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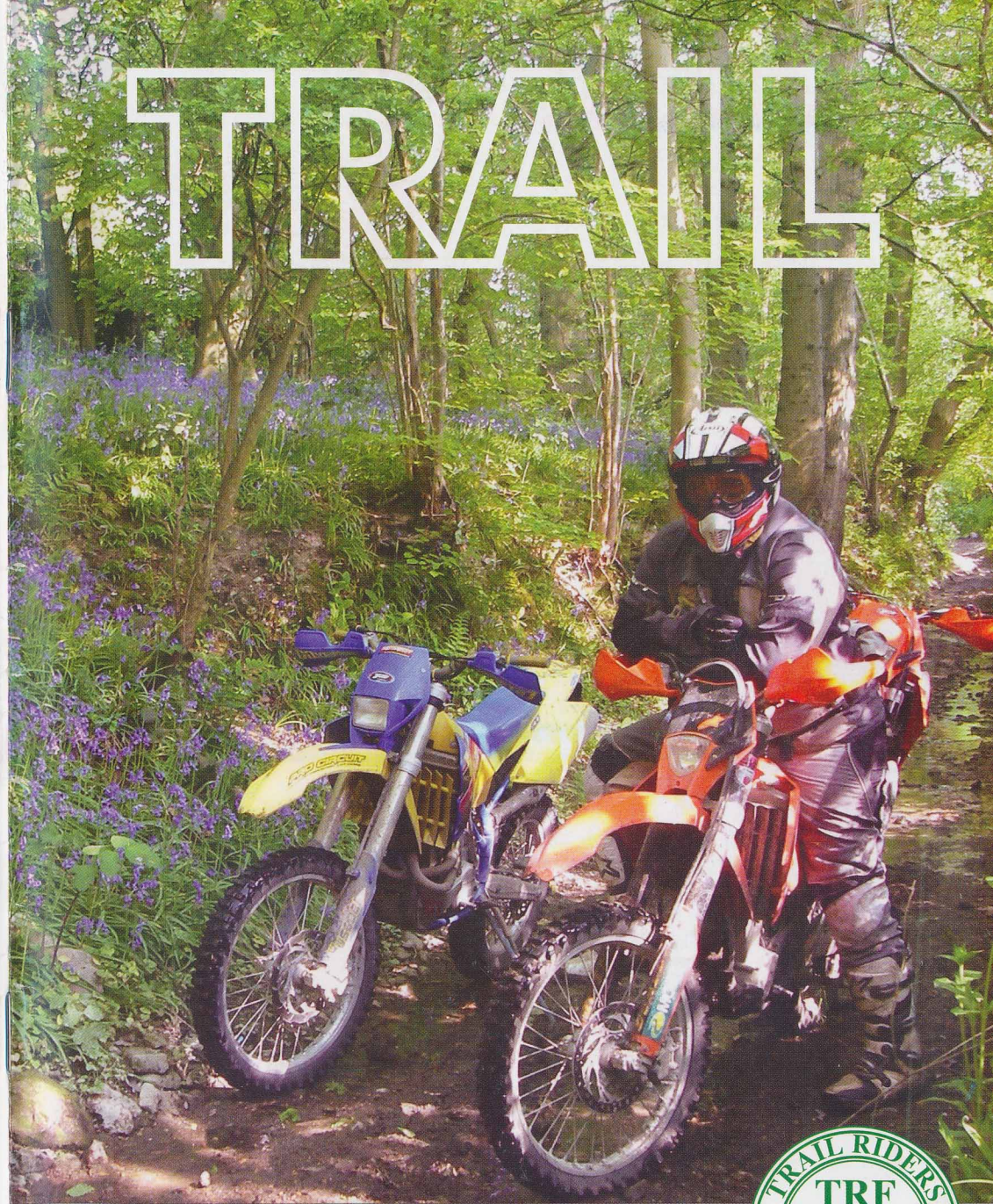
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TRAIL



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

MAY 2011 No. 393 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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	Fred Ellison	Letterheads & Compliments Slips
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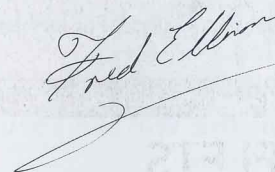
Please send all classifieds with payment if applicable to THE EDITOR.

EDITOR

Since the Yorkshire Dales (my local riding area) has lost so many trails (due to bigotry and self interest) I, and many others, have taken our bikes and money elsewhere. Bottom line is the terrain we ride is now different so the Yamaha 450 WR is too much of a handful on a slippery rock climb or some of the technical stuff which seems to have become the order of the day.

So time for a new bike (new to me anyway). After much muttering I came down on the side of a KTM 400, good suspension and a motor with a good spread of power, not likely to bit your hand off but capable of doing everything you want.

I have now had the bike, a nice low mileage, two year old, for a couple of weeks and guess what? With family commitments and TRAIL to sort out I still haven't managed to get out on the trail with it. When I do I will be sure to let you know if the Yamaha's shortcomings have been addressed by a change to orange.



TRF EXEC MEETING

Sunday 22nd May 2011
10 for 10.30 a.m.

The Black Country Living Museum,
Tipton Road, Dudley,
West Midlands, DY1 4SQ

If you would like to raise anything at the meeting please email Polly Cody at secretary@trf.org.uk

Please ensure your group is represented

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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: from Phil Coates.
Basingstoke - Petersfield and back.
Very dry but some great
Spring flowers!

COPY DEADLINE:

1st Tuesday of the Month

All contributions to THE EDITOR
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NOTICE BOARD

APPEAL

BIKES WITH PILLION FOOTRESTS NEED FOR TRAIL RIDES FOR THE MENTALLY HANDICAPPED 2011

Mike Rees would like to appeal to all trail riders for support with his event on 25th June 2011.

This annual event gives the mentally handicapped the rare chance to experience both motorcycles and the countryside and also generate some good publicity for Trail Riders. Due to the ever growing demand Mike needs all the bikes with pillion rests that he can get.

The date is Sat 25th June starting at 13:00hrs. Private land course - ACU permit for insurance - Free bar-b-que - signed from A467 at Abercarn, Gwent.

If you can help contact Mike on email - mikerees65@hotmail.com - or tel. 01495 222728

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:

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)

Byway Surfacing Work Party, Jollyboys Lane, Felsted

Essex TRF are members of the Parish Paths Partnership and have already attended some general byway related work parties. However, for their first solo venture they set their sights high and looked to take on the huge challenge of surfacing Jollyboys Lane. The byway in question is situated in the middle of Felsted and acts as an alternative route to that of the busy main road.

The byway is a vital link to the schools, post offices and various businesses around the village but above all, it is a nice example of an ancient byway.

Unfortunately, in recent years, the byway has suffered at the junction point of Jollyboys north, south and Wiggins Lane as the ditching has been stopped up and allowed to fill in. The result was a fairly waterlogged surface which, with legitimate use, had become rutted and eroded to the point where the surface had dropped in height and flooded.

The group first attended on a cold wet Saturday morning in February and armed with hand tools they cleared the southern ditching of brambles, branches, waste and silt. Working in a northerly direction, once the ditch had been dug out, they unclogged the flooded section to allow water to flow away.

Within minutes the water height had dropped dramatically, to the extent where the majority of the surface became visible.

The TRF group then planned to return for a second day in order to take care of the surface condition. Saturday 25th April was the day chosen and working with the West Area Office it was arranged for 40 tons of crushed concrete (foundations) and 10 tons of top dressing to be delivered on the day. In turn Steve Butcher, a member of the TRF, arranged to provide his own mini digger and expertise for the day completely free of charge.

On arrival at 9am the group were already hard at work clearing the area and digging the ditching out further using the digger. The first load of crushed concrete was dropped off and the group began spreading the nuggets out to form the foundations. Gravel boards and stakes were used to edge the highway at the most damaged point on the east side, which would also provide a barrier to keep users out of the drainage system. A pipe was also placed in the foundation replacing an existing cracked one which will provide a link from the ditch to the west. After the second load of foundation had been dropped off the group set about surfacing the lane with the top dressing. On other byways in Essex, road

planings are a common sight, however in this case a very finely crushed concrete was used which when packed down, resembles a fairly natural surface whilst providing a firm base.

Once this had been completed the surface was packed down further with the digger and all that remained to do was a quick tidy up and take advantage of a photo opportunity.

Special thanks go to: Gordon Strong for helping to organise the group; Steve Butcher for providing the heavy machinery; Robin Wallbank for organising the hardcore and to all the TRF members who joined in on the day – we couldn't have done it without you!

