fluffy white stuff, and this meant that the trip back to Devon would have to be by train. Funny that the trains were soon up and running again, perhaps it had something to do with steam! Nowadays anything seems to bring the trains to a stop. The snow that came for Christmas would stay for a full 3 months without a thaw in between. Back in those days there was no salt for clearing snow, only rough sand which was thrown from the backs of lorries by men with shovels. Of course the big drifts were by now cut through by snow ploughs, but there were many roads still snow bound weeks later. I jumped back on the train after about six weeks, to go home and get my bike, hoping it would be possible to bring it back to Devon. Young and crazy springs to mind now, and I certainly would not contemplate such a journey on my BMW RT today, but back then

bikes were much smaller and closer to the ground. I believe this gives better stability, and the more weight you have below the wheel axle line the better. My Triumph had a very low seat and even with my short legs, could place both feet flat on the floor. The bike was also fitted with Britax crash bars front and rear, and this would help if the bike slipped over.

The first part of the journey went well, but as I approached Stevenage, I ran into a snow storm, and although the bike was going well and the Dunlop universal tyres were finding enough grip to keep moving, visibility was a problem. The second problem was the cars were sliding around, and I remember one hill where a car was sliding backwards towards me. Its not easy to make evasive manoeuvres in deep snow, but a slight kiss on his rear bumper corner and I was past him and on my way! In less than an hour the storm had cleared, and progress picked up again, and I was actually enjoying myself. There was so little traffic that I could just concentrate purely on my own riding, whizzing down the snow ruts at 60 MPH was quite fun. There was one

moment on a very quiet stretch when I went up to 80 MPH, and the phrase, seat of your pants, came to mind quite quickly. The whole trip was really a great experience, but one might say that as there were no mishaps. The bike ran perfectly the whole trip, and I have to say, after owning several Triumphs, of the Meriden stable, they were all great, and never leaked oil or broke down. However I did look after my babies!

Arriving back in Barnstaple, I was very surprised that the whole journey had taken hardly any longer than the trip home in fine weather, and I am still astonished when I look back to that memorable trip.

With grateful thanks to my Guardian Angel, whom I acknowledge readily and often over my fifty years of riding, on five continents, has been there for me, and to beg continuance of this wonderful service.

A very happy and healthy New Year to all Members, and I wish you many happy miles of riding in the future.

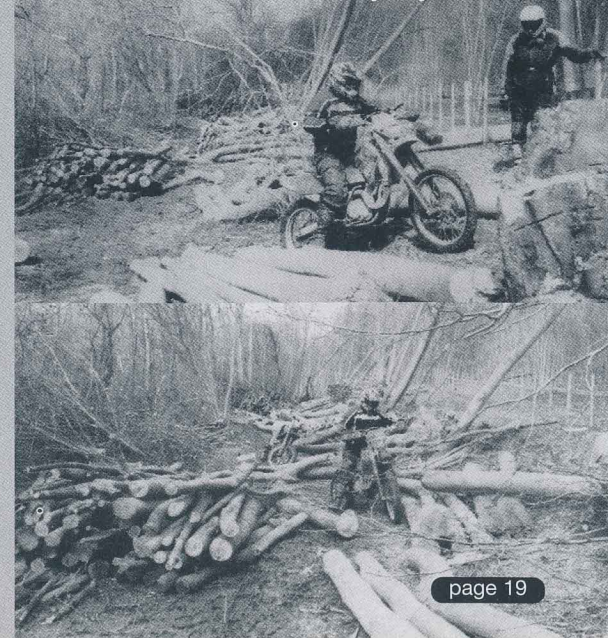
George Webb

LOGGERS

Having read the interesting story on pages 20 and 21 of the November issue no. 387 referring to the loggers from John Robinson. I thought the readers might like to see me and my two sons encounter with loggers on Pilgrims Way nr Charing Kent in April last year (glad I wasn't on my own on this run!).

