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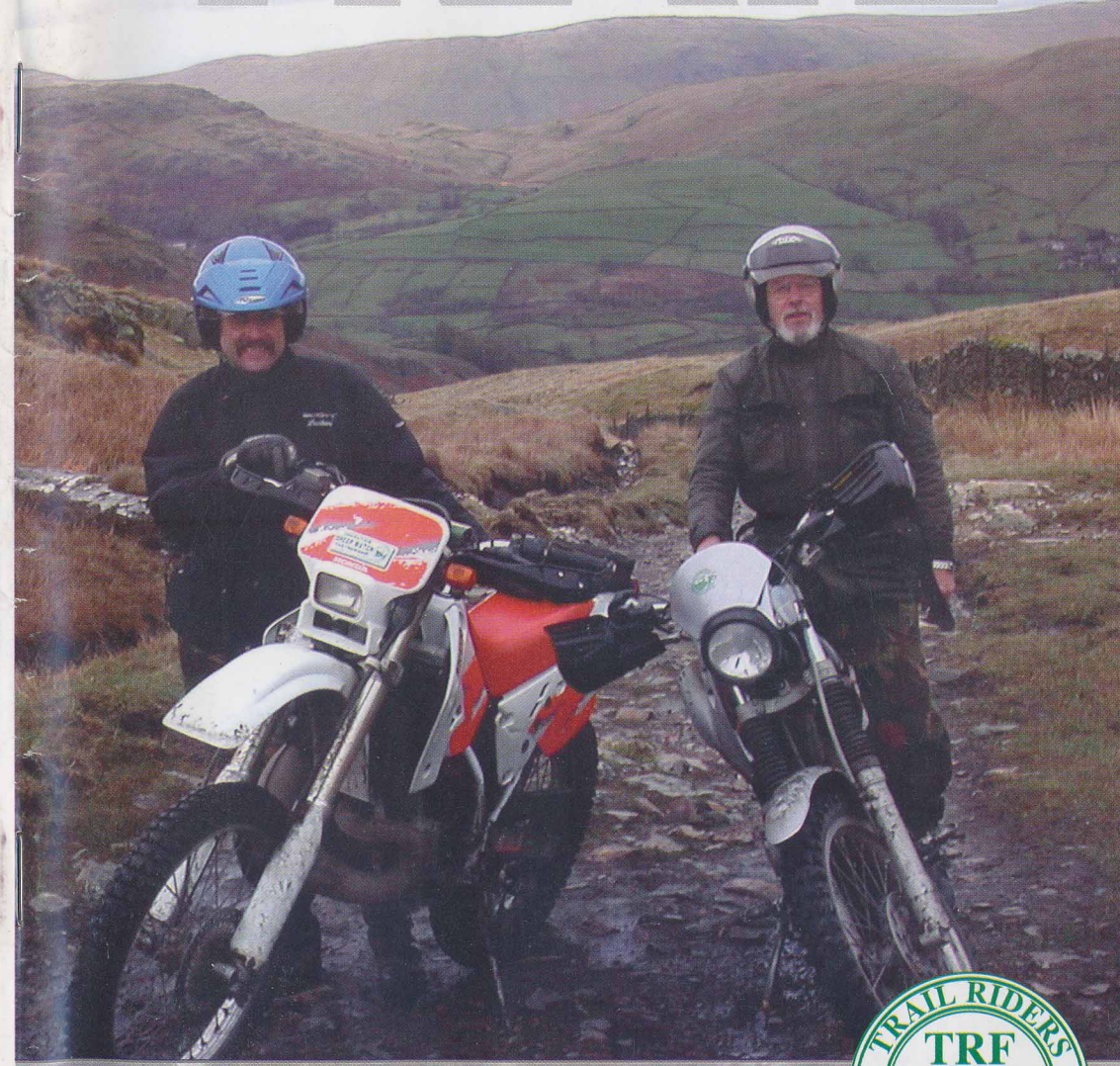
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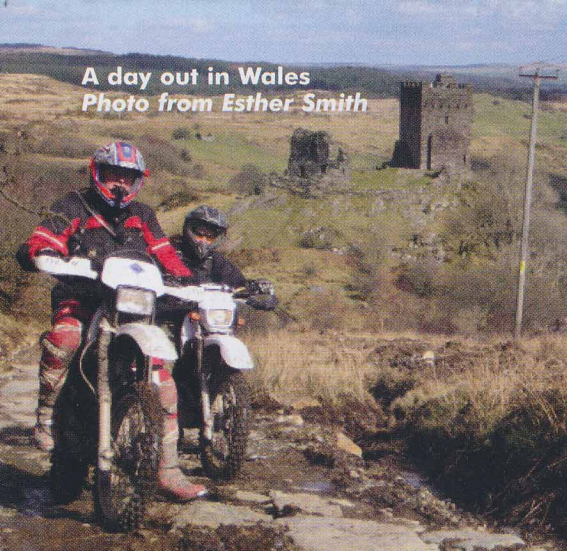


The magazine of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways
 JUNE 2011 No. 394 EDITOR: FRED ELLISON

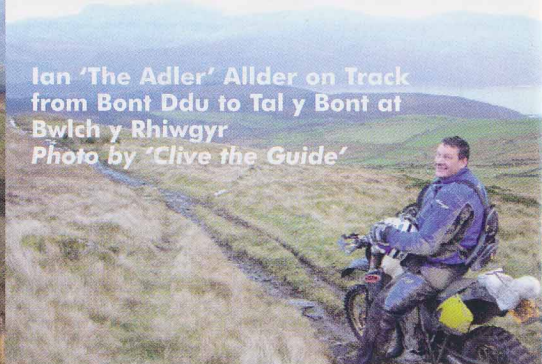


Patron: Lord Fairfax

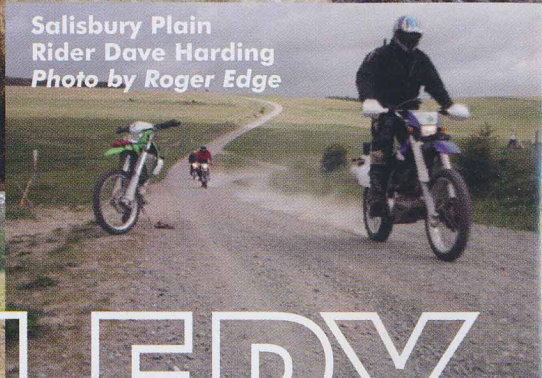
A day out in Wales
Photo from Esther Smith



