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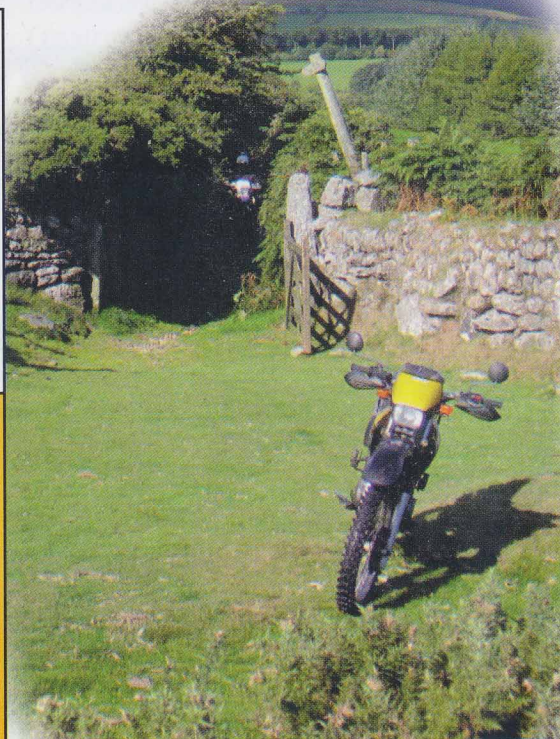
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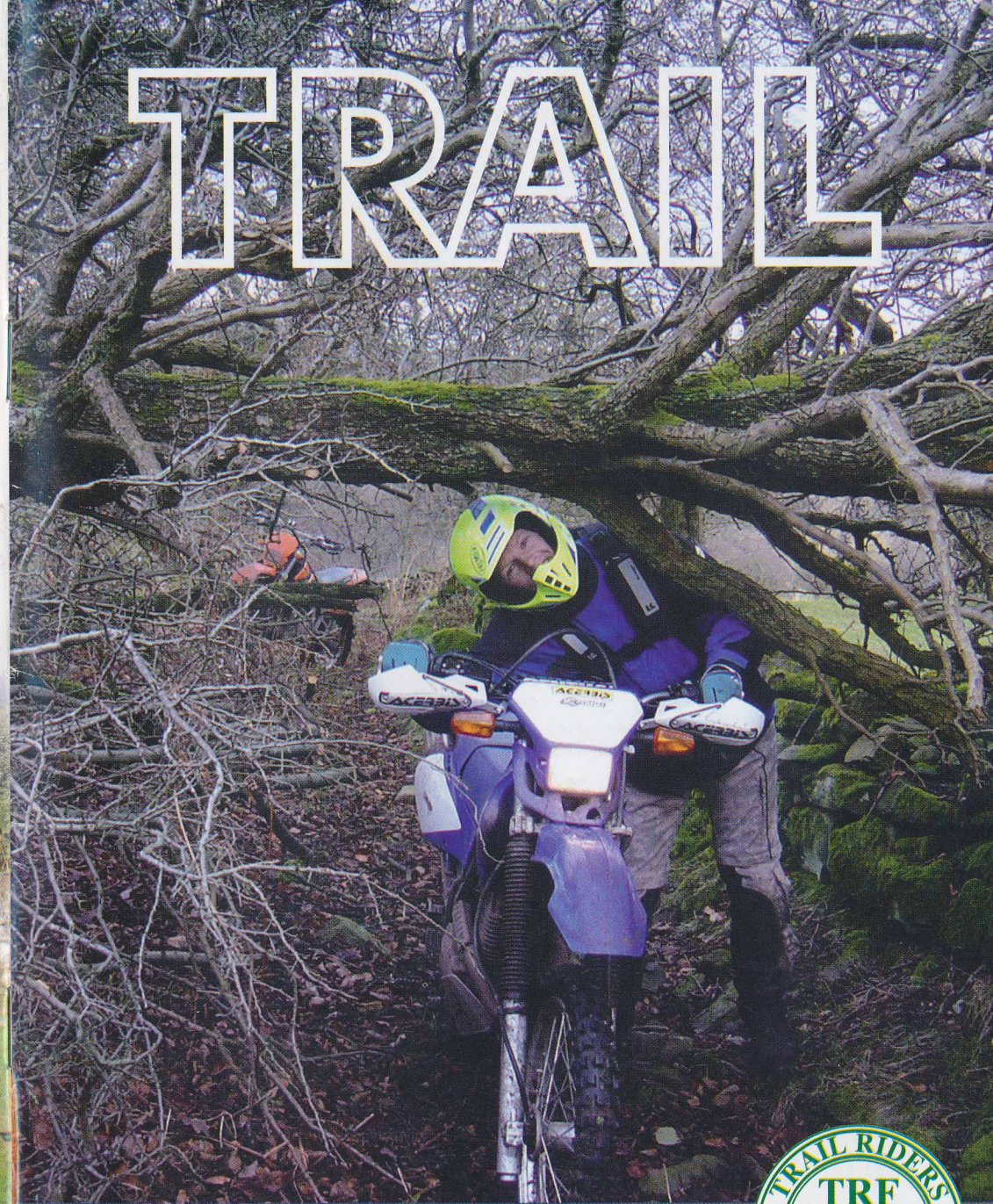
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TRAIL



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

APRIL 2011 No. 392 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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East Midlands	Robin Hickin	See above for contact details

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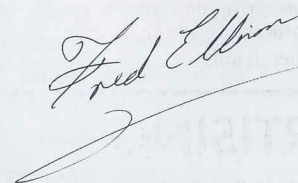
To keep your magazine
interesting we need:

- RUN REPORTS
- RIGHTS OF WAY
- NOTICES
- BIKE & RIDING GEAR REVIEWS
- COVER PHOTOS
- YOUR VIEWS ON TRAIL RIDING RELATED TOPICS

**Copy Deadline is the
1st Tuesday of the Month.**

After this date we will always try our best
to include any RoW or other important items,
this cannot be guaranteed.

Many thanks,



Trail Editor

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WANTED:

- RUN REPORTS
 - RIGHTS OF WAY
 - NOTICES
 - BIKE & RIDING GEAR REVIEWS
 - COVER PHOTOS
 - YOUR VIEWS ON TRAIL RIDING RELATED TOPICS
- or anything you feel
would be interesting*

COVER PHOTO: By Robert Hughes.
James Osborne from Gloucester
Group on a ride led by
Mark Holland in Monmouthshire.
Abergavenny area.

**COPY DEADLINE:
1st Tuesday of the Month**

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

BMF Discount Code: TRF11C774

NOTICE BOARD

COAST RIDER UK

I'm riding a Tenere around the British coastline to raise funds for Combat Stress. Starting from Plymouth Hoe on April 11th, I'll be going in a clockwise direction and using roads and legal lanes closest to the sea - about 5000 miles and a month on the road. There will be regular reports and clips, so that people can follow my progress around the coast by looking at www.coastrideruk.blogspot.com

As I'm a TRF member, I wondered if fellow TRFers would like to help keep the show on the road. Apart from the obvious request for a donation, any offers of a bed/meal/tent space near the coast would be great. Also, if people would like to meet up, or ride with me for a bit, or guide me, that would also be gratefully accepted.

The bike, a black '09 Tenere, will be comprehensively covered in graphics and hopefully instantly recognisable. I look forward to hearing from you.

Mike Woolley Tel: 01822 853847

FORTHCOMING EVENTS

TRF Executive Meeting: 22nd May.

Legal Challenge & TRO Dissemination Event: May or June 2011.

Devon TRF:

3rd June - 5th June 2011 - The Adventure Travel Film Festival. For further information and booking form see page 21 March's TRAIL.

17th July 2011 - Hazelwood Farm. For further details www.trfdevon.org.uk.

West Midlands TRF: all details on the WMTRF Forum

10th - 12th June - South Hams Camp & Ride Weekend

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.

Wiltshire TRF Wessex Wanderer Weekend 2011:

21st & 22nd May 2011. See page 21, February's TRAIL for entry form and details.

Northumbria TRF: Bikes, Bevies & Banter 2011

4th and 5th June 2011. Ring Neil on 07939 038180 or Nic on 07931 838587 for further information.

Trail ride for the Mentally Handicapped

Saturday 25th June 2011. 13:00 hrs at Gwyddon Forest, Abercarn, South Wales.

Charity Trial

Sunday 26th June 2011. 10:30 hrs at Gwyddon Forest, Abercarn, South Wales.

TRF AGM: October 16th provisionally.

MAKE SURE YOUR EVENT IS LISTED

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

RoW REPORT

HIGH COURT WIN FOR TRF

Trail Riders Fellowship v Warwickshire County Council

After ten years of trying to get the ROAD (UCR) reopened to the public Warwickshire County Council (WCC) in its misguided wisdom to approve a permanent TRO preventing use by motorised vehicles on the 15th November 2010.