David Driver, Kent TRF

Hothfield Byway 10.04.10



TRAIL RIDERS FELLOWSHIP

AFFILIATED TO THE BRITISH MOTORCYCLISTS FEDERATION

BULLETIN No. 15

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Editor: Brian Catt, 52 Merlin Crescent, Edgware, Middlesex.

(01-952 9404).

NOVEMBER/DECEMBER 1972



Apologies for the similarity to last issues cover, but the above picture of John "Pancho" Paulsom (Cardiff's own Sweeney Todd) was taken at the Lower Cwm Ford near Crickhowell on the Llanthony Holiday Weekend.

ALPENSTRASSENFAHRT 1972

It all started way back in 1971 when Norton Quality Engineer Tim Stevens found that he had to take a fortnight's holiday at the beginning of August when, as far as rallies are concerned, there was absolutely nothing on. Too late for the Chamoix and the Stella Alpina and too early for the Troll or the Sommiers. What then? A letter to his french rallyist friend soon brought the reply "How about a fortnight rushing up and down the Austrian Alps - the ARBO Club of Linz are organising an Alpenstrassenfahrt. They send you a list of mountain roads, with points allocated in proportion to the difficulty, and a Startkarte with 'Alpenstrassenfahrt 1971' on it. All you must do is find the passes, ride up them and take a photo at the top showing the pass, the machine, yourself and the Startkarte. Any time between April 1st and the end of September." Do fine, we thought, and so it turned out.

Mick and Jean Cox of Bristol were talking one day at Tim Steven's house about what they were going to do for their 1972 holiday. As it happened Geoff Hayes from Kidderminster was there too and he asked about "that rude Austrian thing you did last year, Tim." So it was decided that this year Geoff, Mick and Jean, Tim and Mary would all set off towards Austria. I use that term "set off" with reason, because that was all we were sure of, setting off, and even that didn't go to plan.

Geoff was to use his Vincent Comet, solo, Mick and Jean their pre-unit Triumph TR6, whilst Tim and Mary would, they hoped, be on the Commando they had used last year. This again didn't go to plan. It was Geoff that put the cat among the pigeons by buying an Interstate - just for the holiday, he said, because the Comet was using oil!

The entries were all made, the passes all located on large scale maps of Austria, the bikes all loaded up and ready for Tim and Mary to come back from work, when Tim received a phone call "Please Tim, the Triumph keeps jumping out of top!" "Right", came the reply, "Whip the box apart and see what you can find wrong, and I'll have a think about it." Only two things it could be - one of the rollers missing off the selector forks, or something coming loose to give too much end float in the camplate mechanism. A trip to the local bike shop, two spare rollers and a locking washer, and we were on the road by six. Only three hours late.

First stop Lozingshem - yes, honest it's in France - for a night with Jean-Marie Debonville who gave Tim the original idea. He couldn't come this year because he was competing in the 'Raid-Orion' a green roads adventure all the way to Afghanistan, and taking six weeks altogether. We must have a word with Jean-Marie, to see if we can't extract some sort of a story. Then, on towards Switzerland, well, as far as Rheims, anyway. Due to the superior navigating of that fellow on the Commando and the tendency of that other fellow's Triumph to scatter rocker caps around France, it took all day! Next day Germany, then Austria at last.

Have you ever gone green roads riding with a 400 lb machine, 120 lbs of passenger and 100 lbs of luggage? Nothing like it, especially with a vertical cliff one side going down, and an overhang above you, and a loose stone surface with ruts round all the blind corners. In the rain.

Experience told us that any attempt to find Zimmer (rooms) after about 2 pm would be met with "Alles bezetzt" (all full up), so we were camping, and eating out. Even the camp sites were pretty full, but we always found space in the restaurants. The Austrian Cuisine can be thoroughly recommended. At lunch time it was intended that we only had a snack, some soup or something like that, but then Mick Cox, himself an artist in the kitchen, would something he fancied and Geoff, not to be outdone, would fancy something else. Net result - everyone ate far too much and far too often. And talking of fancying something else, the talent in Austria is superb. The catch phrase of the holiday became "there's a lot of it about" and there certainly was. Perhaps it's the influence of the Alps bulging out of the ground, or perhaps it's the apricot dumplings, but there certainly was a lot of it about.