Ian 'The Adler' Allder on Track
from Bont Ddu to Tal y Bont at
Bwlch y Rhiwgyr
Photo by 'Clive the Guide'

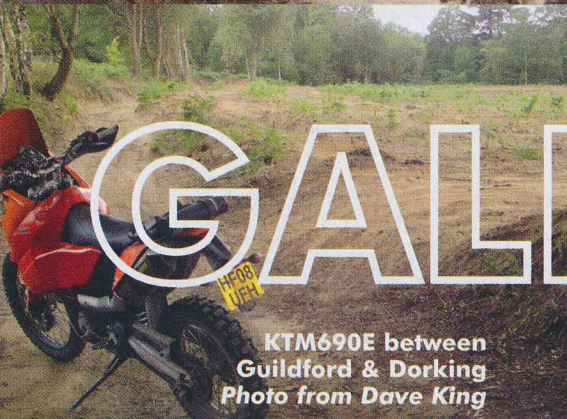


Salisbury Plain
Rider Dave Harding
Photo by Roger Edge



GALLERY

KTM690E between
Guildford & Dorking
Photo from Dave King



Hollinsclough
Photo from Andy Roberts



Gatesgarth
Photo from Gordon Dalgarno



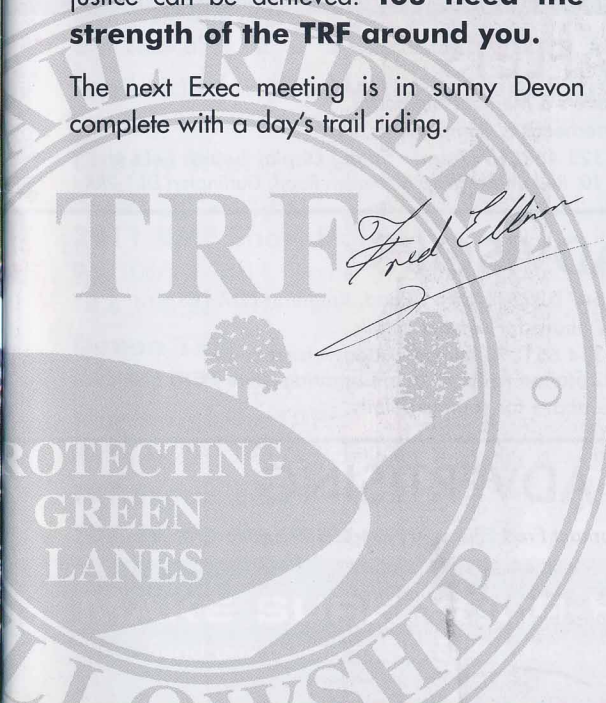
A GOOD MONTH FOR TRAIL RIDING!!!

Despite the end of trail riding on Gatesgarth Pass (cover photo and obituary 'Goodbye Garburn' on page 7) a sad and unfortunately predictable conclusion.

For the good news see page 5 Robin Hickin's Rights of Way Update. Sarn Helen prosecution collapses in the face of a determined defence of our four members by the TRF. Not only that but we have won a case with Warwickshire County Council who illegally introduced a TRO. The TRF awarded costs of £7,500 and it is estimated that Warwickshire County Council spent £25,000 on the case.

The moral of the two stories would appear to be - if we are sure of our facts and are prepared to put up a fight (and the money) justice can be achieved. **You need the strength of the TRF around you.**

The next Exec meeting is in sunny Devon complete with a day's trail riding.



Fred Ellison

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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 Steve Pighills.
Roger Harris & Steve Pighills,
Garburn, May 2006.

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

TRF OFFICERS & CONTACTS

Chairman:	Andy Gerrard	01525 717634/07803 600571 chairman@trf.org.uk 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Membership Director:	Debbie Hutchinson	07966 438907 memsec@trf.org.uk Marcliff, Bakers Hill, Exeter, Devon EX2 9TE
Secretary:	Polly Cody	01525 717634 secretary@trf.org.uk 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Financial Director:	John Gardner	01695 622792 finance@trf.org.uk or john.gardner119@gmail.com 119 Hallbridge Gardens, Up Holland, Skelmersdale WN8 0EP
Treasurer (Acting):	Arnold Brewer	01865 741410 treasurer@trf.org.uk 2 London Road, Headington, Oxford OX3 7PA
Editor:	Fred Ellison	01254 823893 Fax: 01254 887999 editor@trf.org.uk Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG
P.R. Director:	Jack Knight	07791 730294 marketing@trf.org.uk 30 Braunston Road, Knossington, Oakham, Rutland LE15 8LN
Legal Director & RoW Officer:	Robin Hickin	01926 817060/07890 550847 row@trf.org.uk 42 Model Village, Southam, Warwickshire CV47 9RB
I. T. & Website:	Adrian Allen	web@trf.org.uk
BMF Liaison:	David Giles	01332 552288 bmfliaison@trf.org.uk 22 Ford Lane, Allestree, Derby DE22 2EW
LARA Rep:	David Giles	01332 552288 lararep@trf.org.uk 22 Ford Lane, Allestree, Derby DE22 2EW
Sport & Recreation Association Rep:	Dave Tilbury	023 80618937 ccprrep@trf.org.uk Oakbank Cottage, Oakbank Road, Eastleigh SO50 6PA
Equestrian Events Liaison:	Mark Holland	01989 565249/0845 3308892/07941 427774 (mob) equestrian@trf.org.uk Corn Farm, Devauden, Chepstow NP16 6NS

TRF P.O. Box 196 Derby DE1 9EY

STATIONERY & LEAFLETS

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

REGIONAL RoW ADVISORS

Wales & West Midlands	Tim Stevens	01547 529946 <i>Offa's Road, Knighton LD7 1ES</i>
South & South West	Dave Tilbury	See above for contact details
Eastern	Richard Sugden	01354 651390 home@rugsugden.fsnet.co.uk 122 Station Road, March, Cambridgeshire PE15 8NH
East Midlands	Robin Hickin	See above for contact details

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Members Classifieds: FREE OF CHARGE Enclose membership number.