Adam Jenkins,
taken from Access Essex Spring 2010



THE CHUTE TRAFFIC REGULATION ORDER PUBLIC INQUIRY

Forestry Commission

Collingbourne Wood

Hillside on bridle paths only
Enquiries, phone Marlborough 512520

NO MOTORBIKES

In November 2010 and January 2011 Wiltshire County Council held a 'non-statutory' public inquiry into a proposal to make permanent a temporary traffic regulation order prohibiting the public with motors from Chantry Lane, which runs south from the Chute Causeway, together with a branch BOAT that drops into Upper Chute village. Wiltshire TRF put up a strong case and the independent inspector found against some of the more spurious arguments advanced by the locals and supported by Wiltshire Council. But, at the end of the day, it is very difficult to argue successfully against a number of articulate and well-prepared witnesses, particularly when one motorcycle owners' club web forum contains lurid 'posts' regarding this route and the attitude of some of those club members towards the public using it.

The cost of this PI was enormous. The locals (and this is now a very well-heeled sort of place) had a specialist solicitor, a barrister, and a number of expert witnesses. Wiltshire Council had a barrister, and at least three officers in attendance each day, and they paid the cost of the inspector. As the TRF told the inspector, if the council had engaged the TRF and/or LARA in dialogue in the early stages of the whole business (which they declined to do) then the inquiry could well have been avoided.

This report first appeared in *Byway & Bridleway* 2011/6, and is reproduced here by permission of the Byways and Bridleways Trust.

In March 2008 Wiltshire County Council, as it then was, made a temporary traffic regulation order [TRO] prohibiting public use with motor vehicles over four connected byways in the east of the county, situated in the North

Wessex Downs Area of Outstanding Natural Beauty [AONB]. After a process of public consultation, a permanent TRO came into force on two of the affected routes in June 2010. As regards the other two, however, in view of the level of public interest expressed, the council (by now just plain Wiltshire Council) requested a non-statutory public inquiry to be held under the Road Traffic Regulation Act [RTA] 1984, to take evidence before an independent Inspector and inform it of the case for and against the proposal. It would then be for the council to consider the Inspector's recommendations before deciding whether to continue with a permanent order, with or without modification.

The byways in question lie within the parish of Chute. BOAT Chute 34, known as Chantry Lane, runs southward from Chute Causeway, a C road, and intersects after about 2010m with BOAT Chute 36. The latter runs westward from an unclassified road in the village of Upper Chute before meeting Chute 34 after about 450m. In both cases it is those parts of the BOATs as far as their intersection which are affected by the order; and in the Inspector's report these are referred to as 'the route'.

The inquiry, originally scheduled for three days in November 2010, also occupied an additional two in January 2011: as one of the participants has remarked, "five very cold days in Ludgershall Memorial Hall", and the longest such PI since that into the Ridgeway TRO almost twenty years earlier. The Inspector was Mr David Stephenson OBE, and the

council's supporters included not only local residents but also representatives of Wessex Archaeology, the CPRE, the North Wessex Downs AONB and the Wiltshire Wildlife Trust. The case against the order was presented on behalf of the Trail Riders Fellowship by Alan Kind (assisted by Dave Tilbury), who called a number of TRF members, and by a representative of the Wiltshire Bridleways Association who also spoke against the scheme.

The Inspector's report to Wiltshire Council (dated 17 March 2011) runs to 87 pages and covers the proceedings in considerable detail. His conclusions are presented in the framework of the "qualifying purposes" for the making of a TRO laid down by s.1(1) of the 1984 RTRA, five of which were advanced by the council, as follows:

'S.1(1)(a) – for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger.'

From his own observation, Mr Stephenson considers "that there are parts of the route where visibility is sufficiently limited such that a hazard could potentially exist of a conflict between MPVs and non-MPV users." He adds that "significant first hand evidence was provided ... as to the danger, or the likelihood of danger, that MPVs travelling at speed posed to non-MPV users prior to the imposition of the TRO in 2008." He notes the view expressed by objectors "that responsible motor cyclists, such as those members of the TRF who follow the TRF code of conduct, would not pose a risk to non-MPV users", but adds that "while TRF members may be responsible and courteous, the evidence submitted by the local residents was that many MPV users were not." He concludes that it would be advisable to prohibit all MPVs from the so-called 'central section' of the route: a "steep, windy, holloway stretch" of Chute 34, roughly 800m long.

'S.1(1)(b) – for preventing damage to the road or to any building on or near the road'



Copyright Dave Tilbury

Here the main assertion of the council and supporters was that MPVs would cause "irreparable harm" to Chantry Lane, part of which, it was said, was "thought to be an ancient holloway with a hand-laid flint surface". Having made his own observations, the Inspector is not convinced by evidence of damage by MPVs nor yet of the existence of an ancient flint surface. He recommends urgent repair work and further research, but does not consider that a TRO is justified on these grounds.

'S.1(1)(d) – for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,'

As regards what is meant by 'character' in this context, the Inspector remarks that "although a BOAT may be one which 'is used by the public mainly for the purpose for which footpaths and bridleways are so used', I do not consider that this automatically indicates that this

characteristic necessarily means that a BOAT is unsuitable for vehicular traffic. In this case the route has a metalled surface, in-part sealed, which provides vehicular access to a number of premises, and provides a link between the county roads in Upper Chute to Chute Causeway. Most of the route is wide enough for single lane traffic, though parts of Chute 36 are wider. It is quite characteristic of an unsealed but metalled road. In the absence of other conflicting criteria the route in my opinion is suitable for use by MPVs, except for large, heavy or oversize vehicles in the narrower and more restricted parts." Thus this particular 'qualifying purpose' provides "no strong justification for making the proposed TRO."

'S.1(1)(e) - (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.'

Looking at it in the context of other byways in the area, the Inspector finds that "the character of this route is one where it is especially suitable for persons on foot or horseback. The route is eminently more suitable for such users than the tarmac roads." On these grounds "it would be advisable to prohibit MPV use", but there would need to be continued use of the two end sections of the route "for local and access purposes, thus not all MPVs could be prohibited. If there was no through route for MPVs" along the 'central section', however, "there would be little incentive for recreational users of MPVs to travel on these other sections, so I consider that it would not be necessary or appropriate to make a TRO that covered these sections." Thus this particular 'qualifying purpose' also makes it expedient "to make a modified order that would preclude all MPVs, except those needed for maintenance of the byway and adjoining land", from the 'central section'.

'S.1(1)(f) – for preserving or improving the amenities of the area through which the road runs.'

Mr Stephenson is unconvinced by claims that MPV usage has materially damaged the attractiveness or tranquillity of the AONB, or adversely affected local wildlife. However, "the importance of the route for non-MPV users has been given in evidence, and in this instance the safe and easy access for persons on foot, and especially children, to the area and to the wildlife areas of Haybourne Close and Limmer Copse and Limmer Pond has been highlighted. The matter of safety has been covered in the issue of s.1(1)(a) above and I place considerable weight on this aspect of amenity ... I conclude that for the purpose of improving the amenities of the area and creating a safer route for persons on foot or horseback ... it would be expedient to make a modified order" affecting only the 'central section'."

The Inspector also takes into account the 'qualifying purpose' contained in s.22 of the RTRA, namely for a road that runs in an area of outstanding natural beauty, the purpose of conserving or enhancing the natural beauty of the area, or of affording better opportunities for the public to enjoy the amenities of the area or recreation or the study of nature in the area. Here, too, he concludes that a limited TRO, as already proposed, would be appropriate. Turning to another section of the RTRA, concerning disabled access, he remarks that "while a TRO on the central section would preclude disabled access by motor vehicle, it would not prevent the use of wheel chairs as now. Indeed the safety and enjoyment of such access would be enhanced by a TRO ... The balance is in favour of making the TRO."

Thus, on the basis of avoiding danger to non-MPV users, preserving the character of the road, improving the amenities of the area, and affording better opportunities for the public to enjoy the AONB, the Inspector has recommended that the order be modified so that only the central section of the route is subject to a TRO. The ball is now in the court of Wiltshire Council.

Alan Kind

YAMAHA XT1200Z SUPER TENERE: A REVIEW

by John Robinson

I found this First Edition, with all the extras (£14200 new) from a Dealer on the internet, who was looking to move it, for £11,000. He also gave me £1000 more than any other dealer, for my eighteen month old Honda CBF 1000GT with 30,000 on the clock. Other dealers were offering Demos for £12,500 but not in blue. This bike was originally bought sight unseen, ridden for just under 2000 miles and traded in for a Ducati Multistrada. Some people they change their bikes more often than their underloons.