In spite of quite a lot of rain, several mountain storms and at one mountain-top about two inches of hail in an hour we were really galloping around getting points like mad. Best days total was 130 points, and only 500 needed for a gold

medal, and soon this magic figure was passed. With the crossing of the Grossglockner the weather changed completely. Almost unbearably hot unless there was a bit of breeze or shade, it took less than half a day for our kit to dry out, and it was all wet. Even the spares we took all oiled and sealed in polythene went rusty!

It was when the 500 was up and we could really pick and choose our passes that things became more interesting. The best climb of the whole holiday was to the Berte Hutte, at 1567 m (5,000 ft) three parts of the way up the Mittagsskogel, but not the highest by any means. It was, however, dirt road all the way up, and all the dirt was in bigger and bigger pieces. We lost count of the number of hairpins as we went up - well the climb took a full hour, in first gear with occasional bursts of second. Some of it would not have been out of place in an MCC event; not perhaps as steep as Simms, but more like a rockier version of Fingle Bridge. The Hutte itself was a very jovial chalet with food and drink on top, and most mod cons even at that height with all supplies coming up that same road. This was typical of Austria, really, that at the top of every mountain pass of any significance there was an Alpengasthof of some sort. None of the sort of day-trip plastic souvenirs and expensive Coca-Cola joint of which the one at the top of Snaefell is an example, really exactly the opposite. Most were farm houses which catered for walkers and mountaineers, with good real food and real beer at valley bottom prices or less. Nowhere were we offered anything resembling tinned soup even, everything was home-made and even the expert cooks we had with us had no fault to find in any of it.

Imagine a mountain hut up a dead-end that was an hours ride up and must have taken twice that in the ubiquitous elderly beetle, and you can walk in, dripping, in your filthy motorcycle gear, and be welcomed with a few phrases of halting english and a great plateful of bacon and eggs. Yes, we gathered, we were not the first on this competition, they had earlier had another englishman on a Norton! Not a sign of "This is a Private Road you know, it ought to be stopped, all these scramblers everywhere, what is this some kind of a race? I'll report you to the Council." Yes, it's a very civilised country, Austria.

Tim and Mary had a friend in Vienna who was a keen Norton dealer, and we all intended to go and pay him a call on the way round. Things as usual didn't quite turn out like that. Mick Cox found, to borrow a delightful expression from Motorcycle Sport, that his rear sprocket no longer carried teeth but a ring of gums, and this really put a stop to our mountaineering. A quick phone call to our Viennese friend, a certain amount of head scratching, and Tim set off in haste to Vienna, a mere 200 miles away. The rest of the party found their way in a more leisurely manner back to the camp site. I can say here without a doubt that the most helpful motorcycle dealer in Austria, probably in all Europe, is Ernst Hoyer of Vienna. Early next morning he and Tim were chugging round the Austrian capital on his Big 4 Norton Outfit in search of a sprocket for a Triumph Q.D. wheel. With his trade reference it still cost £10.00 when we found one, but never mind, we found one. Then back to his shop, a couple of lengths of chain, some spare links, and by lunchtime, off went Tim again with a promise to return by nightfall with his wife and luggage.

Back at the camp site the Triumph was dismantled as far as possible, and the camping gear got ready for the return trip to Vienna. Mick and Jean decided to return slowly to England to conserve what was still a rather sad Triumph. Geoff gamely went with them as he had to get back before the weekend to organise a Vintage event, and he made sure they made it back to the boat. It was 11 that night before Tim and Mary arrived properly in Vienna, and actually slept on real beds for a change. After the beauty of the mountains the man-made beauty of Vienna didn't have the effect, perhaps, it should have done, but even there we found the same excellent food, the same classless hospitality.