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Please send all classifieds with payment if applicable to THE EDITOR.

TRF EXECUTIVE MEETING

The next TRF Executive Meeting will be held on

Sunday 7th August 2011

10.00am for a 10.30am start

At The Dolphin Hotel, Station Road,
Dolphin Square, Bovey Tracey, Devon, TQ13 9AL

Why not come down the day before?

*For those of you that don't get down to the South West on a regular basis
(or have never been), you are now warmly invited!*

*We have several members of the Devon TRF ready to take those who wish to come down the
day before on a ride out around some of Devon's finest lanes in South Devon; spaces will be
limited and **must be booked in advance by emailing memsec@trf.org.uk***

*In the event that you wish to stay at the meeting venue The Dolphin Hotel have
kindly reduced the B&B price for TRF Members for the weekend,
but you must mention TRF to get the reduced rate.*

FORTHCOMING EVENTS

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.

2011 BMF Show Dates:

9 & 10th July 2011 - Border Union Showground, Kelso, Scotland.

10 & 11th July 2011 - Lincolnshire Showground, Lincoln.

Devon TRF:

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

Northumbria TRF:

30th July 2011 - Forest Ride 2011 see page 13 of May's issue of TRAIL for further details.

TRF Executive Meeting: Sunday 7th August 2011.

TRF AGM: October 16th provisionally.

MAKE SURE YOUR EVENT IS LISTED

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

NOTICE BOARD

ARE THESE GROUPS STILL ACTIVE?

Black Country, Lincolnshire, Manchester, South West Wales, Suffolk, Teesside and North Yorks.

If so could a local group officer complete a 2011 group return and return to memsec@trf.org.uk. A blank form can be found at http://www.trf.org.uk/members-area/documents/cat_view/46-trf-files/55-trf-stationery-forms-and-brochures.html

Debbie Hutchinson, Membership Secretary

PDF TRAIL

Wanna help save some pennies (and a forest!). Don't forget that TRAIL is available in a pdf format. To change from having a postal copy to pdf drop memsec@trf.org.uk an email and your preferences will be updated. You can of course change your preference at any time.

Debbie Hutchinson, Membership Secretary

HORSE EVENTS

Mark Holland is available for advice or help with regards to Horse Events (see contact details inside front cover)

LOCAL GROUP INFORMATION

Do you as a group issue new local members with a local Welcome Pack or information sheet? If so could you pass a copy to memsec@trf.co.uk. This helps when dealing with new enquiries from potential members from across the country when they call/email. To date I have information from: South London and Surrey and Devon.

This will also assist with the start of a new TRF member's handbook!

Debbie Hutchinson, Membership Secretary

EVENTS Don't forget to advertise your local events in TRAIL.

SHOW/EVENT INFORMATION FROM GROUPS

If any groups are attending local bike shows/events - regardless of how big or small they are, could you drop me a line at memsec@trf.org.uk. It helps to know where some of the online members are coming from.

Debbie Hutchinson,
Membership Secretary

For June:

Devon attended Adventure
Travel Film Festival in Appledore.
Sussex attended Chichester Bike Show

RoW FUNDING

Don't forget matched funding is available for all RoW work. Submit any requests to Andy Gerrard or Robin Hickin (see contact details inside front cover).

RoW UPDATE

SARN HELEN PROSECUTION

Firstly for those who have not heard the news of our fight for justice, The case against the Sarn Helen Four has been discontinued and the case dropped by Crown Prosecution Service after over twelve months of legal challenge by the TRF and others. No reason has yet been given for the decision and at this time the only formal notice received from our solicitors states:

"we have now received notice of discontinuance

in respect of all four of your members"

Although there has been a decision not to continue in this legal case, the situation regarding the legal use of Sarn Helen has yet to be resolved. We will be meeting with Powys County Council and representatives from Brecon Beacons National Park to discuss the issues of status now that there are no legal proceedings in the courts over this matter.

Robin Hickin

LIST OF STREETS REQUEST (LOS)

Please would you email me row@trf.org.uk if you hold a copy of the List of Streets for your Local Authority area before May 2006. This is so that a record can be built up of the content of LOS's across the country. In doing this we will also establish any gaps where LOS are not yet in our possession and requests can be made to obtain them.

This information will also be used to support

further cases where the police and others may falsely accuse our members of using roads, which we are legally entitled to use. As such I would ask all Local groups and individual members to ensure that they have a copy of their Local Authorities List of Streets at or before May 2006 as a reference copy.

Robin Hickin

AND FINALLY...

This is what success looks like when you win your case against illegal TRO's

Costs recovered from Warwickshire County Council in respect of their illegal introduction of a TRO in Warwickshire and our successful challenge in the High Court. We estimate that in total WCC spent over £25,000 on this case

where a simple reinstatement would have been around £20,000. One has to wonder at the real motives of elected members in this instance. It would appear not to be about the prudent use of tax payers money.

Robin Hickin

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Mordor Spreads its Tentacles

As I have 5 minutes before I depart for a meeting on the forthcoming Stonehenge TRO I thought I'd usefully fill it by passing on some information about events in the deep South.