Any bike, despite all the microfine engineering tolerances, needs at least 5000 miles on the clock before they really loosen up.

I have often said "Choosing a bike is like choosing a wife: you get what you fancy and put up with the consequences".

With interest rates at an all time low it is easier to change your bike than your wife and any bike needs time to bed in and for the rider to get use to its foibles.

Six months, eight thousand miles and several trips later I can say that I know this bike fairly well.

The blue model looks far more substantial than the pale versions. Beauty being in the eye of the beholder. For me it's a Yamaha thing: only blue will do!!

In Spain and Portugal it drew a lot of attention but there again big bikes are a novelty over there.

The engine: when you think about it, this is equivalent to mounting a Mini Cooper engine in a motorcycle frame. The performance is phenomenal but its looks, especially with the side mounted radiator and without the luggage, gives its front end a top heavy look. In fact the Tenere has a very low centre of gravity and is extremely stable coupled with the fact you "sit inside" the machine not on top of it.

The shaft drive does suck power from the performance compared to a chain drive but that has the advantage that riding on twisty roads,

where the "chicken strip" get a lot of use, you can stick it in third and wind it, seamlessly, thanks to the cushion drive in the rear wheel, between 4000 and 5000+ revs, in and out of corners, without using your brakes. Brilliant.

With a 6000 mile service interval Continental trips are well within range. The riding position is upright and comfortable, for eight to ten hours a day (200 to 400 miles daily). Fuel injected, it returns about 50mpg.

The dials are all large and easy to read, for us Jerry-Hat-Tricks, fully convertible, mph to kph when you go abroad. I always convert to kph when in Europe. The authorities are clamping down on tourists. In Switzerland they will crush any bike too far over the speed limit.

Packed with electronics, some would say storing up trouble for the future but that is indicative of our throw away society coupled with manufacturers producing machines with built in obsolescence, the bike has engine management for Touring and Sports mode.

This bike is a marketing compromise. Sixth gear is an overdrive. Just like a recalcitrant child it will run in top, at normal motorway speeds, but it is never happy. The engine feels really lumpy below 2500 revs. Lumpier in touring mode and so is the pick up, I always use sports mode. The designed low rev range may return a higher mpg but under 2500 revs this engine does not feel good in the higher gears. I tend to run the motor at 4000 revs for a smoother sounding ride and rapid acceleration. Actually, with fuel injection, kicking it down a gear does not affect the consumption to any significant degree.

Run it at 4000 revs, 80mph, in top gear and it starts to sing. 5000 to 7000 in any gear and it really sounds and feels great, at least to my ears.

The rev counter, in top, indicates "half" the mph so you know when you have hit top gear. Shame it did not indicate the selected gear on the multifaceted dials.

I have a teeth test for performance: at motorway speeds I put my front teeth together and if they just vibrate gently that is good. Any chatter is poor. A new set of teeth and the bike has to go. This bike is well sorted with very little vibrations although it does not feel as smooth through the gears as the Honda CBF but the Tenere is a completely different animal.

The exhaust sounds like a well mannered TVR, a deep throaty burble that does not cause offence.

There are two traction control settings, again you would have to be an expert to know the difference: Sport setting 2 for me, in dry and wet conditions.

It is quite un-nerving the first time traction control clicks in and out. Your mind is consulting the Four Kings of Hal, wondering what just happened. The answer is: it just saved your life, ease off.

TRAIL RIDING

Off-road you have to switch the TC off. The first time I went on the dirt, the bike was jumping all over. The TC is so sensitive it cut power to the back wheel every time it felt an irregularity in the surface. This meant you lost drive to the back wheel and the front end grip, as the bike went walkabout.

Once the TC was switched off, the bike performed well. Its low centre of gravity makes it feel well planted and it tracks in a straight line. First and second gear are good for slow riding. Third is the best gear, with a phenomenal range. I dare say in stronger, more expert hands this bike would be a weapon of choice for any hardcore rider or round the world adventurer. I would not hesitate to recommend this bike to anyone. Having said that it still un-nerves me, the thought of not having a kick start and not being able to bounce a bike off if the battery fails in the middle of nowhere.

OK, it's a monster but a well balanced monster. No chance of picking it up by yourself once it is



Front end - not as wide as you would imagine

on its side i.e. ride with a friend. The crash bars do help to retain a reasonable lean angle once you have overbalanced hence never put the side-stand down on uneven ground.

The seat is adjustable. I ride high position for road work and low position for off-road trips. High, gives you more leg room, and less cramp, over long distances. The low position allows you to plant your feet down more firmly when stopping off-road on dodgy surfaces.

The low centre of gravity means real stability once you are moving but fully loaded the front end tends to go light as you set off on loose ground. Once up to 5mph it is ok. This bike inspires confidence after the first few trips off-road. The Tenere is surprisingly light to handle off-road as long as you keep up the momentum. Again there are lanes and tracks I would not tackle with this machine simply because I am too old. Commonsense has to play some part in

how you use any bike.

The extra weight does help in cross winds. This bike does not jump around like my CBF used to, the Yamaha is very stable (but so is a tank).

The windscreen is cleverly thought out. When you sit on board you think, that screen is miles away and too small, once running it efficiently streams the air over your head and I am six foot.

LUGGAGE

At first appearance the boxes look good. On close inspection they are plastic with thin aluminium strips. Some would say cheap and nasty others, weight saving, for off-road experiences and less tyre wear. Unfortunately they produced an ignition key that also fits the cases. A good idea: not!!

The key is not substantial enough and easily bends. You have to push down on the case lid, then turn the key because the rubber seals on the inside of the cases need compressing in order to open the cases. Capacity wise they are ok. I remove the passenger seat for off-road trips so I can put any heavy tools and equipment directly onto the frame of the bike. I do not think the cases would take any stress without breaking so I just use them for clothes.

CONCLUSION

Altogether this bike lives up to its hype although I think it is well over priced as the fall in general sales figures following the price rises of Japanese bikes will testify.

Safe riding wherever you are,
John Robinson T&NYTRF Group.

P.S. I forgot to mention the new seamless ABS system developed by Yamaha. Absolutely no judder under severe braking and it does not stand you up in the corners. Mind you if you have to use it in earnest it shows a lack of forward awareness. Further instructions will follow at minute intervals.



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GEOCACHING IN ESSEX

by Jason Botelho

Having recently started geocaching, I am astounded how many caches are hidden away across the county. There must be thousands of them. In the last few weeks my quest for caches has taken me to an old USAF/RAF base in Langham, North Essex, a church car park near Fyfield and the central market in Chelmsford. Caches are not limited to the countryside and the only restrictions to their locations are the consent of the landowner and the ingenuity of the person hiding the cache.

The caches themselves can be as small as a 35mm film case or as large as an old ammo box. Many of them contain small items 'caches' that can be swapped for other items. To get involved you need to be able to read a map and follow the clues. A GPS makes life much easier although it is not essential. For those involved with P3 as well as other Rights of Way users, establishing a few caches in your area could be a great way to encourage people to use the Rights of Way network. It's not all about maintenance and improvement.

The whole point of P3 is to encourage people to use and enjoy their local routes and geocaching encourages you to take more notice of what is around you.

There are now in excess of one million active geocaches worldwide. Just visit www.geocaching.com The website is easy to navigate and it is free to register to access more detailed information about cache locations. Type in your postcode or local village and you might be surprised to find it already going on very close to where you live.

taken from Access Essex Spring 2010.

Ed: very popular with other countryside users, is there a place for it in trail riding? Please let us have your views and experiences.



Northumbria TRF FOREST RIDE 2011

30th July 2011

This is the 4th year that we have been able to arrange permission with the Forestry Commission to ride on the fire roads and forest tracks of Kershope Forest. We are still finalising the route with the Commission but there will be at least 50 miles of riding with approximately only 4 miles of tarmac with the rest being fire roads and forest tracks. This year we are incorporating some more challenging sections in response to feedback from those that have taken part in previous years, but there are alternative routes around these sections for those on larger bikes and to cater for riders of all abilities.

The ride will start from a quarry on the edge of the forest at 10am. For those travelling from further away there is a field near Hexham which available to camp or caravan on the Friday and Saturday nights but which is 42 miles from the start (approximately 60 minutes driving).

For those choosing to camp/caravan there will be the usual Friday & Saturday open air bebies & banter with a raffle on Saturday night. It is likely that we will have a catering van at the campsite for Friday/Saturday night and toilets are provided but no water.

Families are welcome and it is a good evening out with other like minded folk.

£40 per bike for those riding and camping (no charge for non-riding family members) and £35 per bike for those just riding. Sunday trail rides offered for those camping.