As a green roads holiday this was really the end of the interesting bit, but we can't close without a mention of the ride back from Vienna to Darmstadt, about 600 miles at the start of which the swinging arm spindle of the Commando came half out with interesting effects on the handling. That's what comes of failing to do your maintenance! A piece of wood was cut from the hedge and lashed to a footrest to hold the spindle in place, and we completed the journey in about 10 hours travelling

time. Next day on via the Nurburgring and home along the Elephant route.

Without wishing to say complimentary things about any make in particular, it is of interest to note that only the Triumph gave any serious trouble (by serious we mean something that can't be sorted out at the roadside) and even that sprocket was nearly worn out when we started. Apart from the incident mentioned above which was honestly due to the fact that the bike had been thrown together in great haste after a prang when Inspector Alec Smith rode it into an ambulance, neither Norton gave any trouble at all. Not even a blown bulb.

Coming with us, next year?



SURREY TRF BEANO TO DEVON

Fresh from a week that saw record rains in Cornwall an intrepid group of Surryites descended on Shaldon in Devon to run the gamut of the wet lanes that Devon is blessed with. It was a KTM benefit weekend with 2 smokes and 4 strokes evenly distributed amongst us and we did use the weekend as an opportunity to try each other's bikes. Mainly to allow us to "take the mickey" more authoritatively though!

Robert Civil sorted the accommodation which came complete with a decent garage and Richard Hobbs, Allan Angold, Surrey TRF group rep Steve Sharp and I made up the group of five for the weekend. The others had driven down on the Friday and managed to get a couple of hours riding in

the dark before Rob's back brake on the 525 seized up. I think I would seize too if I had to carry 6ft 5inches worth of man mountain around the countryside! My train pulled into rainy Teignmouth and I was picked up by the guys. Before long we were settled in to the world's biggest Fresh Plaice and chips at the London Inn, then later that evening followed some mild pogoing to an excellent rock tribute band in the Ferry Boat Inn! Shaldon is certainly blessed with great pubs.

Saturday morning we were up reasonably early, had a huge fry up and then after much burping and a fabulous display of flatulence the indigestion cleared and we were away by 9.30am off to tackle the lanes out the back of Shaldon which were right

on our doorstep. It was my first time seeing Devon from a bike and straight away we were tackling super climbs up the ancient Devonian red muddy lanes, many of which were deep with slippery wet leaves. There had been much discussion the previous night over dinner about the deep water and the routing of breather pipes, which was running through my mind as we started picking our way through lanes which seemed to have bigger and bigger puddles which seemed to get deeper and deeper!

Another topic of discussion had been a fallen tree semi blocking the tough steep climb from Rocombe towards Coffinswell that had managed to capture our Mexican fan, Angry Allan Angold on the Friday afternoon. We stopped at the bottom of this climb and there was lots of tittering as I was offered to lead the way. The gauntlet was clearly thrown down and as luck would have it I picked my way up through the boulders and rocks, managed to avoid the fallen tree and make it up without any dramas. This seemed to set the day for some excellent riding for all and after this everyone managed to clear pretty much everything in our path first time and feet up!

We headed off towards Totnes and then over to Brixham for lunch at a café right next to the Golden Hind. We sat outside enjoying the rest and the food until the police drove past slowly, clearly checking out our bikes then pulling over and parking. Worried about our dodgy parking and muddy number plates we waited as the two community support officers approached only to find that one of them was Devon TRF and had stopped for a friendly chat. We ended up picking his brains about the area and learned about Piggery Hill, which sounded like a mythical lane near Shaldon that we had clearly missed in our travels. After lunch we followed their advice and rode the lanes South of Brixham, had a look at the beach and headed back up the hill where we had a very interesting chat with a couple who

had two beautiful Harris Hawks and a Spaniel they were using to catch pheasants and rabbits, clearly not a sight that you tend to see on the Dorking lanes!

It was getting late now and we needed to get cracking if we were going to try out "piggery" on the way home, so we retraced our route back towards base. Coming down the hill at Rocombe with the fallen tree, we came across a couple of friendly local Dawlish TRF members with rich Wolverhampton/Birmingham accents who were trying to clear it. We stopped to give them a hand, our reward being that they pointed out piggery on our map which was near by, so as the gloom descended we each tried and failed to clear this lane in the dark and the mud resulting in a u turn and a sworn vow to return in the morning.