Warwickshire County Council signed a consent order accepting that the introduction of the TRO was in fact illegally done. The case has cost the authority, we believe, in excess of £30,000 to try and introduce a permanent TRO at the request of a landowner, a FOI request will confirm this.

The case of map size accompanying a DMMO application in Dorset is ongoing. This has to do with the technical aspect of how 1:25,000 is interpreted in the scale of maps and the use of digital mapping to provide maps of this scale. At this time if we have received a response from DCC and one of those notorious opposers to vehicular use has joined DCC to fight the case. We are hopeful that this case will also provide a positive outcome for the TRF.

1) WALNA SCAR DMMO

This is ongoing and we need to express our thanks to Steve Pighills for, once again, taking this issue forward on behalf of Lancs TRF and all TRF Members, as well as the rights of the general public.

2) STONEHENGE TRO

Dave Tilbury said

"TRF does need to get a grip. Wilts TRF have said their input will be limited to around 30%

of them writing as individuals. Southern TRF are not as yet engaged - but will mail for support. Oxford TRF alerted me to a TTRO on one of the BOATs.

I will engage with surrounding groups to muster some support."

Andy Gerrard commented

"This is a case of national importance in that it appears that the questionable benefit to the paying customer is running roughshod over the rights of the users, all in the alleged name of 'conservation'. It stinks worse than a 3 day old kebab".

3) SARN HELEN PROSECUTION

At last, after an 18-month wait, this case is scheduled for Court on the 19th April 2011. By the time you read this, the result of the case will be known. We can not say if the efforts of many members and the legal team involved will be successful but we have done what we agree to do, which is support our members when we believe them to be using legal routes.

4) LEGAL CHALLENGE & TRO DISSEMINATION EVENT

Due to the overwhelming response (2 people) a date and venue to be notified in a later edition of Trail if enough interest can be seen to put on such an event so if you are interested and want to attend then email row@trf.org.uk

We will also hold, alongside this event, an introductory event to ROW for group ROW officers and those interested in becoming involved in ROW issues in their area.

Robin Hickin



SLALEY BYWAYS EXPERIMENTAL TRO'S

Even the magistrates sided with the TRF over this in July 2009.

Slaley Forest and the surrounding area can in many respects be seen an area where the council appear to be going out of their way in demonstrating a reluctance to accept vehicular use. I and many others have spent many hours trying to maintain the rights of motorcyclists and stop the council removing our rights.

Late last year the council established a number of Experimental TRO's over a number of routes in the area. Their first proposal was to close the routes completely. However, after being pressed very hard, they saw an alternative way forward and applied different levels of control from doing nothing to ETRO's excluding vehicles completely over the 18 months the ETRO's would last for (so we know what will happen to those routes). There are three byways, the link (Embley upper road) from Bainbridge Road (Penny pie) to Blanchland Road, Blanchland Road itself and part of the Lead Road which have seasonal TRO's on them for motorcycles. Read the signs carefully as although it says "except for motorcycles" it then has a sign of when you can use it (generally May to September). Alongside these, the routes over Embley fell have ETRO's on them which exclude all vehicles all the year. All these routes now exclude 4x4 vehicles all year round. Ginglehaugh Road, Bainbridge Road and Long Edge Road are open 12 months of the year.

I thought it would be prudent to share some new information about the byways in the Slaley Forest area which is located in Northumberland.

First a bit of background many of you will be familiar with. Northumberland council could, and sometimes are, seen as a progressive council in that the conversion of UCR's into byways often goes ahead with little fuss - fantastic news. However, in more recent times, the council show the opposite and put TRO's on routes, go out of their way to side with the landowners and give little regard to our wish to ride on unsurfaced routes. The public face to the TRF does not always appear to match the actions of the council employees. The drift road which Alan Kind has written about is a prime example where despite good evidence, the council have failed to change the route to byway and tried their best not to upset the landowner, with crazy ideas of diverting and downgrading the route to bridleway over a course that walkers would find virtually impossible to use, let alone horses or cyclists.

Last week, three of the committee members of Northumbria group went to a meeting called "Slaley Byways Motor Vehicle Group" in reality, the council working with the landowners including the Forestry Commission, Northumberland Council and Police all working together to control motor vehicle use in the area. GLASS, the 4x4 user group were invited but did not attend.

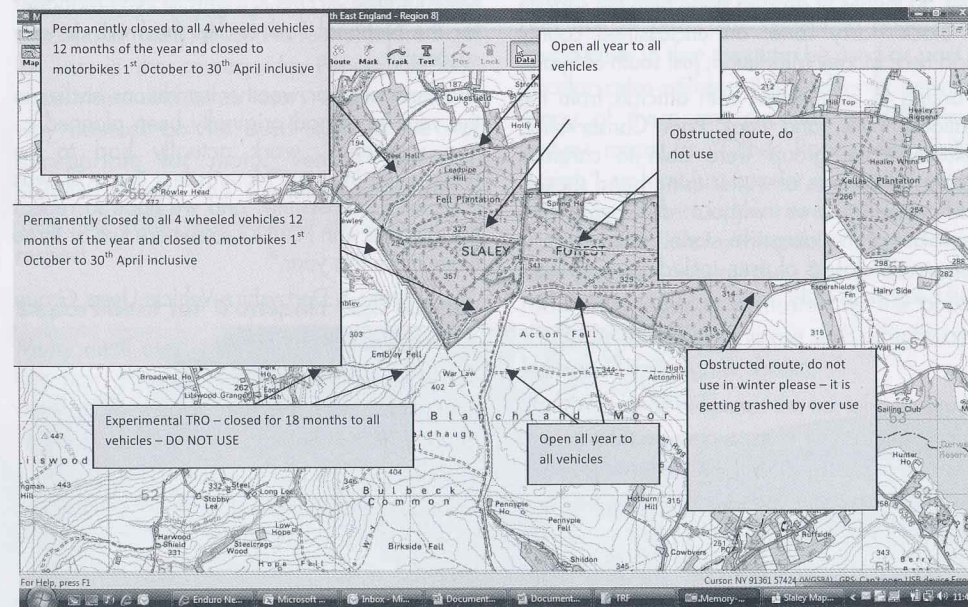
During the meeting we found out that police monitoring of the area has continued without involving the TRF, a number of section 59 notices have been issued, and that the violation of the ETRO's is continuing. The council are monitoring the use of the ETRO routes and for instance, on Sunday 14th November, 17 motorcycles used Blanchland Road despite the seasonal ETRO on it. This was just one of several days that surveillance on these routes has taken place. Sunday is the day most likely to be a day people are abusing the ETRO but the council know which days vehicles are using the routes.

This is where the TRF membership can help.

First of all, keep to the legal routes and observe the ETRTO's, secondly, get the word around that riding the routes when the ETRO's apply will give the council the ammunition to close the routes where damage continues - even if a seasonal ETRO is not in force in the summer and it is wet, consider using the route down hill (Blanchland Road south to north as an example). However, the most important thing to do is get the word around to all the riders not in the TRF and explain we could easily lose the routes if they continue to be used when an ETRO applies.

If you choose to ride in the Northumbria region please ensure you know where you can ride legally. If in doubt, seek advice. Northumberland Council have an on line mapping system and I will help with questions about specific routes, but unfortunately I do not have the time to mark maps up. The Northumbria group can be contacted via our web site northumbriatrf.net

Tony Whitehead,
ROW Northumbria TRF



••• PRESS RELEASE •••

Vehicle Users Are True Friends of the Peak District

When the Peak District National Park Authority asked for volunteers to help with its Black Harry Trails Project, it was a motorised user group that stepped forward first.

The Black Harry Trails Project is intended to 'improve and create routes for horse-riding and mountain-biking and increase recreational opportunities for the less able, elderly and those with young families', but the volunteers to do this work came from the 4x4 driving and motorcycling clubs of the Peak and Derbyshire Vehicle Users Group.

Bad weather in February meant the work had to be done to a tight schedule after the first planned delivery of material was snowed off, but none-the-less a comparatively small group of volunteers from clubs including the Green Lane Association, Buxton & District Land Rover Club, Trail Riders Fellowship, Peak 4x4 Response, and the Land Rover Series II club laid over 50 tonnes of graded stone onto the surface of Black Harry Lane; an unclassified county road near Stoney Middleton, just south of Eyam.

Working in conjunction with officials from the National Park, and Peak Park Conservation Volunteers the group were able to carefully repair the ravages of winter using hand shovels and wheelbarrows without destroying the character of this attractive stone track, which is open to all classes of user, including road-legal trail bikes and 4x4s.

Speaking for the Vehicle Users Group, David Sparkes said: "While we were doing the work numerous walkers and cyclists passed by and some even stopped to watch, but all declined my invitation to lend a hand with a few minutes work.