Dorset County Council have some very good Officers dealing with rights of way, which is good, because they have to deal with elected Members who seem hell-bent on closing any unmetalled road within their bailiwick.

One classic example of this is the application by a Parish Council for a Definitive Map Modification Order (a claim) to downgrade two 40 foot wide BOATs to footpath. This application is based on the failure to find a document relating to the creation of the route during the Inclosure process. 'Failure to find' is, of course, not evidence and the Officers made that plain in their report to committee - a report to committee that just happened to leap forward in the queue so that it was a matter of weeks from claim to Order. Yes, the Members ignored the recommendation and we look forward to a Public Inquiry in November. The hand of the 'Dark Lord' is evident in this, as with other matters. Surely, the very fact that these routes exist as fabulous 40 foot wide features in the landscape is an indication that all was done as it should be, but no, we need to do battle, destroying trees and consuming ink & energy.

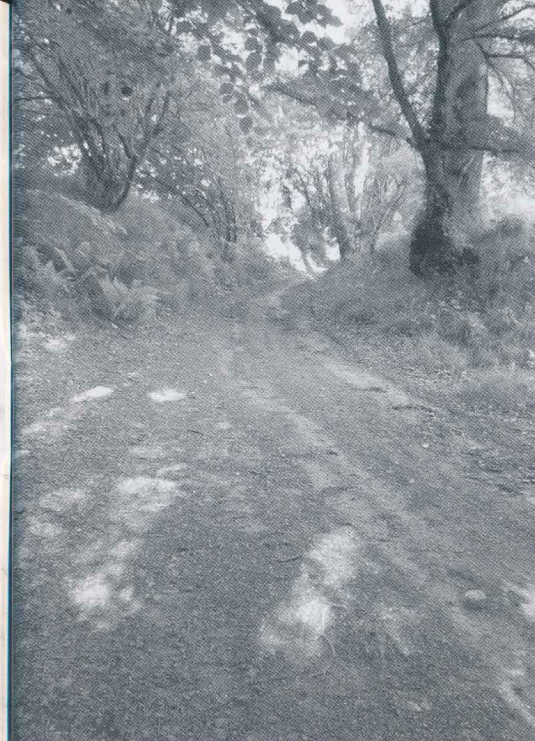
Some years back the Dorset TRF claimed and won a BOAT just outside the village of Cranborne. I recall reading an article by (or about) the daughter of Viscount Cranborne who was (and hopefully still is) an active motorcyclist so one would hope the area would be motorcycle friendly. Sadly this is not

the case as the local MP is in the thrall of the 'Dark Lord' and has been lobbying Dorset County Council with photocopies of 'Mordor News'.

According to the local MP, Robert Walter, the byway in question has been rendered "unwalkable" and is now "a Mudpluggers Paradise". A recent visit gave me the impression that the lane is in exactly the same condition as it was five years ago, when it was a bridleway - unmarked. But please don't take my word for it, take a look at the pictures. I would surmise that this 'people's representative' has not seen the route but has the 'Dark Lord's' hand up the back of his jacket, working him like a puppet - or maybe he just has the photographs. Who knows?

'Mordor's army' is still camped on the Hampshire Dorset border, where Hampshire made an Order for RB (based on one of my Winchester BOAT claims) for a lane that ran from Allen Ford to Salisbury, although only recorded as footpath. This was opposed by two of the 'Dark Lord's' battle hardened trolls who scattered so many spells of illusion the poor Inspector must have struggled to see the real facts. The Inspector then issued a rather puzzling decision letter wherein part of the Order was confirmed, part not. The unconfirmed section had been depicted (or not) inconsistently over time and even the Inspector admitted that logically there would have been this link in the network but, I presume, thought it safe to err on the side of caution.

I now hear that the decision for RB is being Judicially Reviewed, with the intention of



leaving the route as footpath. One must ask why the same higher rights organisations - cyclists and equestrians - support the Green Lane Protection Group, as it seems that the last thing the GLPG want is green lanes.

Surrey TRF have worked hard to expose elected Member self-interest in two byway TROs. Again, the Officers report did not support the Member request for the TROs and all was moving in the direction of traffic management, until Warwickshire TRF won a small victory in similar circumstances and the Surrey Members may have realised that they were in an exposed position and all returned quietly to normal.

TRF members must be aware that we now have a limited resource post CRoW & NERC. It is time to wake up and smell the stench of the Dark Lord's minions, because they will have a 'Grima Wormtongue' dripping their poison into the ears of the local authority near you.

Yours, Rufus Hobit.

Goodbye Garburn

See Cover Photo. The fight to get Garburn Pass in the Lake District re-opened for trail riders was finally lost on May 16th, with the Planning Inspector's decision to create a Restricted Byway.

As the pass was both a Bridleway and a UCR prior to NERCA 2006, we became unable to use it from May that year.

Cumbria TRF had claimed BOAT in September 2005 but been timed out by the claim back-dating clause in NERCA. LDNPA decided nevertheless that the correct Definitive ROW Status should be determined, and despite submissions from Cumbria TRF, their ROW Officer recommended Restricted Byway and the ROW Committee went with that.

Cumbria TRF objected on the basis that the first vehicular users had been motorcyclists around

the end of the First World War, and that horse drawn vehicles had not previously created a right of way.

The Planning Inspectorate, in its Interim Decision Letter of November 2009 supported Cumbria TRF's argument, and proposed to confirm BOAT.

But that brought on a further round of objections from the anti's, and counter arguments from us.

Not completely surprisingly, by their May 2011 Interim Decision Letter their mind had changed, and they went for Restricted Byway.

It may be called Interim, but really it's the end of the line, and so we say goodbye to Garburn!