Back to Shaldon for a quick shower, then off to the same pub for another massive plaiçe & chips supper before heading back home for Rob to stick on a dvd: "Die Hard 4". He lasted about 4 minutes before falling asleep.

Next morning Richard and I (the early starting teetotal birds) again prepared the

mother of all fry ups to refuel the hung over lot. 8am turned to 9am. 9am turned to 9.45 and we were still outside getting our gear together. Rob then decided to change his front tube after living with a slow puncture the previous day. We all stood around and picked holes in his technique and watched him destroy Allan's brand new Japanese valve seating tool in the process of fitting the new tube!

By the crack of 1030 we were again launching ourselves at the red soils of Devon's finest lanes and back to have another go at piggery. This time we all came down it with strict instructions that if you dared you could u turn and have one attempt (and one only) at getting up it. Four brave types gave it a go but only enduro oldie Allan was able to clean it and feet up, respect to him as it really was très slippery. What made us all laugh though was Richard's comment as he cursed his luck "If you clear this Angold you will ruin my day"... sure enough... he cleaned it!

We made tracks towards Dartmoor and near Denbury prison met a couple of local TRF members. We stopped for a chat and got worried about the suggested depth of the river on the next lane. We ended up taking the footbridge as a result, but the canal like puddles further along the lane seemed as deep as the river had looked. The riding on the Sunday was more of the same steep, muddy, wet, stony, hill climbs and we did numerous excellent lanes before stopping for lunch at the snack van at Hound Tor. It

only seemed to serve burgers boiled in water, clearly a victim of the health and safety brigade.

After the lunch stop we did a few very different lanes on the Moors around Widecombe and then as the light started to go headed towards home. My thirsty two stroke had been struggling with fuel economy always going onto reserve before anyone else. It became a game trying to conserve fuel, clutch in down the hills and being careful on the throttle before we gratefully made it into Ashburton for a petrol stop. Refuelled we headed back to Shaldon, one of the last lanes being a nasty little cobbled lane up between some houses, which turned into big but very narrow steps. It was slippery as a badger's nadger and everyone thought it was a good lane to end with except for one person in the group who had clearly had enough riding challenges for the weekend.

It was now dark and we were all tired and muddy, I am sure the smell of cheesy waterproof socks is still lingering in Shaldon. Anyway once everything was crowbarred into our vans we snuck out of the village and thanked the good Lord for some wonderful lanes, great company and our luck for the land that we live in.

My thanks to Rob for hosting and leading, Allan and Richard for driving, Steve for company and the good people of Devon for keeping the lanes alive.

Chris Edwards, Surrey Group

Public rights of way: As of right

The user must behave reasonably and responsibly and not abuse his right. The fact that the users may show a certain courtesy or deference or co-operation with the landowner, for example by standing aside and waiting on the footpath running across the golf course whilst the golfers pass through does not negative the claim *R (Lewis) v. Redcar and Cleveland Borough Council* (no. 2) [2010] UKSC11, [2010] 2 WLR 653.

Taken from *Byway & Bridleway 2010/8*





THE ORANGE TRAILS OF PORTUGAL

Butterflies in December? It must be the Algarve.

Stir crazy with all the snow, I received a life-saving e-mail from David Loney. How would you like to go trail riding in Portugal for a week?

Need you ask! Next minute we were sat in the plane with Roy, our guide of twenty years experience of the Algarve, waiting for permission to take off.

One and a half hours later they de-iced the wings and we left the ice and snow behind.

Landing in Faro at two in the morning, we emerged into warm air, marvellous, and took the transfer minibus to the apartments, situated on the outskirts of Albufeira. Amazing, warmer than our summer (not that that is saying much).

Next day we picked up our hire bikes, XT 600s and sallied forth into the countryside. Roy said the countryside reminded him of

Hobbit Country, deserted apart from a few isolated communities.