"I found this very surprising, as one of our volunteers was a trail rider who had brought her two children along to help. In fact, the only passer-by to help at all was a lady passenger in a 4x4.

"Given the apparent sincerity with which groups who claim to speak for walkers and cyclists express their concern about the unsurfaced roads in the area, and the amount of time that they spend talking to the media about damage that they allege is caused by what they wrongly term 'off-roaders', we were disappointed by this reluctance to weigh-in with a little physical work for the benefit of all."

Mike Rhodes, Access & Rights of Way Manager for the National Park hailed the work as very successful.

"Because of poor weather conditions earlier in the year what had originally been planned as two weekends' work actually had to be undertaken in one. "Nonetheless the work was completed successfully, and we hope to repeat the exercise with PDVUG elsewhere two or three times more this year."

Peaks & Derbyshire Vehicle Users Group



TRAFFIC SIGNS REVIEW

Proposals by the Rights of Way Review Committee

Introduction

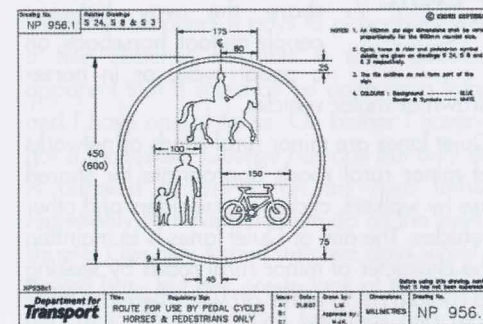
The Rights of Way Review Committee is a non-statutory committee which reviews matters relating to public rights of way in England and Wales with the aim of agreeing, by consensus, proposals for action. The Committee brings together the key national organisations (landowners, users, central and local government) with an interest in public rights of way. The Committee submits the following proposals to the Department for Transport's review of traffic signs.

Cluttering up the countryside

The Committee proposes that the erection of inappropriate signs (size, material) in the countryside should be avoided. Local authorities should be given discretion in the size of and material used to manufacture signs for use in the countryside. People on foot, equestrians and other users of the rights of way network do not need signs of the size appropriate for motor vehicle users on metalled roads. The Committee particularly identified traffic regulation order signs in this respect.

Department for Transport sign NP956

Many multi user routes could be signed with this sign. However, as it is not prescribed in regulations, local highway authorities are reluctant to use it because they have to seek explicit authorisation. This discriminates against equestrians, a particularly vulnerable user group. The Committee proposes that this sign should be added to the list of signs prescribed in regulations.



Signs where unsealed public roads leave the metalled highway

These are used largely for recreational use, and are of particular benefit to equestrians and cyclists in that they can be used as part of circular rides utilising the bridleway network. Many of these are depicted on Ordnance Survey maps as "Other Roads with Public Access", or may just appear as "white" roads. However, as there appear to be no authorised traffic sign to inform the public, most of these are unsigned where they leave the tarred road. This leads to confusion by the public, who may be reluctant to use such a highway if no authorising sign is shown.

The Committee proposes the use of a waymark sign : a black arrow on a white background with the words "Public way" or "Public road" to show where unsurfaced highways leave the tarred road, and at intersections with other public rights of way. This would be less obtrusive than a finger post.

Quiet lane and Byways open to all traffic signs



The Committee proposes that local authorities should recognise that, in appropriate local circumstances, Quiet lane signs could be used in conjunction with Byway open to all traffic signs to indicate that users may expect to share the way between people on foot, horseback, on a pedal cycle, or in horse-

drawn or motor vehicles.

Quiet lanes are minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of Quiet lanes is to maintain the character of minor rural roads by seeking to contain rising traffic growth. There are three key elements to a Quiet lanes scheme: community involvement to encourage a change in user behaviour; area-wide direction signing to discourage through traffic; and Quiet lane entry and exit signs to remind

drivers that they are entering or leaving a Quiet lane, a place where they may expect people to be using the whole of the road space for a range of activities.

A byway open to all traffic is defined in s.62(1) of the Wildlife and Countryside Act 1981 as "...a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used."

Many byways open to all traffic can be described as 'minor rural roads' in that they have a metalled, or partially metalled surface; sometimes they have a sealed, or broken-sealed, surface. There is no reason why a byway open to all traffic cannot be designated as a Quiet lane. In appropriate cases, the Quiet lane sign could be made as component of the byway open to all traffic sign, either incorporated into the finger plate or by a small plate bolted on to the post.

Rights of Way Review Committee

Charlie Finds a Cure for Duck's Disease

Falling in love again with my neglected XR 250, I decided to lavish a bit of money on the old girl. So in went new rear wheel bearings, new chain and sprockets and fork gaiters. Not a lot you might say but it's the thought that counts. The lower rear suspension link bearings were shot despite being greased religiously every eight years but I balked at the £55 replacement kit. Flashing the vernier calliper revealed the usual manufacturers' trick of using non standard bearing sizes viz. 22 mm by 15 mm needle rollers. 22 mm by 16 mm are ten a penny (£1.85 each actually) so what we need is new 16 mm spindles. A loaded query to Vince had him turning up a couple without hesitation and providing a couple of bearings gratis. At 2 am in the morning I half awoke with the idea of a longer one, that is a lowering link. Bike on the bench and supported on a scissor jack with the link removed suggested that a 5 mm longer one would lower the bike by 30 mm. How hard could it be to fabricate one? My BAE mate

can't borrow materials any more and I needed a 40 by 40 by 130 mm lump of alloy so I had to eBay one for £10. Who has a milling machine I wonder? It pays to play about with a few sketches because it soon become apparent that it could all be done on a lathe and I have one of those. Oh bother I haven't got a face plate, George has one but only he is allowed to use it on his own lathe, regrettably I'll have to let him do all the work, shame. One day turned into two days whilst I looked busy but hey presto look at the before and after. Pop in Vince's bearings and pins and enjoy.

Well did it lower the bike? Yes and no. It lowered the bike ok but I now retightened the rear spring that I'd previously slackened so I'm roughly where I was before, now without a soggy rear end. A big improvement, especially for £14 (and a big thank you to my friends Vince and George, I know words are cheap but so am I).

Charlie Wallis, Ribble Valley

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!

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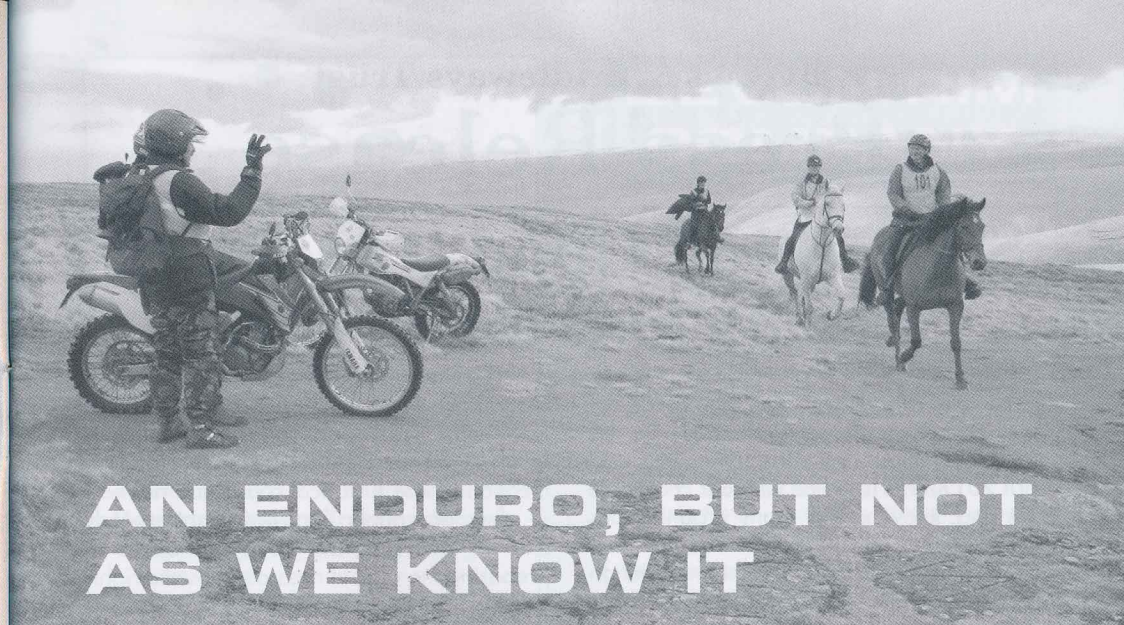
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AN ENDURO, BUT NOT AS WE KNOW IT

For quite a few years now Cumbria TRF has been supporting Endurance GB's Ullswater Ride.

It's a pretty tough endurance competition for horse and rider, with the longest circuit 40 miles, up into the fells on rough ground to 2,200ft around Loadpot Hill.