YOU MUST BOOK IN ADVANCE FOR THIS EVENT

To book your place for this forest trail ride complete the booking form 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 Steven or Nic on 07841 116749 or 07940 133871

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

Please do not send cash

Please return your booking form asap to avoid disappointment and allow for your booking confirmation email to be returned along with details on how to find the venue.

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

If you don't have an email address or the email address of someone else booking then please enclose a stamped self-addressed envelope with the booking form so you can receive your booking confirmation by post instead of email.

Please read the terms & conditions before completing the form overleaf, signing and returning.

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BOOKING FORM

RIDERS DETAILS

Complete accurately and in **CAPITAL LETTERS**

Name

Bike (Make, Model & Registration)

Riding & camping £40 Riding only £35 (please circle your choice)

Address

.....

.....

..... Postcode

Email:

Tel. No. (preferably mobile)

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

- All rubbish must be taken home
- I agree it is up to me to supervise my family and take full responsibility for them.
- This is NOT a competitive event, with a maximum speed in the forest of 15 mph
- 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. **Please note, if we believe the machine is too noisy, we will refuse to include you in the run.**
- 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 will NOT take part if I have any doubt about my ability or the safety of the venue.
- 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 or injury I sustain whilst riding off road in the forests how so ever caused, and whether by negligence or breach of statutory duty of the said bodies or persons.
- I also hereby AGREE that if any claim for compensation is brought against you or the organisers or officials or entrants or owners of the venues because of my actions 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: Date:

Byways & Bridleways Trust Press Release Success in the Yorkshire Dales

No closure at Marrick

The legal expertise of the Byways and Bridleways Trust has saved another bridleway from wrongful closure.

Bridleway 28, Marrick, in the Yorkshire Dales National Park, is recorded on the definitive map and statement of public rights of way as passing right through the stone walls of a church standing within the area of the former Marrick Priory, near Reeth, North Yorkshire. Nobody suggests that the bridleway ever did run here, and when the definitive map was first made almost 60 years ago, the Parish Survey recorded the route running northwards to the road, and passing just to the west of the Priory site. Quite clearly, some sort of drafting error had occurred, and it needed a 'definitive map modification order' to put it right by moving the bridleway back on to the survey line.

In 2007 the late Brian Thompson, a local associate of the Byways and Bridleways Trust, spotted this problem and reported it to the Yorkshire Dales National Park Authority for action to put it right. The YDNPA certainly moved quickly, but instead of an order to correct the alignment, made instead an order just to delete the section of bridleway through the Priory site, leaving a useless cul-de-sac, stopping short of the public road by about 50 yards.

The Trust, the British Horse Society, and a person with a particular local interest, objected, and the Secretary of State appointed Independent Inspector Mark Yates to hold a

public inquiry in Reeth on 1 March 2011. Mr Yates has refused (7 April 2011) to confirm the order, saying that the evidence does indeed point to the bridleway being a through route on the original surveyed line.

The Byways and Bridleways Trust was shocked that the YDNPA should make a deletion order in the first place, when the essential legal tests, and the background evidence, pointed so strongly to a simple drafting error needing correction, and questions should be asked why. This flawed order has wasted many thousands of pounds at a time when local authority budgets are being squeezed hard.

The Trust calls on the Yorkshire Dales National Park Authority to regain its credibility by moving swiftly to make an order to put the bridleway on the correct line, as surveyed by the Parish, back in the early 1950s. More information is available from Alan Kind, the editor of the Trust's journal Byway and Bridleway, on bbtrust@mac.com

Byways & Bridleways Trust

NOTE

To assist the rights of way professional and activist alike, the Byways & Bridleways Trust now offers subscriptions to its journal, Byway & Bridleway, free of charge. Read about Marrick and many other current rights of way issues for free. To receive B&B free, email a request to subscriptions@bbtrust.org.uk

RUN LEADING. GIVE IT A TRY!

I have been green laning now for several years and I suspect like many of us have been happy to let somebody else take the responsibility as Run Leader. In our case at Ribble Valley Group "The Man" is Kevin Scully, Mr Memory himself! Kevin not only organises the date but he ALWAYS assumes the role of Run Leader. I felt it time that I put my hand up and had a go.

Having rung around we mustered five riders and chose a sun-blessed Friday (pure luck) and agreed to meet at Tebay Truck Stop for breakfast. After a suitable bacon barm and two cups of tea I realised it was down to me to make a move from our comfort zone. Half an hour later with a little delay, as our dear Editor Fred made some last minute adjustments to tyre pressures, we were off.

From the outset I felt a little nervous. Am I going too fast/too slow? I kept looking over my shoulder to see if my flock were still in tow. No problem and with Kevin riding shotgun I was busy looking for landmarks and the next turn. My plan was to start with the Brest High Rd over Shap. One slight mistake with a wrong turning and this rocky climb was upon us. Now I don't know about you but I need time to loosen up and not ride too tense, a combination of nerves etc and I got out of shape within 150yds. Having to man handle my WR 250 as some of my mates footed past! Not to worry, we all

eventually regrouped out of breath and sat in the spring sunshine. What a day, some weeks earlier we had ridden this same route frozen solid and covered in ice!

Off I went again feeling a little more confident as I recognised the route. It's a great way to clear your head (forget the mortgage etc) as you pick your line and look ahead for the next familiar landmark. I made several errors and as we progressed I realised I had not got "The Knowledge" to carry out a complete run without Kevin taking command. A great day followed with river crossings, great countryside and lunch in Coniston sunbathing outside the café! We swapped bikes later in the day and just made the Ferry at Bowness slotting into the only available space left as the barrier fell.

Just as our muscles started to complain and a hot bath beckoned Kevin managed to squeeze in a couple of extra lanes and then it was a return trip over the Brest High Rd. This time it was downhill. I'm not sure if it was easier downhill, it's a case of hang on and plod down in first gear as the boulders were as big as footballs! Seven hours later with the sun still warm we arrived back at base.

Overall a great day out. The lads took my mistakes with good humour and whilst I didn't manage a full day in front, at least I had a try and will concentrate harder next

time we go out. So for all of us that hang back and let somebody else lead then have a go, Cheers lads.

John Sinnett.

John - Yamaha WR250F, Fred WR450F, Kevin KTM 400, Vincent EXC250F, Martin EXC450 so 2 blues, 3 oranges.

Ed - John made a much better job of leading than he claims in fact he did a great job on his first attempt although Kevin (Mr Memory) took over later in the day and threw a few more in. All in all an excellent day.



BIGMARK & THE BOYS GO TO DUST DEVILS

continued... DAY TWO

We got picked up by Paul who also had a strong accent that we could not make out. He might have been Irish or a Geordie or something (Diamond Southern Geezer) and although we had a laugh with him on the way to the workshop the mood today was a bit more subdued as we had left our mate Lee behind. He was feeling proper rough so he stayed in the hotel buried under a mound of blankets.

On arrival at the workshop we met the four other guys who would be riding with us today. They had been out with Paul the day before us and were all from down south. After we had got geared up and were ready to go Jon & Paul gave a safety briefing and explained that today we would have to ride on the main roads to get to the trails so we needed to have our wits about us.

After fuelling the bikes we set off up the road another few km's before climbing up fire roads and single tracks with a few little tricky climbs and tracks into and out of the woods. The first real climb of the day has a couple of rock steps in it near the top and the lad in front of me got stuck and me and the lad behind both had to stop. I then made a right meal of getting up it and had to wait for the lad to help me as I was steaming like a donkey and the tyre smoke coming off the back wheel could be seen in Marbella.

At the end of the trail the others were waiting and Juz & Steve were both on their way for a second lap when I emerged to find Dave taking a breather after a body/tree interface

in the woods on the way through. On the second lap through the woods Paul reminded Juz and Steve (in his eloquent southern twang) that they needed to ride on the right hand side on the fire roads otherwise a big truck or 4x4 might clean the unwary up. This made me laugh as its usually me who has to check the lads into line but I was having a well earned weekend off from being "DAD".

I was not on good form at all in the morning and as the next section, that Jon took the others into, was a bit like a quarry with a rocky climb, I decided to give it a miss and ride round to the top with Paul and the others. It did not take the boys long to clear the tricky section and we were soon on our way again.

We continued upwards again to a fire house on the top of the hill where we stopped for a photo opportunity:

Shortly after Paul told us that the Spanish lads on bikes were either "proper handy or rubbish". A group of about 12 passed us down off the hilltop that we were on with one of them getting it a bit wrong and having a little trip over the handle bars at the bottom.