The valleys were full of Orange, Lime, Lemon and Olive groves. The Citrus trees were festooned with fruit and made a wonderful spectacle at this time of the year.

Storks, Ibis, Blue Parakets and numerous small birds were everywhere.

The hinterland is a multitude of closely packed giant "mole hills" between a hundred and one thousand feet high, each criss-crossed with orange coloured shale trails. This scrub land is planted out with Olive, Eucalyptus and dwarf Pines interspersed with Mimosa and flowering shrubs that grow wild and blanket this area.

What a playground, thousands of miles of deserted trails, hardly a straight one to be seen. The constant curves, the rises and falls in elevation, keep you on your toes even

when you are just "bimbling along" as Roy puts it. Some of the ascents and descents were scary particularly on a XT 600s. I was blipping the throttle in bottom gear on the steep 1:3 climbs and the front wheel was lifting off. As soon as I shut down I thought it's going to stall, so I opened up again. Heart-stopping moments ensued until the crest was breached. I know you are supposed to stick it in third and blast it up but when you are on a hire bike the last thing you want to do is part with the bike and your deposit.

In the first three days we covered three very different areas.

One was enduro country, enough to test any aspiring competition rider. We passed the place where a local hill climb is held every year (you can find it on You Tube). For every hundred entries only one makes it to the top. Last year no one made it.

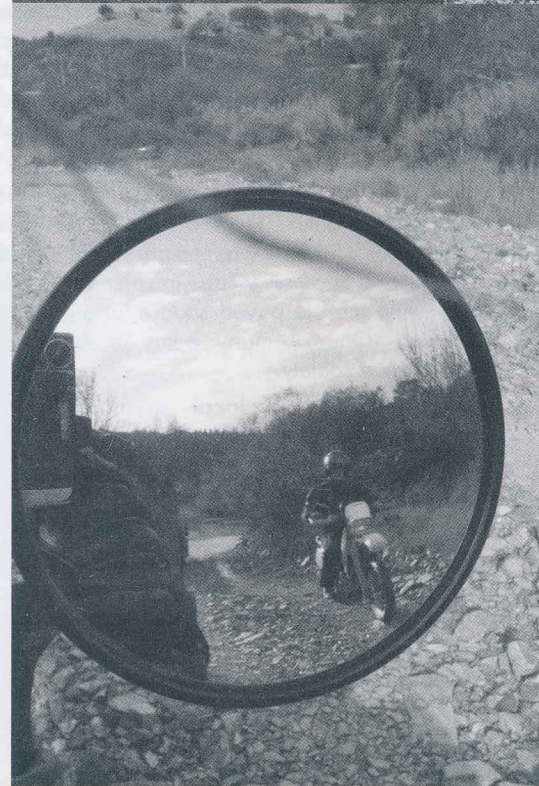
Some dirt riders are crazy!! This area contained hundreds of climbs and undulating ridge trails with magnificent views and a reservoir. You could spend a week in there and not do the same trail twice. Endless fun for all.

Then we ventured into a farming area of green fields and new born lambs galore. There are no fences, most of the flocks still have shepherds. Pigs run wild. Goatherds wander across the trails without a care in the world. The snows of Yorkshire were literally a World away.

The gentle, wide sweeping, trails again were deserted. There were lots of stream crossings and we were welcome wherever we went.

The local cafés in the villages were most welcoming and full of characters. Touching base with the natives is always an interesting and rewarding experience. There were a few motorcycles used by the locals. Mainly old two strokes and mopeds that would have been on the scrap heap forty years ago in our country but here they were doing sterling service. Very nostalgic.

There were some beautiful valleys "out in the sticks" lined with giant rushes that looked like



bamboo groves. We worked our way through the forests past terraces of Eucalyptus plants that skirted the hills, twisting and turning along the profile of the hills until we reached a reservoir where we rode round its perimeter emerging near an old abandoned school house which had been submerged by the rising waters of the new dam.