In that time we've had all sorts of weather thrown at us - glorious sunshine, wind driven rain, driving snow - normal for Lake District April days, I guess. This year was sort of in between, squally showers, some sunshine, not too cold.

We had to be there at 8.00, for Roger and I to check out lower lying areas, already flagged by mountain bikers, whilst Graham, John, David, and Oz started out to mark the 11 mile high level section, some open fell, but mainly bridleway, including part of the Roman High Street route. We two, having stayed dry crossing the River Lowther (sounds more impressive than it was), began flagging back from the far end, and just as we had begun to speculate on their progress, met the others.

Carrying on in reverse direction we confirmed the first horses and riders past the high point, and then made our way back to the start for our free issue cumberland sausage baps and cups of tea. Luckily there were no incidents out on the circuits, so I didn't have to go to practice my rather suspect first aid skills, and no one had work out how to pillion a vet with his bag of horse medicine up onto the hill!

By 2.30 we were on the bikes again, and after carefully confirming with check points that all riders were through, zipped around the mountain route, plus another couple of miles, de-flagging, which we'd completed by 3.45, ready to load up our rather muddy bikes for the trip home, some of us more knackered than others.

Altogether a really good day; the chance to ride (with the National Park's blessing) where we never could otherwise, to support and gain the appreciation of this rather tough section of the equestrian world, and make £100 for Cumbria TRF funds.

Steve Pighills, Cumbria TRF

Byways & Bridleways Trust Press Release

Something Good 'For Free': *Byway and Bridleway*

Byway and Bridleway, the Journal of the Byways and Bridleways Trust, is to be circulated without any subscription fee until April 2012. This is in line with our charitable aims and, knowing that many organisations are struggling for funds, it was felt that people should not be denied the information they need to keep our network of green lanes and tracks open and well managed.

Byway and Bridleway keeps you up to date on the latest court cases and judgments, public inquiry matters, and many other issues affecting our historical byway and bridleway network — a network that is often neglected, obstructed and under-recorded. The 'cut-off date' of 2025 is fast approaching, and this 'under-recording' means that our rights over many historical routes will be extinguished in just 15 years from now. Whilst walkers have a vast network of paths and enjoyment of Open Access Land, those people relying on higher rights (byways and bridleways) find the network disjointed, with considerable distances on road to be covered, where the risk of unwanted interaction with fast motor traffic is too high.

Recording the missing historical public rights of way is important because despite

assurances there has been no worthwhile additional distance of byways and bridleways provided through statutory creation. These historical routes are not new — they are public highways that already exist in law, but have been overlooked in preparing the official records of public rights of way.

But it is not only recording the lost ways that is important. There are many that are recorded, but are now lost to public use through neglect and obstruction. There is still a lot to be done by and for people who enjoy byways and bridleways, and our journal provides you with the knowledge to get things sorted at a time when local authorities are inevitably shrinking their rights of way budgets and teams.

To obtain your free editions of *Byway and Bridleway* simply send an email stating your name and own email address to subscriptions @bbtrust.org.uk For more information about the Trust contact Chairman@bbtrust.org.uk

If you care about access to the countryside visit www.bbtrust.org.uk

Byways & Bridleways Trust

The old EAF ho

The England Access Forum is (possibly) no more. Poul Christensen, Chairman of Natural England, has told Duncan Graham, Chairman of the EAF that the group will not be funded, or have its secretariat provided by, Natural England, which body will support "the wider LAF family". The regional coordinators, working between the LAFs and the EAF, will also cease to be funded.

Byway and Bridleway 2011/5/94



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Keith Westley Steps Down in Lancashire

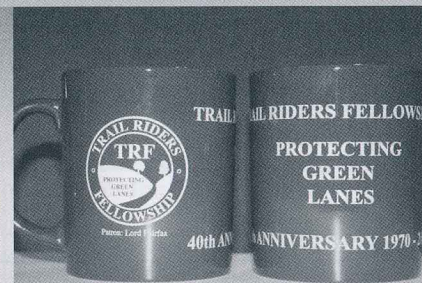
After over 25 years as Lancashire TRF Group Secretary and Group Representative Keith has at long last stood down although he remains an active member of our group and leads at least one club run each month.

In all the years I have known him, Keith has always ridden Honda's from the ubiquitous XL185 to his current CRF230 via about three or four intervening models. I recall that they have all been red but last year he decided on a colour change and bought an orange bike. Our new Secretary and group rep. Tony Davenport said he thought that this was the greatest scandal and defection since Ernst Degner left MZ to go to work for Suzuki.

In recognition and thanks for Keith's tireless service for us and with assistance from the guys at Leisure Trail who gave us some stickers for Keith's helmet or bald head and some posters for his garage, the Lancashire Group purchased a special piece of racing kit which now has pride of place in Keith's kitchen.

Anyone calling round can now expect a piece of toast with their coffee.

John Gardner, Lancashire Group Chairman



www.trf.org.uk/shop

LAMBING

It's the lambing season in the upland regions. Hill farmers have a tough enough time as it is, so real care and consideration near sheep is a must.

Pregnant sheep can easily abort, and lambs have a remarkable lack of traffic sense. We've already had protests from a very frustrated farmer in Longsleddale who's had riders off

piste on Sadgill in amongst his sheep - believe it or not the excuse was that they were too old to follow the proper track, and so "had" to divert onto the grassland alongside the hairpins. Feathers - we spit them up here in Cumbria!

Steve Pighills,
Cumbria TRF Group

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Trail Riders Fellowship

MEMBERSHIP APPLICATION FORM

- Please complete the details below and return the form with a cheque or postal order (payable to the TRF) to: **TRF Membership Secretary, Debbie Hutchinson, Marcliff, Bakers Hill, Exeter, Devon EX2 9TE. Tel: 07966 438907.**

PLEASE PRINT DETAILS CLEARLY

First name(s)

Surname/Family name

Joint name (if applicable)

Address

County Postcode

Tel no

Email

Which local Group do you attend (or propose to attend) if any?

(see www.trf.org.uk for list of Groups)

What bike(s) do you use on the trail,
eg: Yamaha DT125R

ANNUAL MEMBERSHIP

SINGLE MEMBER

£40 annually

JOINT MEMBER

2nd member at same address, 1 copy of TRAIL to share

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LIFE MEMBERSHIP - £400.00

• Please send me extra bike stickers (£1 each)

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• DONATION TO THE FIGHTING FUND

Fighting Fund donations are at your discretion but very important in order to defend our rights

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TOTAL AMOUNT

£

Tick box if you are a full (individual) member of: BMF MAG ACU

Other - please state - eg: ACU, NFU, CLA, National Trust, English Heritage

Where did you hear about the TRF?

Do you require more membership forms? How many?

I wish to join the Trail Riders Fellowship and I confirm that I have read and agree to abide by the Articles, Memorandum and Bylaws of the TRF*, a company limited by guarantee. I agree to ride only unsurfaced rights of way which I genuinely believe to be vehicular.

Signature:

All membership details are stored on the Fellowship's computer and will only be used in accordance with the TRF Rules.*

*Available from www.trf.org.uk or from the Membership Secretary.



Patron: Lord Fairfax

WHY JOIN THE TRF?

8 GOOD REASONS

FELLOWSHIP

The TRF is the only motorcycling organisation fighting for Trail Riding - all the way to Parliament

CLUB RUNS & EVENTS

TAKE IN BREATHTAKING COUNTRYSIDE

ASSIST WITH THE CONSERVATION OF YOUR HERITAGE

LEARN NEW SKILLS

INFORMATIVE MONTHLY MAGAZINE

MEET PEOPLE WITH COMMON INTERESTS AT HOME & ABROAD

ORGANISED RUNS IN DIFFERENT PARTS OF THE COUNTRY

CODE OF CONDUCT

USE ONLY VEHICULAR RIGHTS OF WAY

Trail riding is only lawful on public roads. If in doubt, check with the Highway Authority or the TRF. Motorcycles and riders must be road-legal. Green Lanes are subject to the same laws as surfaced roads.

KEEP TO THE DEFINED WAY ACROSS FARMLAND

Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.

GIVE WAY TO WALKERS, HORSES AND CYCLISTS

- as a courtesy. On narrow lanes, stop and switch off engines.

FASTEN GATES TO SAFEGUARD STOCK

- except those tied open for farming purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.

TRAVEL AT A SAFE SPEED

Ride at a reasonable speed, taking regard of conditions and visibility. This should not exceed the voluntary maximum of 25mph.

RIDE QUIETLY

Machines must be effectively silenced. Use the throttle with discretion as noise can offend.

HONOUR THE COUNTRY CODE

Respect the countryside and those who live, work, and play in it. Green lanes can be valuable habitats, so take special care in spring and early summer.