Steve Pighills, Cumbria TRF

GREAT SALING, BYWAY CLEARANCE

by Adam Jenkins

Byway 5 known locally as "Paulsie Lane" is an historic route that once formed part of a major route to the east coast. This has been backed up by archaeological evidence that has previously been found on the route. The historical width of the byway when measured across from ditch to ditch is significantly wider than the actual usable surface. This has been limited by scrub encroachment to a narrow vehicular track. Paulsie Lane is rich in biological diversity so therefore a need was highlighted for a more sensitive maintenance plan. As a result of this, the area office maintenance team had highlighted Byway 5 as a potential route for volunteers to perform some much needed maintenance that would not only improve access and drainage but also promote biodiversity.

Following a site visit, it was agreed that we would thin out any scrub on the south boundary to allow light and air to penetrate the surface. As a full clearance was not favoured, it was hoped that this would help the surface of the byway to dry out and offer a wider area for non-motorised users to enjoy.

The 29th January 2010 was chosen as the work party day and volunteers from all over Essex were invited to attend. In preparation for the day, volunteers from the Friends of the Flich Way visited the week before to give the other volunteers a head start.

They started clearing the larger stretches of scrub with brush cutters and hand tools and in addition to this, dug channels across the ruts at the lowest points to allow standing water to drain into the ditches. Altogether the Friends managed to clear roughly 100 metres of scrub from the hedgerow and emptied several ruts of



Simon Taylor, Liaison
& Enforcement Officer

standing water.

On the 29th January representatives from Shalford, Great Saling, Felsted and Coggeshall attended alongside individuals from organised user groups such as Essex Bridleways Association and the Trail Riders Fellowship. Charlotte Fellingham (CAT Manager), Jason Botelho (CAT Officer), Simon Taylor (Enforcement Officer) and Janet Hill (PRoW Officer) also attended to lend a hand. All the volunteers used hand tools to clear over 200 metres of scrub and two fires were lit to burn the cuttings.

Any overhanging vegetation was also taken care of with equine users in mind and ditches were cleared to aid the drainage. The end product of all this hard work was to clear a wide strip running along side the existing track which permits all users to enjoy this route. Although there is still potential for more work to be carried out at a later point, the two days have helped to make this ancient road more sustainable for legitimate users to enjoy.

Taken from Access Essex Spring 2010



BMF SHOW REPORT

On May 14th/15th Cambridge group TRF organized a display stand promoting the TRF at the 2011 BMF Show in Peterborough.

We were asked by the Executive to organize the 2011 show after the debacle of 2010 when the Fellowship was not represented. The purpose was to promote the TRF as a defender of our rights of way and encourage new members. Whilst we could not sign anyone up we certainly attracted a lot of interest and met a few old friends. Indeed we had 3 potential new members at the following monthly meet.

A small committee was formed and we decided to have two pitches side by side in the Club area. Because of the relative low attendance of exhibitors and clubs we were lucky to get a prime position close to the arena. Although we didn't get the same footfall as the main avenues, we attracted a lot of attention to our two stands.

One of the stands was decked out with TRF Banners, display boards from several groups

inside and a continuous video running showing the type of trails covered. The second marquee was set up as a hospitality tent for visiting members and people interested in our work. We had several bikes on display (an impressive array to be fair) ranging from the old (Andrew Rowell's SP and Tony Lacey's DT) to the new with Steve Wild's and Duncan Stimpson's KTM's. The smallest was Jerry's 125 and the largest was Gordon's 990 Adventure.

Special thanks go to all those that helped, especially those from our own group. It is all about doing things together whether it is on our bikes on the lanes or activities like the BMF. Outside help came from Jack Knight (PR Director), David (Womble) McLaughlin and a gentleman from the Forest of Dean. Thanks to Andrew and Barbara Rowell whose efforts really made it all come together, Ray Edwards and Jerry for the loan of marquees, generators, BBQ etc and excellent cooking by

Kev. Thanks also to those that loaned bikes and everyone else who helped out over the weekend.

The show was a success. I have let it be known that we are prepared to do it again next year

and build on what we have done. I know the Executive are appreciative of our efforts.

Well done and thanks to everyone involved

Mike Irving,
Cambridge TRF.



LIVING WITH A YAMAHA TTR 250

I bought my Yamaha TTR250 2 1/2 years ago and it is brilliant. I have done nearly 5000 miles since I got it, mainly green laneing. I love the long service intervals and the tank range (120 miles, no problems). So far she has never missed a beat. Downside, big indicators always getting knocked about plus the standard gearing is rather tall.

Also I would like to thank Brian Sussex for his most excellent "bash plate". It arrived promptly and was easy to fit. Most people, in fact all people I meet, say that it is excellent value for money. So thank you.

Happy Trails, Simon Loftus.





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THE "WACKY REPORT"

The Easter Sunday egg hunt was delayed and a lane trimming session was found in the form of a nice whitey out Venn Ottery Way East Devon .

Attending for this days fun was my wonderful wife and my 8yr old daughter. We had sawn through quite a few branches along the length of this lane, in fact we were in there for 2 1/2 hours (time flies when you're having fun) busying ourselves to make a wider route after the maiden clear back a year and half ago. Even the pasty sized trail rider can get through this lane now.

The 7th of May saw the eventual clearing of Venn Ottery Way just North of Barnstaple.

We the 'eleven clearers' made this a reality rather than just dreaming about it for eons as this lane has been banging around in the 'to do list' for far too long!

Third attempt was made and a short planning span of only a week and we were off to visit the lane in question.

- some made it,
- some had their excuses,
- some took a scenic route to get there

But it was poetry in motion to see everyone turn out and work well in clearing this beauty of a lane, an amazing display of different hand tools from choppers to loppers LOL. But all having a use and a strong purpose to achieve clearing the undergrowth.

Assembled at the Eastern end we ambled down through to find the main cause of trouble which was eating up and frustrating so many trail riders to bring them on an hour's journey to tackle this mess or mass of overgrown hedgerow. Gloves were a necessity with thorn and bramble in

attendance along with one or two other tricky buggers!

Using the leap frog technique we just kept moving west (go west young man!) and clearing everything in our path that looked like being an obstacle or problem for all lane users!