Roy was lamenting the building of reservoirs and the creeping tarmac which impinged on his trails. Although it disrupted the flow of his "memory guidance system" he said there are plenty to go at and water is a vital resource in this area. Everywhere are irrigation ponds and water cisterns for households to use.

David is not usually in a hurry but he overtook me going downhill one afternoon much to my surprise. The reason was close on his heels. A rather large, black and tan dog. Normally you can deter loose dogs by giving them a taste of your motorcross boots but this animal was thigh high and ugly. Fortunately once it was up against two bikes, it turned back to the farm from whence it came. It seemed to work out that the first bike woke them up, the second bike got them up to speed and the third rider got the full treatment. No doubt the dogs were bored not seeing anyone from one day to the next and treated the encounter as a bit of fun.

There were some beautiful villages and towns along our routes. The old Moorish Fortress town of Silves was magnificent and Querenca a small village resplendent with its white marble paved square and pristine church. One of many gems in this café orientated society.

David quoted a local saying: "Some Portuguese work very hard: They struggle out of bed in the morning into a chair and then have to return to their beds at night."

Roy's wife, Hilary, joined us after the first three days and was two up on their XT 600. We had a lovely run to Cape St Vincent (Cabo de Sao Vicente), the furthest point west in mainland Europe. Men were fishing with rod and reels off the hundred foot cliffs

near the magnificent lighthouse.

We followed the rough trails around the Coastline to Vila do Bispo and then did some gentle cross country trails towards Lagos before we ran out of light.

The following day we explored the Cork Bark Forests to the west and as Roy put it "let's get lost for a while". Roy navigates by memory, instinct and the sun. Once he gets the feeling we are going in the wrong direction he either heads east or west. That way you can always guarantee to cross a road and discover where you are.

One day we visited an area of old windmills, each perched on the highest point in the landscape. Some had been converted into living quarters, others were just reminders of a bygone age. The sails were supported by wires that carried sculpted pots that whistled in the wind as the blades turned.

In six days and over a thousand kilometers of trail riding we saw two horses, two local enduro lads on the Sunday and six cars. Trail bike heaven.

The Portuguese language is not what I expected. The sound is more East European, even Russian, than the near Spanish I had imagined. There are one or two words used

that are close to Spanish but not many. I only picked up a couple of words. Obrigardo = thank you and Madrona = the local fire water.

All in all the Algarve is a well kept secret as far as trail riding is concerned. Most people head for Southern Spain. Portugal is well worth a visit and so much cheaper. Having said that six days of wall to wall sunshine does make a difference to anyone's perception and to be fair Roy said December

and January are their wet season and it could have rained for six days.

I had planned to cover Portugal on my road bike at Easter 2011. Now it is a certainty.

Thanks to Roy and Hilary for an informative and enjoyable week's holiday and thanks to David for inviting me along and sharing the accommodation.

Happy Trail Riding wherever you are.
John Robinson T&NYTRF Group

THE FORUM

The Place to air your views and encourage lively debate.

DIRT BIKE SHOW

Thumbs up! Thanks very much to all of you. A very positive response was given in feedback from the membership who came to the stand.

A very special thanks to those who came to the show and had an involvement with the stand - job well done!

Graham Till

TOO MANY BADGERS

Unfortunately time has caught up with me at last. I started riding when I was sixteen on a 1937 Ariel Red Hunter 350cc, after many road bikes my first scrambling bike was a 350 Ariel with Norton road holder forks. I then went on to two-strokes the first being a 250AJS, then a 380. My last two-stroke being a 250 CZ this was Jack Lilly's works bike. I think they were very underated as this bike never let me down and lasted me many years. Fast forward to present day, my current bike is a Rickman BSA B44, also I am building a Triumph 500 Metisse. I entered the world of

green laneing with the TRF on a Honda 230 CRF, unfortunately at 73 years old I have left it too late. I have seen far too many badgers for my liking, so far I've been lucky no cuts or bruises, I don't want to push my luck. I'm sorry to be leaving a great hobby and a great bunch of lads and lassies but you've got to know when to pack it in.