We set off again and rode some long trails with a mixture of dust gravel stones and rock surfaces before ending up in an old quarry with a dry riverbed running through it.

The main attraction here was a massive climb with a near vertical face at the top, which Jon rode up like it was a speed bump in Tesco's car park. Dave had a go and made it first time and Juz decided to ride the side route up it to have a look and then he rode down the big climb. Now as you know Juz is my mate and a proper good kid but that hill was mental and

even he was struggling so I knew this was definitely one for me to sit out unless I fancied a trip in a Spanish ambulance.

After about half an hour we rode to a lovely local restaurant where we had a nice lunch and stocked up on fluids. Steve did his usual trick of ordering something healthy because "his body is a temple" and then sat pinching my chips and dipping them in my satay sauce.

We set off again for some more great trails. Jon had an evil glint in his eye as we left the lunch stop and the reason for this soon became clear as he dropped off the side of the trail through the quarry into the dry riverbed and most of the rest of us followed.

Steve must have had indigestion after eating all my chips because I had to show him how to ride it and he still fell off.

After the quarry we set off again towards another hill climb and Jon took those of us who wanted to have a go with him whilst the others waited at the end of the lane.

After the little excursion to the hill climb we were offered a choice of rocky hill climb through the forest with Jon or a ride around with Paul. We all took the climb through the forest which was good fun although I did make a meal of riding over a tree root no bigger than a lolly stick on the way through but made the top eventually.

The next trail basically went on for miles and miles along the side of a mountain. It was totally mental and just kept switching back on itself and at times the track was a couple of bike widths wide and there were massive drops off the right hand side. It was one of those trails where you need to be 110% focused or you could have a quick trip down the side of a mountain to be added as the last entry on your "100 things to do before you die" list.

Paul led this section and Juz stopped to take



Bigmark

some pictures backing the rest of us up behind him so Paul was left with DaveXXX (our ex schoolboy motox champion) for company. I'm sure Paul won't mind me saying this but he ain't no spring chicken but the geezer could ride a bike. At one stage he managed to spin the bike 180° on a corner. How he managed to not go over the edge I will never know but he did and he was still smiling when I got to the end of the trail even with Dave in his ear taking the mickey (top bloke).

After the others arrived and Dave told everyone about Paul's spin which was followed by a bit more mickey taking then we were off up to the top of the hill we were on where there was a radio mast.

We had a few minutes to take some pictures and have a chat as this was to be the last real trail of the day before we started to wind our way back to base on some more twisty fire roads and then equally twisty tarmac leading us back down to the petrol station where he had fuelled the bikes that morning.

We had a bit of a breather whilst Jon & Paul washed the bikes off before heading back to the workshop on the mad Spanish roads. We all made it back in one piece to find Bob waiting for us on a blinged up BMW road bike with more carbon fibre on it than Steve has orange tat on his bike at home. Unfortunately Bob must shop at the same clothes shop as

Dave as he had a dubious fluorescent yellow jacket on although in his defence after seeing how the Spanish drive we let him off, as it seemed a sensible idea.

We all got changed and collected all our gear and tried to cram it all back into our kitbags ready for the trip home. We said our goodbyes to the other lads although we did bump into them again in a restaurant in Puerto Banus that night and then again at the airport the next morning.

Jon & Paul took us back to the hotel in the minibus where we said our goodbyes and thanked them for their company and for helping to make our weekend such a fantastic experience.

We did not know what to expect from our trip to Spain to ride with Dust Devils although after meeting Bob at the Dirtbike show we all believed that we would have a good time.

The service we received from Bob and his team at Dust Devils was top notch from the booking of the trip by Dave (thanks for that mate we all appreciate your efforts) through to being picked up from and taken back to the airport. The standard of the bikes, gear and equipment was second to none and far exceeded our expectations. They look after everything including picking you up and taking you back

to the hotel, sorting your lunch and drinks during the day and we never had to spend any money at all whilst we were out with them.

Most importantly for us was the fact that Bob has a great team of people working with him. Jon & Bob on the first day and Jon & Paul on the second day could not have been more helpful and really contributed to making our weekend something really special. They were professional and friendly at all times but were happy to share their knowledge and experience with us and have a laugh and a bit of banter which made us feel like we were riding with two of our mates rather than some guides who were just there to earn a day's wages.

If you have ever thought about going away for a trip riding KTM bikes with your mates in the sun but have never done it for whatever reason then these are the people to book with and if you have half as good a time as we did you will still come away very happy.

Dust Devils are proper "HARDCORE" and we will definitely be returning (if they will have us). We will just need to pack more blue smarties for Juz so he can conquer "Death Rock" next time.

It was the best weekends riding ever.

Bigmark and the boys

TRAIL RIDERS GO LONG DISTANCE TRIALS RIDING TORBAY TRIAL

As preparation for the 2011 Torbay Trial I found myself reading Stephen Hawking's 'A Brief History of Time'. Not to find enlightenment about the origins of the universe but to see if there was any possibility of stretching or distorting time in order to avoid having to get out of bed at 4:30am BST (which would be 3:30am as far as my body was concerned) on Sunday morning! Sadly the proposals for time travel required speeds way beyond those achievable with a 200cc Alp so an early start it was!

Using my highly developed stealth tactics I managed to slip out of the house undetected and by 5:00am we were on our way. I say we because there were 5 of us making the trip together. Alan Wear with son Ben who were to ride their KTM outfit. Rick Lees with his rigid James Commando. Fred Clutterbuck with his rigid AJS (who must surely qualify for the highest combined age of bike and rider award) and myself with the Beta Alp.

We made good time and by 6:45 we pulled into the Exeter Court Hotel car-park with nostrils working overtime straining for the faintest trace of bacon bap! The weather was cool but dry and the sun was doing its best to put in an appearance.

Scrutineering was passed without incident, signing on completed in a matter of seconds and by 7:10 the bacon baps were being

consumed with vigour washed down by lashings of hot coffee. By now we had been joined by 2 more local hooligans, Jeff Hodges and Dick Glossop, both on trail bikes.

Shortly after 8:00, at my appointed time, I left the hotel, swung round the first bend to be greeted by 4 smiling faces and frantic waving encouraging me to go to the front of the group. We had all started within a few minutes of each other and it seems I had been democratically elected route leader in my absence!

We reached the Section 1, Waterless Lane, to be met with almost waterless conditions compared to previous years. Within minutes I was on my way with feet welded firmly to the footrests. I was determined not to fail this first section especially with the rest of the team watching! The waterhole was sufficiently deep to make it entertaining without filling your boots and the rest of the climb straightforward. I chose to stay in the middle of the track which was quite grippy, the right hand turn at the top was made without drama and the first clean of the day recorded.

Section 2, Gale Farm, was a classic hill climb with deviation for my class. I was the first solo to attempt the hill and I made a spirited climb but then, in the words of Gerard Hoffnung from his monologue 'The Bricklayers Story', "At this point... I must have lost my presence of mind" I overshot the deviation! A daft mistake that cost me a lot of marks. Once safely back down the hill I put my momentary lapse down to low blood sugar, so I raided the pouch on the back of my jacket for a Mars bar, a quick



swig of water from the CamelBak and full brain power was restored!!

Section 3, Baddaford Lane was under control of perhaps the happiest marshal ever seen. With great enthusiasm and a huge grin I was sent on my ascent of this glorious lane. A little rocky, it required care in the choice of line, the innocuous looking surface could easily cause a dab and failure given a momentary lapse of concentration. The whole team cleaned the section and we all agreed it was a 'classic'.

I had fully recovered from my earlier brain fade but I think low blood sugar must have been to blame for the momentary lapse that saw the crew of a certain sidecar take a wrong turn sending them heading the wrong way up a slip road from the dual carriageway! Fortunately there was no traffic and the driver was quickly alerted to his navigational upset by his frantic passenger! A stylish U-turn and they were back on track.

Section 4, Simms, the star of many a YouTube video! In front of us a couple of sidecars failed to get off the line with the second sidecar actually jumping, tiger like, at the start line marshal who, understandably, was not amused! The 2CV trike also failed to make it to the top and had to reverse back down scattering the waiting competitors in its path. A trick it repeated on several sections!

I started to the left and made an easy climb. The restart was made with no drama and a satisfying climb to the end. It seemed shorter in real life compared to the videos. Jeff suffered the embarrassment of missing the restart line, still, it was his first time on this type of event. Needless to say there was much merriment and leg pulling! "Yes Jeff, there were two large white boards with a big black R on them, with the chap holding a flag stood next to one of them, perhaps you should take your Raybans off!"