Four hours in and I was glad we had completed the job in hand. Dave Clarke added the personal touch with digging the drainage ditches at either end a lot deeper thus hopefully preventing the winter rains from increasing the depth of water found lying in the lane.

A big thanks to the Eleven for turning out to make the difference and now have fulfilled a dream for others to ride this lane unhindered by all nasty overgrown things!!

Check out the Utube video footage of this event at;

http://www.youtube.com/watch?v=wRuWSHhNI-4&feature=channel_video_title

Devon Newsletter May 2011



THE ELEVEN

L-R; Pops, Big Jim, Chris Cole, Roger Hart, Gruff, Rob Williams, Bouncing Bob, Trev Sussex, Dave Clarke, Ollie Cook (not in shot, up the lane still working) and Me.

SOUTHERN

Presents

An Evening with Mick Extance British Dakar Legend



Mick Extance is arguably Britain's most successful endurance rider of recent years and five time finisher of the infamous Dakar Rally and will be our guest of honour on Thursday 4th August 2011 for an informal talk evening.

Date: Thursday 4th August 2011

Start Time: 7.30 p.m. (Doors open 7.00 p.m.)

Location: Fleming Park Leisure Centre, Eastleigh, SO50 9NL

Ticket Price: £15.00 (inc. Buffet) *These are First Come First Served*

For tickets please contact Rob: Email hei_matau@msn.com, Tel: 07505 658816

COME AND JOIN US FOR AN EVENING NOT TO BE MISSED

BIKERS' NIGHT

In memory of Brian (Stodge) Crabtree

Saturday 6th August 2011 Gates open 5.30p.m.

Film Shows, Bring & Buy used motorcycle clothing
(bring your surplus riding gear and equipment)

7pm Auction of Brian's Royal Enfield and other items
Hog Roast, Licensed Bar, Raffle

Admission £5 Children under 14 Free

Enquiries to Colin Townson 07976 252191 or Antony Dinsdale 07973 253863

To be held at:

West Coast 4x4

Deansfield Drive, Link 59 Business Park, Clitheroe, Lancs BB7 1QJ

ALL PROCEEDS TO YORKSHIRE AND NORTH WEST AIR AMBULANCE SERVICES

Snowdonia National Park 2011

Feeling that the Royal Wedding really wasn't my cup of tea, I jumped onto a trip arranged by a friend and spent that weekend green laneing around Snowdonia National Park, North Wales. The riding wasn't as challenging as our DTRF trip to mid Wales of a year ago due to the dry conditions but the scenery, the company and the experience was well worth the 5hrs it took to get there! Riding all day Friday, kipped in a bunk-house in the wilderness on the Friday night - the owner cooked us a hot meal then drove us all down to the local pub, left us there till closing and took us back, he then cooked up a full fry-up in the morning before we went on our way for another full day's riding.

Geoff "Kwaka" Kelly

It had been a fair few years since I last got to ride any Welsh trails. Probably about 6-7 years I reckon. It was back then we'd travelled to Llanerchindda Farm, Rhyader for a great weekend biking and rode the Strata Florida & Claerwen reservoir route.

So, when the opportunity to go back to Wales arose it was a definite yes from me. Steve, a friend of mine had a good mate in North Wales who kindly offered to show us around the lanes in the Snowdonia area. We'd managed to get it arranged for the Royal Wedding weekend. Now I've nothing against the Royal Wedding but the phrase "better things to do" springs to mind.

The group was Geoff, Steve and myself from Plymouth, Andy was

travelling up on his 'prepared' BMW F650 from London with the remainder local guys. Andy's 'preparation' involved fitting an adapted bash plate and some engine bars to the big 650. His preparations continued well into the day we were travelling up. Whilst we were nearing Birmingham in Geoff's van (thanks Geoff!) Andy was just leaving London.

We arrived at the pub (The Antelope in Rhydymwyn, yes no vowels!!) on Thursday evening, unloaded the bikes to a lock up and retired to the bar after a great meal in the restaurant.

Friday morning, and a superb fry up at the pub and off to meet the rest of the group. We set off around 9.30 and initially had a fairly long road section; this was largely due to trying to find a fuel station that was open on the Royal Wedding day. Once fuelled up we were good to go.

The lanes and scenery were fabulous, we covered some miles and it was lunchtime when

stopped at a village pub in Llanarmon. Weather being so good we sat in the beer garden with a superb view up the valley! Had the best ever pork and stuffing baguette with chips, delicious! Definitely to be recommended.

Only one issue prior to the lunch stop was a broken chain link half way up a sunken lane typical of those found in Devon. Luckily Geoff had a spare and we were able to repair. This was to be the only mechanical breakdown all weekend.

We carried on after lunch to do some cracking long lanes, one being 9kms long and luckily for Andy on the 650, fairly dry.

We covered about 150kms on the Friday with our overnight stop being a bunkhouse at Pantyffynnon where we had a hot shower, cooked meal and a well-earned cuppa. The owner was kind enough to ferry us to and back from the bar in a nearby 4 star hotel overlooking Lake Vynwryn.

Next day, we all fuelled up at the local village store and headed toward Tanat Valley. We encountered some familiar looking lanes not unlike Devon's finest sunken lanes as well as the long open moorland/mountain tracks.

One thing to be aware of is the amount of gates, never ending it seems. Although with a large group and the task shared it is not so bad.

There were some quite entertaining tracks through Clocaenog Forest, the 650 was more of a handful here. From Clocaenog it was not far to Riuthin where due to the dry conditions we were able to easily make a crossing of the River Clwyd and stopped for a bite at a busy roadside retreat

Another selection of lanes, and we made our return to Rhydymwyn mid-afternoon, loaded the bikes into the van ready for our return 5 hour drive the next day. We then booked ourselves back in to the Antelope for a shower and pre-evening beer.