All the best in the future to the TRF! If only I was twenty years younger I would not be writing this letter.

Must go now and have my afternoon nap.

Alan Price, Devon Group

TRF SUBSCRIPTION

Just renewed my TRF Subscription. Previously there was a small discount for pensioners, but it appears not this year. Is this new policy; hopefully not a harbinger of things to come - it'll be the end of winter fuel allowance and bus passes next, in a brave new world for the young!

Steve Pigills, Cumbria

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 - not the way to follow you!
- CLUB HUNS & EVENTS: TAKE IN BREATHTAKING COUNTRYSIDE
- ASSIST WITH THE CONSERVATION OF YOUR HERITAGE
- LEARN NEW SKILLS
- INFORMATIVE MONTHLY MAGAZINE
- MEET PEOPLE WITH COMMON INTERESTS AT HOME & ABROAD
- ORGANISED HUNS IN DIFFERENT PARTS OF THE COUNTRY

CODE OF CONDUCT

USE ONLY VEHICULAR RIGHTS OF WAY - only lawful on public roads. If in doubt, check with the Highway Authority or the TRF. Motorcycles and riders must be road-legal. (Electric lanes are subject to the current law on surfaced roads.)

KEEP TO THE DEFINED WAY ACROSS FARMLAND - which can damage crops and grass. Watch out for the head and tail of the plough or the head of the harrow. Do not trespass. If in doubt, ask.

GIVE WAY TO WALKERS, HORSES AND CYCLISTS - as a courtesy. On narrow lanes, stop and wait if necessary.

FASTEN GATES TO SAFEGUARD STOCK - to prevent them from straying and damaging crops and traffic.

TRAVEL AT A SAFE SPEED - with due regard to the road conditions and traffic.

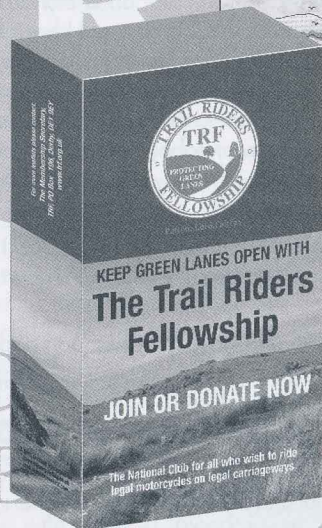
RIDE AT A RESPONSIBLE SPEED, taking account of the weather.

RIDE QUIETLY - Motorcycles must be effectively silenced. Use the throttle and clutch levers as little as possible.

HONOUR THE COUNTRY CODE - Always the country code and follow the rules, and play it safe. Green lanes can be valuable habitats. So take special care in spring and early summer.

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

ACKNOWLEDGE OTHER USERS - of 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

KAWASAKI KL250G SUPER SHERPA (similar to Serow). 1997/P reg, T&T, recent Bridgestone Trail Wing tyres, brake pads, new battery & air filter. The perfect low seat height trail bike. Reliable. £875 ovno. **Also complete spare KL250G P** reg with log book but has blown engine. £300. Sell both together £1100. Tel: Cambridge 01223 572166 or 07771 640666.

YAMAHA WR450F 2003 '53 sump guard etc, low mileage, very clean - an excellent example. £1950 for quick sale. Tel: 01254 823893.

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).

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**

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 brendan@chase@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.

TRAIL RIDING IN NORMANDY Enjoy trail riding heaven, lanes galore and virtually no gates, friendly ramblers too. Discounts for TRF groups. Visit trailridenormandy.com or phone 07875 280888.

DISPLAY ADVERTISING

Black & White	Colour
1/4 Page £36	1/4 Page £72
1/2 Page £66	1/2 Page £132
Full Page £110	Full Page £248

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

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, 8.00 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 Borough Arms, Bodmin.

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 Tues, Inn on the Park, Woodley, 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 Neil "Timpo" Thompson, Tel: 07980 555874 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 Last 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 SN12 8LX.

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