Section 5, Tiple. Dick was first to make the climb. I watched as he weaved his way to the restart line, the flag dropped and I saw the back of his bike jump left then right and within a few short seconds he was on his way. The

lower part of the hill was dry but as I approached the restart the stones became wet and slippery. I opted to stop in the centre of the lane which might not have been the best position but it did look the most flat. With a bit of a wobble and some footing I was eventually on the pegs and clearing the top of the hill. I think I should have gone further over the restart line before stopping. It is often very tempting to stop in line with the marshal but sometimes that's not the best place to stop!

Section 6, Coombehead Copse. With the sun finally breaking through, whatever dew there was on the grass was starting to dry off. The start of this hill is a gentle climb and turn to the left before hitting the main hill itself which is steep and compacted soil with a few roots to make it interesting. There was plenty of grip making it a nice climb but it would have been very different in the wet!

Section 7, Coombehead Creek, was a different story! A slow descent into mud, and lots of it! Devon knows how they make it so muddy! I had plenty of time to plan a course while travelling marshal Stephen Bailey extracted his Alp from the gloop. It was obviously hard work and I am not sure if the steam I saw was coming from the bike or Stephen! I could see a clearer path tight to the left, brushing a rather spikey looking bush. My plan worked, I was safely 'on the other side' but I had a silly dab while turning to head along the bottom track.

Section 8, John Grants Lane. Another classic hill, the dry surface turns to stone as you ascend, it snakes left, right, left, right and finally left to the restart line. The climb was straightforward making full use of the width of the lane to 'ride the berms' and avoid the worst of the rocks. A very satisfying lane to ride with all members of the team cleaning it.

Section 9 had been cancelled so it was straight on to Section 10, Annie's Steep. From the start on the forest track a right turn took us up a straight but steep climb on a loose surface. Several sidecars in front of us ran out of grip just a few yards up the climb, one even rolled over and ejected its human cargo on the way

down. Fortunately nobody was hurt and the outfit was unharmed. They dusted themselves off and headed to the next section unperturbed. Reminded me of my days as a sidecar passenger,

Q: What do you call someone with a sidecar on his head?

A: Martin!

I started well to the left, swept around the turn, keeping to the left to avoid any bomb holes made by the outfits, and gunned it up the hill. There was plenty of grip and I made a clean climb.

A very pleasant ride along the forest tracks took us back out to the main road, then back into the wood to follow the track past Section 10 to the next section.

Mention must be made of the beautiful scenery that we passed enroute to most of the sections. It was very agreeable to amble along the narrow lanes flanked by thatched cottages and rivers, over centuries old narrow bridges, the daffodils in full bloom, trees bursting with blossom. By now the sun was shining, the sky was getting brighter by the minute as the mist and cloud was burnt off, but our own clouds were gathering on the horizon!

While waiting at Section 11, Rick noticed that my back tyre was looking a little flatter than usual. A quick check confirmed his suspicions. I had not been aware of hitting anything sharp but the valve wasn't ripped out so I thought it might be a thorn. I always carry a spare tube and the means to change one but Rick suggested trying his magic foam as it appeared to be a slow leak. I fired some sealer into the tube and rode up and down the track to fling it about. The tyre looked OK so back to the main feature:

Section 11, Cod Wood, was a steady climb with a very loose surface which is the spoil from where the woodland has been cleared. To make it more interesting there was a steep right turn onto a forest track with the section end a little way up the track. I made a clean climb, staying well to the left to give myself some



space to make the right turn.

More lovely forest tracks, where the only real hazard was the daft pheasants. These took us to the Special Test, Chips Turn, a simple format, start with front wheel on line A, make a short climb round a right hand bend and stop astride line B, 'simples' as the irritating meerkat would say.

I made a brisk but not OTT attempt being mindful of my back tyre, then disaster for the team. Jeff, who is a very accomplished enduro rider, went around the bend with his foot down, moto cross style, and then Fred on the Ajay went sailing over the B line blissfully unaware of his faux pas!

Section 12, Cod Piece. Stop giggling Clutterbuck! A lovely hill like Annie's Steep but with a left hand turn off the track before hitting the climb. This time there was a restart for my class. The surface was dry and loose but with good grip. The restart was quickly made followed by a clean ascent, very nice.

Not so nice was my slowly deflating rear tyre. It wasn't too bad so another good squirt of magic foam and we were off out of Cod Wood to another wood a short distance down the road.

Section 13, Hitchcombe Hill. A lovely classic graded hill, the surface was dry with plenty of grip and was cleaned by the team.

Section 14, Wooston Steep. Like Simms a popular star of YouTube. The bikes could opt

for a less steep climb along a side lane for 6 penalty points which would have been a wise option if the conditions had been very wet. Since the surface looked dry our team opted for the full hill, although not everyone realised what this meant as we shall see!

I made a steady climb, plenty of grip, and counted down the markers. At the top of the main climb I saw the restart line for the class 7 and 8 cars and headed for it making a turn to the left to clear the section.

Others in the team, who shall remain nameless, obviously couldn't count and, possibly because of the Raybans, couldn't see the restart line that might have given them a clue as to where they should have gone! I wonder just how many failed to spot the sting in the tail!

Rick made a steady climb on the Villiers powered James (is it permissible to use Villiers and powered in the same sentence?) he spotted where the ends cards were and cleaned the section to a well-deserved round of applause, well done Rick!

By now the end was in sight. I fired the last of the magic foam into my back tyre and we headed off on the 10 mile stretch to the final group of sections. The sunshine was very welcome, the scenery lovely, spirits were high when I noticed that my wagon train wasn't following me anymore. I stopped and waited. Nothing but the chirping of the birds. I turned around and headed back. After a short distance I rounded a corner to find everyone stopped at the side of the road and Dick kneeling, as if in prayer, by the side of his Honda. Disaster! It was refusing to run. I parked up and caught sight of my back tyre, double disaster! It was nearly flat. There was no option but to change the tube while the rest of the team tried to coax the Honda back to life.

At this time Alan and Ben Wear arrived on the KTM outfit. Their starter solenoid had packed up at the start of the trial so they had been using a screwdriver in its place, except that now the starter itself was being bad tempered and was refusing to turn the engine over

compression! So that was it, a triple disaster! Fortunately there were a couple of house bricks lying on the grass verge that I used to support the bike while I worked on the back tyre so St Christopher was at least partly on our side!

Having changed the tube another setback, a few inches of the tyre bead refused to seat on the rim! I had found this problem with the Alp rear rim before. Sometimes it took 50psi to get the bead against the rim and I had nowhere near enough gas cylinders for this pressure. Alan's electric pump was pressed into action, making a noise not unlike a didgeridoo and it slowly inflated the tyre, but the bead refused to seat.

With only 3 sections to go I decided to leave the tyre as it was and see if the 8 mile ride would ease the bead onto the rim. Meanwhile the Honda was not responding so Jeff and Dick took the decision to tow the sick bike back to the start.

It was a much depleted and slightly wobbly convoy that headed off to the final group of sections.

Section 15, Kingswell Lane. A deceptive section, it starts flat but the wet grass and muddy slots are a good indicator of what is to come! Alan was the first of our team to go. He made a good climb but got cross rutted causing the outfit to crab sideways until it ran out of grip. I followed and also got cross rutted but I kept going but had to foot my way up most of the section. This wasn't surprising since I had decided to leave the back tyre pressure high as I didn't want to have to tackle changing the tube again!

Section 16, Upper Kingswell, is another YouTube favourite! It attracts a large and enthusiastic crowd and it's easy to see why! A downhill rutted approach leads into a mud hole. There is a short climb before dropping into what appears to be a bottomless lake of water/clay sludge. Out of this quagmire is a steep climb up to a right hander and the section ends. I made a good attempt not wishing to disappoint the spectators! The 30psi in my back tyre wasn't helping my progress but

did help in entertaining the crowds! After what seemed an eternity I was out the ends cards!

Section 17, Palfreys. A good section to finish the trial. A gentle rise on grass leading to a sharp rise over a grassy bank, quickly followed by a second larger bank of loose stony soil where you think you have finished, but there's more! At what you think is the end of the section you cross a track and move into another field for a terrific uphill blast of a hundred meters or so! Finishing on top of the world with lovely views and a group of admiring cows!

I chose second gear for a good blast bearing in mind my rear tyre pressure and enjoyed a very pleasing clear ride to the top. What a perfect way to finish the day. Rick managed a clear ride on the James but Fred struck out when the AJS jumped out of gear early in the

section. We went back to Upper Kingswell to watch some of the cars tackle the mud hole. It was very entertaining, especially when the spectators managed to encourage some drivers to gun it through the water, memo to self: be wary of following advice from spectators!!