With Mold having a 'Weatherspoon' pub it was a chance for the group to reconvene and enjoy an evening of cheap beer and entertaining stories. Thanks to Lee and company for entertaining us, Steve for organising the weekend and to Geoff for the long drive. Looking forward to enticing the Welsh boys down to take on the challenges of Devon.

Mike Pote



LODDON WEEKEND

After a recce by myself, Richard and Colin in September 2010 ably lead around the south Devon lanes by Devon TRF's own Pete Bull the photos and excited stories recounted to the other LV TRF members over the cold winter months spurred a full-on LVTRF weekend planned for April. To start the ball rolling I booked rooms in the Whiddon Down Travelodge just east of Okehampton. Not the most salubrious accommodation but practical owing to the proximity to a petrol pump and power washer, oh and a pub..... The lack of availability of a local for the weekend to lead us around meant that we planned options to find our own way based on the excellent Google overlay of rights of way provided by Devon TRF and our own innate sense of direction! It also gave us the opportunity to have a meeting in the pub to discuss routes. A family birthday party near Axminster the

weekend before the LVTRF trip gave us the opportunity to chat options with fellow LVTRF member and brother-in-law (of sorts) Mac and his mate Steve Parry Thomas who in a rather neat twist of fate is a Devon TRF member. He had no hesitation in saying get to my gaff for midday and "me and my mate Tim will take you out for the afternoon round the SE Devon/Dorset borderlands". Sorted we said.

So early on Saturday we loaded bikes into vans and started the long trek south and west down the A303. We all made our own preparations to arrive at Steve's near Seaton at midday ish. Mac and I cadged a lift off Gary (Husaberg 450) in his van who within a few miles I had found out has a mother-in-law in Braunton, North Devon across the road from my folk - small world - and one which opens up the opportunities of more future Devon rides in the north of the county.....

After a painless trip past Stonehenge and the road works we were tucking into bacon butties just south of Ilchester in double quick time. Bang on midday we pitched up in the lay-by next to Steve's house to be met by the other LVTRF compadres. We number 10: Me (Serow), Mac (XR650L), Simon (Honda XL185), Tony (KTM 400), Richard and Phil (XR400's), John and Eddie (KTM 250's), Colin DRZ 400 and Gary (Husaberg 450). Tim turned up on a tidy Honda CRF 230 and after a cuppa we put our gear on and split

MEETING OF THE TRF EXECUTIVE

Sunday 22 May 2011

Black Country Museum, West Midlands, DY1 4SQ

MINUTES

1. Chairman's introduction and report

Since the February Executive meeting, Andy has attended several meetings including: the All Party Parliamentary Motorcycle Committee, the Rights of Way Review Committee and a LARA steering committee meeting. He has found these invaluable as a source of information for up and coming legislative changes which will affect motorcycling and trail riding. They are also useful in determining our political and economic power, e.g. £650,000,000 is spent on motorcycle sport, annually in the UK.

2. Apologies for absence:

Don Oakley (Wiltshire), Dave Tilbury (RoW contractor), Adam Hedley (Cornwall), John Mills (North Wales), Richard Simpson (PR contractor), Dave Giles (BMF and LARA rep), and Tony Davenport (Lancashire)

3. Notice AOB

- Richard Hawker and London Gazette

4. Matters Arising Executive meeting 20-02-11

4.1 Richard Simpson long term PR plan/strategy

Richard has not had time to do this due to ad hoc press releases and moving house. Richard has placed articles in Adventure Magazine and the Coventry Telegraph amongst others. Andy has noticed that Trail Riders have not been shown in a bad light recently.

John Gardner has read the Adventure Bike Magazine and would like us to investigate placing an advert with them. Jack Knight noted that we have an advertising budget. Graham Till asked how the TBM advert was affecting membership. Debbie said that the features on local groups in TBM had more effect than the advert. The advert is £55 more expensive than the old format. Richard Simpson's view is that the advert helps get editorial. Graham Till mentioned TMX news. *We also considered the CSMA article and whether an advert with follow up article may be appropriate.*

Steve Taylor notes that the Devon group are mainly ex-road riders and since MCN is featuring trail riding should we approach them. They need to be handled with care due to their sensationalist attitude. BMF and MAG have built personal relationships with members of the editorial team so they are contacted when an issue arises.

Debbie has put editorial in a Devon based motorcycle paper, Mad About Motorcycles, which gets distributed nationally. The costs for this paper are £50 per quarter. Many of the local publications are widely distributed. The TRF should approach local publications and give a consistent view.

Action: Jack Knight to contact TMX news re advertising

4.2 Co-opted Officers

The principal officers distributed a questionnaire about the way we can use co-opted officers. The information received is being collated.

4.3 Red Tape Challenge

This refers to the government's initiative to reduce red tape. TRF members highlighted NERC, the CRoW 2000 and various parts of these acts. DEFRA has stated that none of these acts will be reviewed. The idea was that a specific piece of law be reworked. The TRF Officers believe that this initiative was a diversionary tactic.

Members are advised to review the site regularly because the DEFRA will state that they are going to review various pieces of legislation. Go to the DEFRA website and search for "red tape challenge".

4.4 Web-site Sponsorship

Andy asked Adrian to put thumb-nails for TRF sponsors of the TBM advert on the web-site. Andy would like this to say thank you to our sponsors.

4.5 There is a discount page on the web-site

4.6 New member pack

West Yorkshire, East Midlands and Devon groups all issue a member pack. Robin Hickin suggests putting a member pack on the web-site.

Action: Jack Knight to talk to the above groups about the content of their new member packs.

4.7 John Gardner survey about re-joining

Most of the people in his area had not rejoined due to economic pressures. Some had even sold their bikes. There were a few non-re-joiners who were not happy with the TRF organization. Andy noted that the churn rate had not changed.

4.8 Support from horse groups

Andy asked if members would publish the thank you notes received from horse riding groups. Paul Clark and Graham Till had received a number of notes.