IDENTIFY YOURSELF

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

ACKNOWLEDGE OTHER USERS

Trail Riders should acknowledge the presence of other green lane users with a friendly wave or other suitable greeting.

Mechanical Mayhem in Mid-Wales with the Devon Group



A group of Devon TRF members were invited by Stewart Bosworth (Bozz) for a weekend's trail riding in Mid Wales. Bozz was happy that he could provide two days of good riding and suggested that we base ourselves at the Radnor Revival cabins - see <http://www.radnor-revivals.co.uk/> - who advertise in TRAIL magazine and whose owners are keen supporters of various forms of motor sport and the TRF. Bozz is a very keen trail rider and has probably ridden in most areas of the UK. I was lucky enough to have been in Bozz's company on one of his Devon visits plus he had the good sense to have recently bought a Yamaha TTR250 so the bond was formed!

A small but perfectly formed group of DTRFG riders were soon chomping at the bit and making preparations for the trip. The riders were: Bozz the Boss - TTR250; Pat (Bozz's mate) - TTR250; Steve Marcus - TTR250; Rik Lennard - WR250F; Olly Cooke - WR250F; Roger Hart - WR450F; Andy Thomas - CRF230; Brian Sussex (me!) - TTR250.

Bit of a blue theme developing there except for Andy who waved the red flag very commendably. At the end of the 3 days only Bozz's TTR and Andy's CRF survived with no maintenance.

The cabins are near the village of Llanbister about 20 minutes out of Llandrindod Wells. Everyone arrived at the cabins early on Friday evening in good time to settle in before eating the first of our "group" meals. The first was courtesy of Sue and Rik Lennard, a delicious

chicken stew that, with the addition of a few glasses of cider, beers and red wine set the weekend off on a good note.

The cabins were perfect for us with ample parking for cars, trailers and bikes right outside the cabin doors. The cabins were beautifully warm, spacious and well equipped. The 4-bed cabin I was in had two bathrooms with good showers.

Bozz had recently bought a Road Angel (RA) and was just starting to get to grips with Memory Map, planning routes and linking his RA with his laptop. Lots of help was at hand to guide him although Roger seemed to have a better knack at imparting "The Knowledge" than the rest of us so took the role of personal tutor for the weekend lessons. However, it was all too much first time around so Bozz stuck with his paper maps for the weekend with regular checks with those of us with RAs just to make sure he was actually where he thought he was!

Saturday morning came around quickly and Olly quickly showed his skills left over from his "café period" by producing perfect fry ups each morning. We were joined for the day by another friend of Bozz's - Dick aboard a KTM. All the bikes were soon fired up and running and we were off into the Welsh countryside promptly at 9am. It wasn't long before we were into the first of the unsurfaced UCRs. The first few lanes did little for my confidence as the Welsh mud seemed to be a foot thicker than the Devon variety and twice as slippery. However, everyone seemed to enjoy the slithering and practicing their rut riding techniques although there was at least one

rider who quickly decided he would dump his MT43 for a knobbly the following day! Some lovely BOATs in the Bleddfa area followed. It was becoming obvious that we were in for a treat taking into account the length of the lanes and variety of going on offer. We worked our way southwards to the A44, via the lovely BOAT with the super views that runs close to the Water-breaks-its-neck waterfall, and on through Llanfihangel-Nant-Melan before a long section of roadwork through Penybont and Crossgates to Rhayader. Here we rode the lovely BOAT running north-westwards from Gwardolau Farm. Southwest then alongside the Caban-coch Reservoir and its impressive dams to the recently awarded BOAT on the left bank of the Afon Claerwen river. This was one of the Top 5 lanes of the weekend with varied going but it was my downfall when I drowned the TTR in a very deep muddy rut. The draining antics took about an hour out of our day not helped by Dick finding he had a pinch puncture requiring a tube change just afterwards as we got onto the tarmac. The following track around the Claerwen Reservoir also went into most people's Top 5. Another Top 5 lane followed – the infamous Strata Florida – although the water was actually less deep than on one of the earlier BOATs. We nearly cleared it without incident until one of our number was lured into a deep slippery section of the last ford crossing by "someone" trying to get a good camera angle. Having had some experience earlier of draining TTRs we managed this one in half the time and were soon going again. Unlike our DTRFG runs this particular day had one thing markedly absent – pasty stops! We hadn't even had a petrol station sarnie for lunch so, to make amends, we hit the garage and stores at Beulah for petrol, hot chocolate and pasties before hitting the tarmac road back to base. Things went slightly awry at this point as the group got split but we all got back to base OK although Bozz and Andy did an extra 20 miles in the cold and, by then, dark looking for the "left behinds" who had used their initiative (and Roger's Road Angel) to navigate their own way back to base. Steve and I froze just that bit longer as we changed our milky oil caused by the earlier drownings so we would be ready for the morning. Things seemed a lot better after tucking into two very large cottage pies courtesy of Steve and Theresa plus of course some obligatory cans followed by more Memory Map training.....



As will be seen, I didn't ride on the Sunday so Steve has filled in the blanks from what sounded like another great day's trail riding:

Sunday started well enough until Roger suffered complete rear brake failure just into the village. A quick up ending of the WR and some frantic brake bleeding didn't see any improvement so it was decided that Roger, Rik, Brian & Pat (who was concerned about his chain) would return to the lodges to try & fix it (I think at least one of those was glad for the chance of a rest) while the rest of us would do a couple of hours then return. Boz started us gently with what began as a very slippery BOAT but took us through some stunning scenery that went on for ever (well, for 4 1/2 miles), covering Tynybrynion Hill and Glyndwr's Way. We did a few shorter lanes with some road work before returning to see how the others were getting on. Total miles ridden, 29.

Unfortunately, despite the best efforts of Roger & Rik, parts would be needed to get the brake working again so Roger reluctantly had to bail out. Pat found that his split link had snapped (on the inside!) and took the chance to change his very hooked front sprocket (my old Granny has better teeth than that sprocket Pat!) and remove a link from the pretty well knackered chain (a cheapo that wouldn't have even been any use as a weapon!). It was enough to enable him to carry on riding anyway. Ollie's WR had been misfiring during the morning ride so Brian offered the use of his TTR, giving him the chance to chill out for the day so 7 of us set off for a much revised afternoon's riding. Right at the start of the first lane our list of incidents increased again when Rik decided not to carry on as his WR was also misfiring badly. He rode back to the lodges while the 6 of us remaining set off down a wet, muddy (at least 1 badger here) ORPA by Great Cantel then onto a BOAT starting at St Michaels Pool that was a lovely long rocky descent down a shallow stream. A very slippery rut led to a fantastic climb through Forest Wood that

reminded me of the East Hill Strips back home, only longer of course. It was here that Bozz "re-located" a large spotty dog hence the Byway is now re-named "Dog-in Lane" – see photograph on previous page. Any trail rider who recognises the location should make sure they get a picture of them tending to this poor animal who Bozz found abandoned on the Welsh fire roads the previous day!

Several more wonderful lanes followed, with a bit of back tracking required at times with the last couple of the day proving to be among the best yet. The penultimate being a 5 1/4 mile mix of BOATs & ORPAs with some fantastic views over rolling hills passing the wonderful sounding Wolf Pits, Pentre Trump and Black Yatt. The last one was a wonderful BOAT over Giants Grave towards Hundred House. 4X4s had followed the same route and the tracks were pretty deep so I rode slightly to the side. Bozz promised us that Monday would have many more trails like this one which was something to really look forward to. The inevitable roadwork took us back to base where a bit of essential maintenance on the bikes was followed by a very welcome hot shower and change then off to sample Bozz's curry. Miles ridden, 62, a total of 91 for the day. (Steve H).

As Steve alluded, Sunday was topped off by our glorious leader cooking up an Indian frenzy courtesy of Mr Sainsbury plus of course the necking of more cans and a showing of the DVD "David Knight - Iron man of enduro" courtesy of Clayton – thanks mate!

Monday was originally planned to be an exploratory day looking at the lanes around the Devil's Bridge area but, bearing in mind the mechanical shenanigans of the previous days we still hadn't looked at the fabled Hundred House area so, less Roger and his brake-troubled WR, we headed out on a chilly 17 mile road blast to Hundred House where we soon hit the fabulous network of green lanes south of the village. A nice mixture of going including UCRS and BOATs including a

lovely long Top 5 UCR across Llanbedr Hill. Time had gone quickly and we again needed to cut and run – this time an even chillier 25 mile tarmac run home via another belated pasty stop at Bulth Wells. My lunch clock was well out of synch by now but when we got back to the cabins I did a deal with Olly that I would power wash his WR if he made a cuppa and some of his special egg sarnies. All was soon right with the world. A quick tidy up, some goodbyes and back down the road to Exeter

feeling more than a little fatigued but with three days very well spent in most excellent company!