The short ride back to the hotel was uneventful if a little scary. The outside lane of a dual carriageway is no place for a Pre65 trials bike with a terminal velocity of 35-40mph!

Did we enjoy it? **Yes!**

Would we do it again? **Yes!**

Finally a big thank you to the land owners, the Torbay Motor Club and all those volunteers who make the event possible.

Martin Grindrod

Not So Off-Road in Portugal with John Robinson

Having spent a week studying and printing off satellite photos of a three hundred mile section of the off-road, 4x4 route, which follows the Portuguese/Spanish border between North and South Portugal, posted on the internet, I was looking forward to riding down to Albufeira on the Tenere, to join up with Roy on his BMW 650 and Dave on a hired Transalp for a three day event. We resolved to follow a leisurely route with morning coffee, lunch break and beer o'clock about five in the afternoon.

There was a GPS guide but I preferred to "Cherry Pick" the route, by-passing the more convoluted diversions and mapping what I thought was on the ground, safe routes within striking distance of other tarmac roads.

Unfortunately Google Maps are well out of date for Portugal, even the Michelin Maps were inaccurate, being based on old data. There is an upgrade in progress but it has not reached this area of Portugal, allegedly. This, coupled with the fact that fingers of tarmac, like dendritic crystallisation, had spread out from the towns into the countryside and swallowed up much of the route, and a big chunk of the EEC grants, made for a disappointing ride as far as Trails were concerned.

Roads had been realigned making the start of the dirt roads difficult to find. Some routes were completely overgrown and others were impassable due to flooded river crossings. After the first couple of days I realised that this trip



Water, water all around

was probably based on information that was at least five or maybe ten years out of date.

Unfortunately, although Portugal had had the driest winter for twenty years, as soon as I joined Roy and Dave "The Heavens" opened and it rained for four days. The weather changed from Scorcio, Scorcio to Tankio, Tankio, Tankio.

Roy knows many off-road routes in the Algarve that we have ridden before so we headed straight for Castro Verde, as a start point for our off-road adventure. The first lane was rutted, muddy and underused. Emerging from this lane in a downpour we took shelter in a flooded underpass next to where the second route was supposed to be.

With grass four foot high and no signs of penetration we decided to give it a miss and proceed to the next lane. This ran alongside a new tarmac road for ten miles. We followed the lane until we came to a flooded section too deep to cross then had to backtrack for three miles before we could breach the ditch and fencing between the new road and this lane. It was still raining.

Twenty miles later we found the next off-road route. By this time we realised the route was made up of gentle backroads along the

deserted Portugese/Spanish border with some unsurfaced roads thrown in. I assumed that "out in the sticks" all the roads would be dirt. Certainly in the Algarve ten miles from the coast the majority of roads are unsurfaced. A Trail Rider's Paradise.

Judging by the tarmac a lot of it had been laid down in the last five years. On some you could see the old stone road underneath a thin veneer of tarmacadam. Disappointing Yes!! The good part was we were never going to get fatigued or sick of riding the dirt roads and we made good progress northwards at the same time as experiencing the changing countryside. I reckon that if the old route had still been intact it would have taken us a week to cover our planned route as the wet conditions made for slow progress.

The third lane was a beauty about ten miles long over rolling meadows full of Dwarf Dog Daisies. The rain eased. My map was fairly accurate although there were criss-cross trails where an educated guess was required. We assumed our route would follow the old farm roads so we chose the route that lead near to old abandoned farmsteads. I said if this lane comes out at Albernoa I will do a somersault but not on the bike. Sure enough by guess and by God we arrived in time for coffee. Every village has its own café or two and everywhere you stop you are welcomed. Touching base with the natives however briefly is always an enjoyable experience in Portugal or Spain. The Portugese language is very strange. Nothing like Spanish as I had imagined. They sound very much like Russians rather than Europeans. Much can be achieved with a point and buy policy and a few rudimentary words. Obrigardo being one essential.

Dave decided that he, the weather and the Transalp did not get on that well enough together so he would ride by road to Serpa, where we would meet for lunch.

Sod's law prevailed as soon as Dave departed. The rain stopped, the dirt started to dryout and the lanes became more stony and firmer.

We joined Dave for lunch but hardly dare tell him about the lanes but he said he was content to bumble along.

As we approached Mourao the tarmac increased, this being a tourist area based on a massive reservoir and as time slipped away we made for our accommodation in Redondo.

After several attempts to locate this overnight stay we arrived outside a supermarket and as I pulled up my bike keeled over onto its crash bars. I thought I had put the sidestand down but obviously not. As we righted the bike a typical local "Conquistador" four foot eight, rotund figure, with swarthy skin and hairy arms, in his sixties (although he could have been forty. Some have a very hard life) came over. We showed him the address and he gestured to us to follow him in his car. He took us up behind a church at the back of the town and pointed down a dirt road: esquerdo, kilometer. Sure enough we found the "Hotel", a bungalow in the grounds of its German owner and pigeon fancier, well outside the Town. The two bedroomed apartment had a double bed in one and mansized bunk beds in the other.

Roy and Dave tossed a coin for the top bunk. When Dave lost we moved a mattress into the kitchen so we all had separate rooms. Sorted.

The evening was dry so we wandered into town and found a superb restaurant in the cellar of a building, beautifully furnished in traditional style and, as always in Portugal, comparatively cheap as chips with a road kill menu. Delicious.

Next day we decamped and set off towards Elvas. Same old story, more new tarmac, less dirt. Just like Daily Delrosa, I do like my daily dose of dirt.

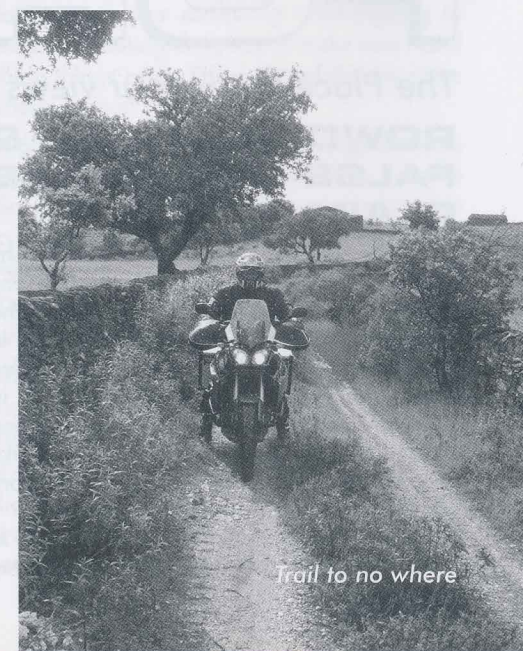
The best part about this route along the border was the old towns. With less time spent on the lanes more time was available to explore. Every outcrop above a thousand feet sported a castle, with the original houses clustered around. Hundreds of years old. Some delapidated, some restored. Not having the money for demolition, hundreds of years of history was on display. Handmade stone cannon balls lay where they were left after the last border battle a few hundred years earlier.

As Roy remarked, a sheer delight to look round and explore. Campo Major, Esperanca, Marvao. The further north we went the more mountainous the countryside became in fact we

were literally up in the clouds at Marvao, well worth a visit with its convent, castle and magnificent views across the countryside. Our Hotel in Castelo De Vide was very comfortable. An elegant Spa town with many fine buildings. Last day on the trail. By now I had resigned myself to ditching the fifty satellite maps of the route and to head in a northerly direction and play it by ear.

Onward and upward. At Salavessa we found the lane but it had a "No through road sign on it". Roy said that was most unusual. Dave beetled off by road to Castelo Branco. Roy and I set off down the lane. Three hundred yards later a fence and the remnant of a completely overgrown lane that descended into a deserted valley. Another one bites the dust.

After coffee we spotted a track near Alcafozes with a weight limit on it so persuaded Dave to join us and launched into the countryside. At the first intersection was a banking to climb or a flat track to follow. In deference to Dave we took the flat track. Beautifully lined with purple lavender in full bloom we met another fork. Esquerdo or direito? Into the unknown said Roy, who usually navigates by the sun. Since we had only seen the sun for two hours in two days we were at a bit of a loss. Yes, GPS would have



Trail to no where

helped but they take all the adventure out of any trip. A deep river crossing turned us round again. Eventually after about twenty miles and several diversions later we emerged two miles from where we had started this lane. We had done a complete circle of the area but it was good fun.