A big thanks to Bozz for inviting us along and showing us the delights of Mid Wales and organising the fabulous accommodation which all of us just can't rate highly enough. The cabins were THE perfect base for a trail riding weekend.

Brian Sussex



**Safer Roads
Partnership**
IN WEST MERCIA

PRESS RELEASE

Bikers: Put 8th May in your diary

Bikers across West Mercia and beyond should put Sunday 8 May in their diaries to make sure they don't miss out on an exciting new biking event at the Warriors Rugby Ground at Sixways in Worcester - which is totally free to attend!

The Safer Roads Partnership in West Mercia has joined up with Worcester and Hereford Advanced Motorcyclists, West Mercia Police and Hereford & Worcester Fire and Rescue Service to organise the event which will kick off at 10.00am on Sunday 8 May.

There will be many attractions at the event including free assessed ride outs, displays from local dealers with special deals available on the day and also a free prize draw to win a "Skills for Life" Course from the Institute of Advanced Motorists worth £139.

Free assessed rides with a qualified observer from Worcester and Hereford Advanced Motorcyclists will be available on the day on a first-come-first-served basis but riders can also book in advance by emailing their full name and postcode to: events@wham-motorcycling.org

Katy Jenkins from the Safer Roads Partnership said: "It promises to be a great day out for

riders. It doesn't matter if you're thinking about buying a bike or just getting started, or have been riding for years and are an experienced biker there will be something there for everyone. Put the 8 May in your diary now so you don't miss the event!"

Brian Morgan, Chairman of Worcester and Hereford Advanced Motorcyclists says: "WHAM is delighted to be working on this event with the Safer Roads Partnership. We will have a number of experienced IAM observers available on the day to give free assessments to any of the region's bikers. Our primary aim is to help bikers to get the most out of riding by being able to make progress on the road but to do so with due regard for their own safety and that of others. We are keen to encourage as many riders as possible to take this opportunity - it will cost nothing but could well save you a great deal. For more information on our Skills For Life programme please visit our website".

The event will run from 10.00am to 4.00pm at the Worcester Warriors Rugby Ground, Sixways, Worcester. For more information visit www.srpwestmercia.org.uk or www.wham-motorcycling.org

BILLY NO MATES RIDES OUT

I wanted to try a few things, a lazy trail ride on my own, stopping in a nice spot and making a brew, reading a book, listening to the radio. Relax. No pressure to move on. Previous solo exercises on pushbikes and camping had not been a success, I don't like my own company. (neither do you I hear you say!)

Anyway with friends away and long holidays away from the bikes imminent, I packed the stove and lunch on the bike and headed off to the Southern Lakes. A couple of stops as I passed friends in the village, a good bit of road work, a couple of little lanes had me halfway along Gambellsmere Lane. So a good place to stop, put the stove on, get t' butties out, sit down and relax. Tune into Lakeland radio and listen to them at the Westmoreland Show. I chat to a couple of passing walkers but all too soon I'm

itching to move on, already planning the lanes ahead. A few gates, a few lanes and I'm on the ferry heading to the rocky lane at Grizedale. It's after here that I get fed up of opening and closing the gates, must be over 20 of them. I get really fed up when the bike stalls at one and is a pig to start and more frustrated when it falls off the side stand. Me little legs is getting tired. With nobody to complain to I have to just get on with it and do enjoy the lanes at Colton, Cartmel and Row. It's always a bit of a thrash back home from the Lakes but I do as many little roads as possible arriving home more tired than I should be from a "relaxing ride". A success?

Not really, I need you guys to listen to my moans and more importantly open those b****y gates. And I'm still no good in my own company.

Charlie Wallis, Ribble Valley

Foulness Island and The Broomway

...to the ends of the earth and back!

On an unusually chilly August Sunday morning, six brave souls met at Battlesbridge with the aim of entering the North Sea and conquering Foulness Island. The largest of all the islands on the Essex coast, it is the county's best forgotten secret and secret really is the word as the military have been in ownership for the last 100 years. However, despite this, co-existing is a small civilian population that farms the land leased from the military. What makes Foulness special is this rare partnership

and the un-touched qualities of the land that before the 1920's was only accessible via an ancient byway half a mile out in the sea. Known as the "Broomway" and so named as historically it was marked by large timbers with branches attached making them look like large witches' brooms. This unsurfaced tidal road is said to pre-date the Romans and starts from Great Wakering before it crosses the Maplin Sands for 5.5 kilometres through the North Sea eventually turning west to join the

island. The Broomway continues north across the sands as a bridleway before re-joining the island again some 4 kilometres later.

The Broomway is a natural and sustainable feature where the sands are firm enough to support a vehicle. The original timbers marking the route have long since rotted away and the only man-made sections are at the start and finish where some minimal surfacing has been applied to aid you in crossing the mud and quick sand.

This is a dangerous route and over the years many people have lost their lives through a combination of fast, unpredictable tides, poor weather and mud that will get you stuck fast. Further to the natural hazards, there is always the risk of un-exploded ordnance due to the fact that the military have tested their weapons on the sands for decades.

After a short and cautious pre-ride check along part of the route and having found some quick sand we returned some three weeks later. Prior planning had taken place and due to the fact that the actual byway is obstructed at the sea wall, the military had given us permission to ride the full 9.5 kilometres in the sea which included both the byway and the bridleway.

Once on the island the bridleway again becomes byway at Fisherman's Head. We passed the guard post and after a short run down the unclassified country road, we could see the first watch tower and just beyond that, the sea wall. The sight that greeted us left the group speechless – a barren landscape that stretched out for miles with the oil tankers only just visible on the horizon. After a safety brief and with the coast guard on standby we set out following a pre-plotted GPS route. The route itself is very disorientating as there are no land marks to head for and with the tide retreating at a 45 degree angle from your direction of travel making it very easy to stray off course.

After travelling 3 km, we stopped to re-group and make sure that all the bikes were still

running as the saltwater could be a problem to the electrical systems. Everything was fine so we pressed on reaching Asplins Head shortly after. This was to be our "escape route" but it also marks the spot where a WW2 German Bomber was shot down and left to rot in the sands and some of it can still be seen today. At this point the surface became very soft and boggy.

The GPS showed the Broomway going right through the middle however after a little test and remembering the sticky nature from the previous ride, we headed out to the firmer sands in order to continue safely. We were confident now and riding happily when we must have hit a patch of quick sand as the bikes suddenly bogged down. Fortunately we were carrying some forward momentum and



By the old Post Office



Fisherman's Head

made it over the top to safety. Nearing the end of the Broomway, the final causeway came into view marked by the remains of an old motor torpedo boat that had been used as target practice. The causeway at Fisherman's Head was firm and well constructed however the discarded artillery shells that lined the edge were somewhat unnerving.

Whilst being watched by a curious local, we headed up the byway to the north side of the island. The route itself was a mixture of hard top and natural grass surfaces before going through the residential area of Courtsend. We reached the top of the island pretty quickly and stopped to admire the view towards Southend-on-Sea and Burnham-on-Crouch. This is a cul-de-sac byway so we turned around to head back past the houses where we got a friendly wave from some islanders. We stopped to see "Hill House" named because it is built on the only hill on the island, a whole 5 metres above sea level!

We then headed to Churchend at the centre of the island and the byway, like before, was a mixture of metalled and natural surface.

However, these byways are like nothing we had ever seen before - completely unspoilt and it was very similar to riding on a well kept lawn. When we made it to the village centre the group went straight for the pub but unfortunately it has been closed for a couple of years and it looks as though it won't be open any time soon which is a shame due to it being the last pub in military ownership.

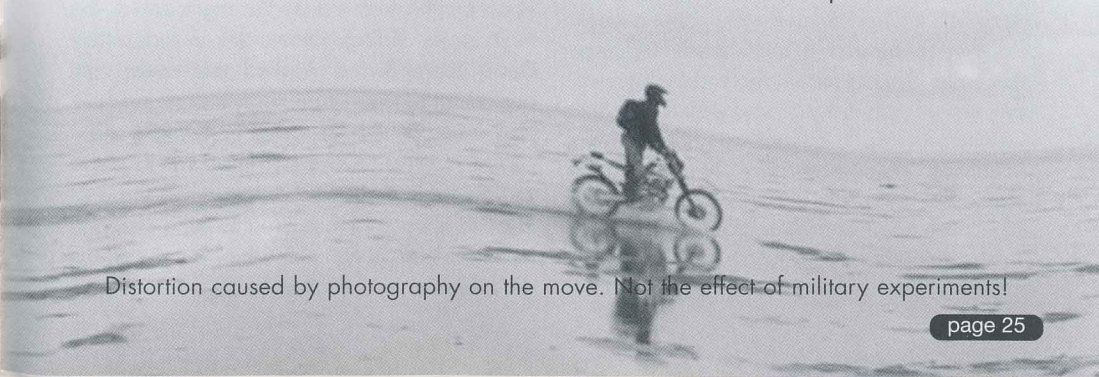
Anxious to make sure we got back onto the sands before the tide started coming in, we

followed the byway as it ran across the village green, past the duck pond and back onto a metalled road. Following the signs, the byway became a lovely little lane but that didn't stop one member in the group having a small fall as he admired the views. We pressed on, across two fields back to another metalled surface where we regrouped to head south. This would take us to the point where we would follow the diversion specified by the military that took us via some untouched field edges all the way to the sea wall.

During the time on the island, there was this constant feeling that you were being watched and to be honest it is quite justified considering the circumstances. At the sea wall we were joined by a chap in a landrover who turned out to be the local farmer who had lived on the island for 65 years. Stopping for a chat he was only too happy to tell us the history and answer general questions about the island as in his spare time he acts as one of the island's local guides. We couldn't have met a nicer person who was only too happy to welcome visitors to his island home.

To get back onto the Broomway we had to negotiate a slippery, seaweed covered rocky causeway that was surrounded by mud and silt. It was a good chance to improve our technical riding skills but not the environment to make a mistake. I looked over my shoulder to check on the group and our farmer friend was still there and waving us on.

At this point it was about 4 km back and reaching the half way point we stopped to admire what we had achieved. Unfortunately fun like this comes at a price and one of the



Distortion caused by photography on the move. Not the effect of military experiments!

bikes went on strike. No amount of GT85/WD40 seemed to help coax the bike back to life and it was dead. We agreed to tow the bike back to dry land as we felt given the circumstances it would not be very nice to make Rick push it home.

Once back on dry land we rode from Great Wakering down the Southend seafront before stopping off for a barbeque and jet wash. The whole experience was incredible and although it was one that I would love to repeat, I would not recommend doing it without the prior

planning, good communication and the right equipment. The mixture of salt water and sand take their toll on any machine however, despite these factors, we will be back again next summer for another go.

Adam Jenkins

Extract from the public rights of way report 'Access Essex' Winter 2010/11 which features reports on many access issues. It is gratifying to see trail riding not only included but Adam Jenkins, PROW Officer, actually out there enjoying this historic byway.

Bigmark & the boys go to Dust Devils

It all started at the Dirt Bikes show last November when we happened upon a professional looking stand manned by a chap called Bob who told us about his company Dust Devils and the trail riding holidays he could offer in the hills around Marbella. It all sounded mint and if it was half as good as what Bob told us we knew we were in for some good riding.

A plan was hatched and Dave (you know Dave, Dave Carter) was quickly appointed as our travel agent and took on the role of organising a trip for the 5 of us (Me - Bigmark68, Juz - Caseboy AKA Blue Smartie Boy, Steve -Trebbe99 AKA Pidgeon, Dave - Dave XXX AKA "Mr Dave" & Lee - Ktmbrock).

The mickey taking started by text about a week before we set off and by the time we met up at Manchester Airport for our flight to Malaga we were all on good form and ready for the weekend's riding. The flight was fine and we arrived at Malaga Airport to be met as promised by Jon in the Dust Devils minibus. Jon was a nice chap with a strong accent I think he might have been Scottish or Welsh or something (Scouser) but we did not hold that

against him and he struck us all as a nice friendly bloke and we knew straight away we were in for a good laugh with him. He asked Juz what sort of riders we were and Juz used the immortal words "HARDCORE" which I knew straight away would come back and bite us all on the backside.

Jon dropped us at the 4* NH Marbella and promised to send Bob to pick us up in the morning for our first day's riding. We checked in and found the hotel and our rooms to be spot on. After an hour to get settled in we went for a wander in our T-shirts that Dave had got printed up.

That night we went to Puerto Banus and had a steak for tea to build our strength up for the next day's riding. However, unfortunately Dave, Steve & Lee washed this down with copious quantities of booze whilst me and Juz went back to the hotel for an early night and a cup of Horlicks. A decision that was to prove very sensible the next morning when the 3 of them rolled out for breakfast looking sheepish and decidedly hung over. Oh how Juz and me did laugh.....

DAY 1

Bob turned up at 9am in his Land Rover Discovery and took us to his premises about a 10-minute drive away where we found Jon and a fleet of shiny KTM bikes and kit waiting for us. After picking our bike for the weekend and getting our kit on we were ready to go. Bob and Jon gave us a safety briefing and an idea of what to expect and we were ready for the off. I took a 2011 KTM 450 with 11.5 hours on the clock, Juz took a 2010 250F with a 280 kit, Dave took a 2011 250F with a 280 kit, Steve wanted to try a lowered bike (cos he is vertically challenged) so took a 450 and Lee picked a standard 2011 250F.

After a quick stop to fuel the bikes we were off and within 5 minutes were up into the hills on dirt roads and single track with a few little climbs and loops around the forestry to get us warmed up. Bob occasionally stopped to let us have a go at a climb or something of interest and Juz was like a kid in a toyshop.

After a brief stop in a clearing where we could pick oranges straight from the trees we were off again.

Bob stopped at the bottom of a climb that looked fairly straight forward and offered us a challenge "if anyone gets to the top without stopping they get 10 euros but if you fail you owe me 10 euros." Juz & Dave could not get on the bikes quick enough and Me, Steve and Lee waited for the carnage to start. The boys tried and tried but neither of them could make the top in one go but eventually they both got up but they looked exhausted.

On the way again we arrived in more open ground that started to climb up the side of some big hills. Bob was leading and had a little handlebars down moment on the side of the next hill and unfortunately for him Juz was right behind to offer words of comfort which, to be fair to the bloke, he took in good humour.

Now those of you who know me you know "I don't do hills" but as we had travelled all this way and the place was basically just full of "Big Hills" I decided to have a go at a few and

see how we got on. Jon and Bob did tell us before we started that there was an alternative route round most of the stuff if we did not fancy it.

The second one looked worse than it was although it had a slight right hand turn about half way up which almost caught me out.

The next one looked proper mental and I sat at the bottom with Jon as Bob then Juz just flew up it, so far so good, Steve went next and got to about 10 foot from the top and fell off busting the tip off the gear lever in the process. Dave was not far behind him and made it just past Steve and then let the bike go as it all got out of shape and nearly flipped. I swear that I thought his bike was going over the edge down a shear drop and even Jon was relieved when the bike and Dave both stayed on the side of the hill. I looked at Jon and said do you think I will make that or what as those boys can both ride and neither of them cleared it so I had no chance. He said he did not know but he would ride my bike up for me if I did not fancy it, as going back was not really an option at this stage. I looked at the hill and I thought I would have a better chance trying to ride up it rather than walking up it, which would probably kill me anyway. I waited till Steve managed to make it back down in one piece although his

descent of the hill made it look even worse. At this stage Juz arrived back at the top of the climb shouting come on Big so off I went. I just about made it but in the last 10 feet I ran out of steam and talent and was off. Juz came down and helped me turn the bike around and as we could not get up from where we were he rode it back down which looked even more mental from near the top than it did from the bottom.

Juz then flew up it again on my bike and we set off climbing a bit more before we descended down the other side of the hill where we regrouped and did a few more trails before we stopped for some lunch.

Lunch was spent outside a cafe on the main road chatting and watching the road bikes go flying past us as we tucked into omelettes and drank plenty of fluid. It was proper warm now, it must have been about 25 degrees and when we set off again I was glad to feel the cooling breeze.

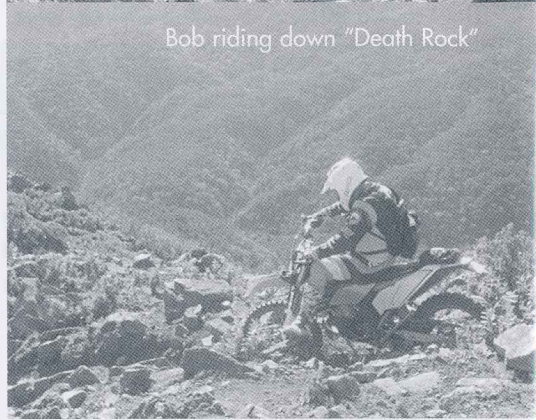
After a short ride on the road we turned off again and retraced our steps which meant eventually riding down the big hills we had tried to ride up before lunch.

Once again Bob and Jon offered us an option to ride round which I was very tempted to take but Juz gave me one of his "come on Big you will be alright kind of looks" so I set off after him. At the top of the first descent Juz told me "get on your pegs, get your behind over the back and try to stay on the bike Big" thanks mate just what I needed to hear. Now I can honestly say that going down these hills was the scariest thing I have ever done on a bike but I made it to the bottom of them all. It was not stylish and I was not totally in control but I did it and surprisingly I was still on the bike at the bottom which was a massive bonus.