Time slipped away and we headed for Penamacor then to the Hotel at Covilha, high in the Mountains. The Heavens opened again as we tried to follow the signs for the Hotel, which finally ran out. We pulled over in torrential rain and mist. Again a Portugese chap in a car, with his two small children, pulled up alongside and asked if we were lost. Yes!! He knew the Hotel and guided us there. What a great Country!

We stood in the foyer in a pool of water and signed in.

The next day, Roy and Dave decided to stay another night in Covilha to explore the 6000

foot mountains in the area and its glaciated valley before returning to Albuferia and the plane home.

I had already booked ahead and was due in Braga the next evening so we parted company after an entertaining few days. It was trail riding but not as we know it.

Would I return? Yes! This country has many facets, Hotel accommodation is reasonably priced and always spotless, food is cheap but of an excellent quality. I particularly enjoyed the northern mountains but there is something for everyone particularly if you are interested in historical buildings and castles.

My thanks to Dave and Roy for joining me on this jaunt. Big bikes need back up, particularly out in the wilds.

Good riding wherever you are,
John Robinson T&NYTRF Group

THE FORUM

The Place to air your views and encourage lively debate.

ROWDEN LANE & FALSE INSURANCE CLAIM

Just to let you know that something a bit fishy may be going on. I was contacted by my insurance company the other week who informed me that someone had put a claim in against me because I had apparently "ridden over" someone's car on Rowden Hill in Chippenham. Given that I have been recovering from an operation and my bike hasn't been out of the garage since before Christmas I was somewhat surprised. I reported this to the local police station and to DVLA in the event that someone has cloned my

plate. Then I read in the magazine that this lane has just been subject to a judgement. Call me suspicious but that is one big coincidence.

I contacted my insurance agent and the police again and let them know about the report in the magazine. If I was a betting man I would say someone has put a false claim in to strengthen the case for closure? Anyway we could find out who the person is who has put the claim in? Wouldn't it be an even bigger coincidence if this person was involved in campaigning for the closure?

Have any other members had a similar experience?

Neil Bramley



Extreme Action to Hit the UK as the Monster Energy Extreme Freestylers Show Debuts the Dirt Bike Frontflip

Motorsports fans in the UK will experience the biggest ever extreme motorsports event when the Monster Energy Extreme Freestylers show lands at the Millennium Stadium on 2nd July as part of its Rock 'n' Ride European Tour.

Brought specifically over to the UK in response to the massive interest in freestyle motocross, the show will feature four hours of action, with an all-star rider crew performing death defying tricks and stunts on dirt bikes, quad bikes, snowmobiles, BMX's and mini motorbikes.

Performing in the show will be the most famous teams in FMX, Metal Mulisha and Crusty Demons. They will be joined by other legends of the sport to create a rider line-up that includes World #1 Nate Adams, Robbie Maddison who holds the world record for the furthest motorbike jump, Jackson Strong (first in the world to land an 85 ft frontflip), and British #1 Chris Birch. Alongside them will be some of the world's highest profile riders including Brian Deegan, Robbie Adelberg, Taka Higashino, Libor Podmol, Remi Bizouard, Frederik Berggren and Brody Wilson, plus stunt maniacs and MTV regulars - 'The Dudesons' - as well as exclusive performances from the Extreme Freestylers Dancers.

All of the action will be played out on the largest and most spectacular indoor freestyle set ever built, supported with a live music soundtrack jammed with original and classic tracks, including a set from Radio 1's Huw Stephens and the official tour band Sonic Syndicate.

The champion riders have been rehearsing for the past six months to perfect a series of new jaw-dropping feats, including the dirt-bike

front-flip, which has never been performed in the UK before.

International rider Nate Adams who stars in the show comments: "I'm stoked to be a part of the Monster Energy Extreme Freestylers crew and this festival style of event with a mix of DJ's, Rock Bands, crazy stunts and FMX is really where I think live FMX shows needs to go. I'll be working with the crew to come up with an exciting show and for the first time we will include some big dirt hits into the course! The progression of FMX is only limited by the imagination and I'll be putting my head together with show team mates to set the bar higher than it's ever been."

Jackson Strong who will be debuting his front flip trick for the first time in the UK also comments: "Bring it on! Front flipping my dirt bike across Europe in front of those crazy FMX fans sounds like something I ain't going to miss. I'm training everyday to make sure I land these things every time - hopefully! So come check me out!"

Highlights from the Monster Energy Extreme Freestylers show will be featured on Extreme Sports Channel later on in the year, alongside coverage from the other European tour venues.

Tickets are on sale from £25 at www.ticketmaster.co.uk/0844 847 2500

Latest show information, rider blogs, photos and video is available at www.extremefreestylers.com

Ed: Please note the TRF will not tolerate bad behaviour. Attempting this sort of thing on the trail will almost certainly result in dented pride and broken bones so don't even think about it!

GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home),
Mob: 0793 1220895. dccjei@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.

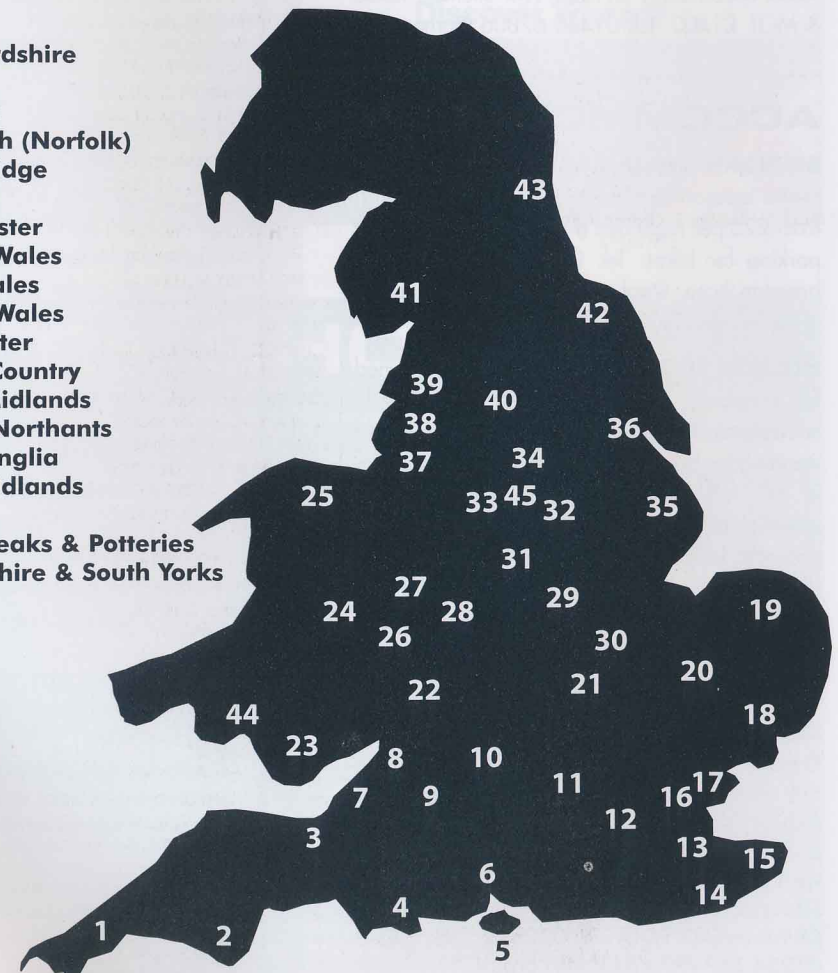
WEST YORKSHIRE Paul Dearden, Tel: 07901 381629
1st Thurs RoW 7.30 pm, Main Meeting 8.00pm, Cue Gardens,
Stadium Mills, Stadium Road, Bradford BD6 1BJ.

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.

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



MEMBERS CLASSIFIEDS

WHEELS KTM front (21x1.60) rear (18x2.50) in good cond. with speedo drive & spacers. Both have discs inc, sprocket carrier no sprocket, spindle size is 20mm. Tyres (Karoo) do still have some meat on them. £180 ono. **Ally Bash Plate** that came off my 640 but will poss fit another, with KTM logo lazered out. £50 ono. All + p&p. Tel: 07974 897438 (Peterborough).

SUZUKI DRZ400E 2002 Good cond. 7300 miles. Used mainly on road. FMF silencer. Taxed & MOT. £1400. Tel: 01460 67806 (Somerset).

ACCOMMODATION

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

Members Classifieds: Bikes, Riding Gear etc 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

COPY FOR TRAIL

COPY DEADLINE:

The first Tuesday of the month.

COPY:

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

PHOTOS:

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

CAPTIONS:

Please caption your photos!

EMAILING:

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

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, handwritten or otherwise.

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

www.trf.org.uk/shop

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.



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