I was the last man down and when we got to the bottom the rest of the boys were waiting and we were soon off again. The next time we stopped Bob & Jon told us the next hill was like a trials section up and then down the other side and it was tricky but there was a ride around. Going up was tricky but not too bad as there was a defined trail to follow with quite a few



"Death Rock"



Bob riding down "Death Rock"

rocks to get over but at the top all you could see going down the other side was just a field of boulders. It looked like something out of planet of the apes.

Bob, Juz and Steve went down first and then Jon rode back up from the bottom. Then Dave and me started to ride down and to be honest some of it just terrified me and I bottled it and walked the bike down a few of the real tricky bits. Juz decided he was going to have a go at going back up "Death Rock" as it was now called. He had a good go at it but never made the summit before he turned around and rode back down. I think if he had had a couple more packs of blue smarties and he would have been the "King of Death Rock" instead of Jon.

After a bit of a breather we were on our way back towards the workshop via a few steady trails. We were all still buzzing and got changed and had a drink and a chat with Bob & Jon before they dropped us back at the hotel.

Bob had told us that he would not be with us the following day but Jon would lead and Paul would ride as our back marker and he would come for us in the morning in the minibus.

A brilliant day in good company on some fantastic trails. We never saw a gate all day and everyone we passed either on foot,

mountain bike or horse all seemed happy to share the countryside with us. It really was days' riding that will live in all our memories for a very long time.

To be continued...

Mark Hunter

THE FORUM

The Place to air your views and encourage lively debate.

HOW THEY DO IT IN GLOUCESTER

Reading the article "How they do it in Gloucester" in March's TRAIL magazine brought back happy memories for me as I started the Gloucester Group. I advertised a meeting for interested trail riders in the local papers and held the inaugural meeting near Staverton Airfield. The response was very good so I found a pub in Gloucester (can't remember its name though) to hold our meetings and formed the Gloucester Group there. I'm pretty sure that it was later than 1972. I think it around 1974/5ish but no matter. It's good to see the group thriving and going from strength to strength.

I have many good trail riding memories from my time in Gloucester. I had plenty of laughs and made some good friends, some of whom I'm still in touch with. I also did some research and found some forgotten lanes. At the same time I was also Chief Instructor with the RAC/ACU Motorcycle Training Scheme in Cheltenham and many's the time I've turned up on my trail bike (B40 special and later a Honda TL 125 special) to do my instructing bit after doing a few lanes on the way there. Don't

know what the trainees thought when I arrived with the bike and myself covered in mud. Happy days.

I attended several Pl's and did my bit on the first Ridgeway Pl. I met Brian Thompson on several occasions. What a super bloke.

I'm still in the TRF and still trail ride, though not as much these days. At 68 the mind is willing but the body is definitely not. I try and give something back to trail riding so a few years ago myself and a couple of friends started a trail bike club for local riders. I recently sold my beloved Serow (not enough use and too much falling off) after 9 years ownership. I am now trying my hand with a quad. The initial signs are good, although it needs a whole new mindset. I'm getting there though.

I will have to try and go back to Gloucester to ride and see how much has changed. I hope some of my favourite lanes are still in existence. I know some of them have gone as they were RuPPs. Back then we had a lot more freedom than nowadays. Loads of lanes to ride with a lot less hassle. Good times. Keep up the good work Gloucester Group and more power to your elbows.

Dave Rolfe

GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. dcciej@talktalk.net 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 & CRAVEN Roger Harris, Tel: 01539 725198 2nd Tues, 7.30pm, The Gilpin Bridge Hotel & Inn, Bridge End, Levens, Nr. Kendal LA8 8EP (on A5074 at junction with A590).

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, The Griffin, 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 on the Park, Woodley, Reading.

MANCHESTER Phil Kinder, Tel: 07809 647293 2nd & 4th Mon, 9pm, The Fletcher's Arms, Denton.

MID WALES Tony Rooney, Tel: 01239 698349 Last Thurs, 7.30pm, The Crown Inn, Rhayader except July & December.

NORTHUMBRIA Nic Gilbert, Tel: 07940 133871 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 Alan Gilmore, Tel: 01332 553246 1st Thurs, 8pm, The Joiner's Arms, Church Road, Quarndon, Derby.

RIBBLE VALLEY Peter Ashurst, Tel: 07817 928329 2nd Tues, 8.30pm, Brown Cow, Chatburn, Clitheroe (off A59).

SOMERSET Fran Bunce, Tel: 01278 662605 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 Terry Brooks, Tel: 07910 050001 Last Tues, Corner House Pub, Commercial Street, Ystalyfera, Swansea.

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

SUSSEX Julian Flack, Tel: 01306 740586 Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

TEESSIDE & NORTH YORKS Leo Crone, Tel: 01325 463815 (8am to 4pm only). 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@virtualpeaks.co.uk Tel: 07966 289778. This is a virtual group at www.virtualpeaks.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.

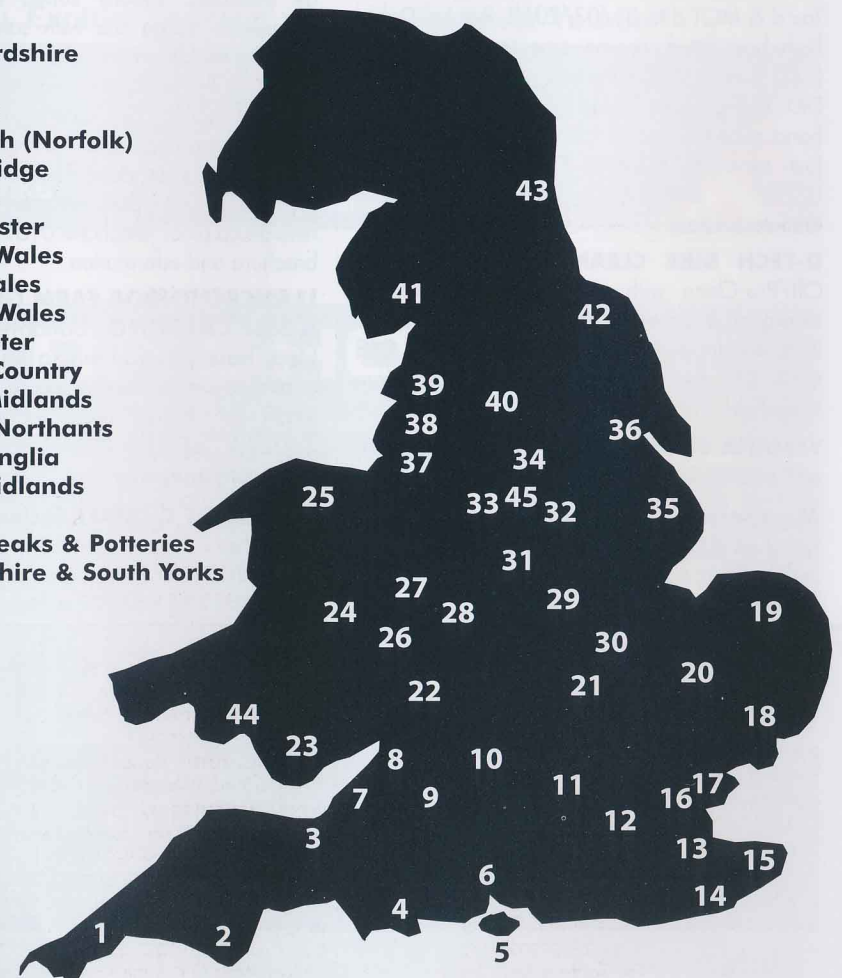
WEST YORKSHIRE Paul Dearden, Tel: 07901 381629 1st Thurs RoW 7.30 pm, Main Meeting 8.00pm, Cue Gardens, Stadium Mills, Stadium Road, Bradford BD6 1BJ.

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.

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WANTED Has anyone got or has access to any marked up maps for the Isle of Man that I could look at or borrow as I'm going over in September? Pete Monk 07837 907908, peter.monk@snapon.com

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TRF SHOP

The long awaited TRF shop went live on Monday 21st February. More products will be loaded over the coming weeks, however having only taken delivery of the stock at the beginning of February its been a quick learning curve to make it live.

A selection of products are as follows: An assortment of mugs in a variety of designs are available in either black, green, white or grey all of which are available to view on the website. See opposite for other items available to purchase. Branded clothing will be along shortly.

And remember all profits from each sale go towards the Fighting Fund.

Happy Shopping!

Should there be a volunteer amongst the members that wishes to take over looking after the shop and is able to store the goods, replenish when required, source new items and deal with the packaging and posting when sold along with making a profit - please let me know.

Happy to take (constructive) suggestions with regards to items to sell - please email shop@trf.org.uk.

www.trf.org.uk/shop