4.9 Forward Plan

Robin Hickin has written a forward plan for Rights of Way. Dave Giles asked for other topics to be added. However, as soon as they were added they became out of date and other issues were more important. Mark Holland suggested adding the PR initiatives e.g. stating maintaining relations with local authorities. Andy said that we should structure this as a mission statement.

Action: Jack Knight to write a draft mission statement.

4.10 Tread Lightly

TRF asked Tread Lightly for a business plan to support their next request for funding. Andy has received a detailed business plan; it contains sensitive information so he cannot publish it. The TRF officers will review it and advise the members.

Since this plan was written, Tread Lightly has agreed with the MoD and Wiltshire County Council to sign the public routes on Salisbury Plain. Hopefully, this will solve the problems around using the military section of the Plain. The army will also establish a few permissive routes. We see this as a big benefit to TRF members. John Gardner asked if the permissive routes could be restricted to TRF members. Robin Hickin brought up the case of the trail riding group, Legal Forest Riders, in South Wales who have agreed a number of routes with the Forestry Commission. This has led to a significant number of riders joining Legal Forest Riders. The Forestry Commission manage the mountain biking in the forests so that there are designated parking and routes and it is safe for all users. The Forestry Commission would like to do the same for vehicular routes. Mark Holland has reservations about the Forestry Commission Wales who have little knowledge about legal rights of way. He has noticed an introduction of big charges for running events in the forests which makes it difficult for the specialist groups to run. Graham Till says that people need to be prepared to pay to take part in events because there is a cost in running them.

Robin says that MoD can allow any access to any route on their land but that is not necessarily a dedicated permissive route. They don't dedicate permissive routes because they want to be able to change the path of the route as the need arises.

Tread Lightly was established as an organisation through working with the Welsh government and now the English government is looking at the model to see if it works.

5. Rights of Way (Robin Hickin)

Robin maintains a list of RoW Actions.

5.1 Walna Scar DMMO

It is evident that GPLG has put pressure on the LDNPA to put forward a new order as Restricted Byway. LDNPA may believe that with the quashing of the previous Byway order it may be in breach of its legal duty in this matter, although the quashing of the order was by concession on "breach of procedural fairness" of

the planning inspectorate.

Action: Robin Hickin to ask Steve Pighill (Cumbria) for an update on the current situation.

5.2 The Sarn Helen Prosecution

The CPS has once again asked for further adjournments to this case on 19th April and 5th May. The case has now been transferred to Llanelli Crown Court and the next hearing is scheduled for 2nd June 2011. This case has now been ongoing in the courts for over a year; it looks more likely that we will win this court action.

So far the TRF has spent £2500 to defend 4 members over a point of principle.

(Since the executive meeting, the CPS have dropped the case. The TRF has applied for reimbursement of costs.)

Robin requested photographs of notices on access points to Sarn Helen. There was only 1 access point indicating that motor vehicles are excluded and there was 1 with a restricted byway sign. Where there is a change in access, from the tarmac to the old RUPP, there has to be a sign by law.

Action: members to send photographs of the notices on the access points to Sarn Helen to Robin Hickin.

5.3 Dorset Judicial Review on DMMO Map Scale

The TRF has taken charge of a case in Dorset where the scale of the map submitted along with the original claim has been called into question, as such DCC ruled the claim non compliant under NERC and an order for Restricted Byway was made. The TRF challenges to this have now necessitated a Judicial Review of the law and the interpretation of the scaling of maps accompanying the DMMOs.

5.4 East Lane TRF Hertfordshire

The TRF has taken Hertfordshire County Council to the High Court thus challenging yet another politically motivated TRO on a vehicular route used by TRF members. A local member with grounds to object has taken this forward and will, we hope, be successful with this challenge.

5.5 Derbyshire claim rejection

Derbyshire and other local TRF Groups continue to address Derbyshire County Council's actions in trying to reject claims where they believe that the routes claimed do not constitute valid DMMO claims under NERC. Members of PROWI are challenging DCC and are using their resources to ensure that as many of the original claims are taken to full determination by DCC as is required by the law i.e. the 1981 WCA sections 14 & 15.

5.6 Derbyshire Section 56

Members of Peak District Vehicle User Group (PDVUG) have initiated a number of Section 56 Notices against Derbyshire County Council regarding the condition of routes in the county, notably: Chapel Gate, School Lane and Bamford Clough. DCC initially rejected these notices because "they were sent to the wrong person" - this has now been rectified.

Graham Till and PDVUG have built good relations with the local police and authority in the Peak District. Their only problem is the off-piste riding.

5.7 TRO dissemination event, Autumn 2011, Legal Challenge Training

As a result of the experience gained through the legal challenges currently initiated by the TRF and others from anti-vehicular bodies it is thought that some form of dissemination of the lessons learnt and some procedural guidance be offered to members. This is so that we (the members of the TRF) are better prepared to mount challenges to unjust actions of local authorities and others in the courts to ensure that the public's rights and the rights of our members are protected and upheld.

Action: Members to contact Robin if they would like to attend this seminar.

5.8 Stonehenge TRO

Dave Tilbury and Alan Kind are managing the action on this and it's due to come to courts shortly. A number of individuals are also objecting on their own behalf. Once again, it would appear that the local authority has not followed the rules prior to the proposed TRO.

5.9 Warwickshire CC

The TRF won the case and were awarded costs £10,500, of which WCC paid £7,500. We estimate that it cost WCC £45,000 to lose the case, whereas it would have cost £20,000 to repair the route. The local group have made a freedom of information request to know the exact costs incurred by WCC. The case was featured in some of the local press, notably the Coventry Telegraph and the Evesham Journal, and can be seen on www.coventrytelegraph.net. The local councillors wrote a letter saying they were only following the wishes of local individuals. All councils are required to publish all expenditure over £500. Robin will make a formal complaint to the council executive.

To date this year, we have incurred costs of £1,500 out of a potential £32,000.

We have noticed that council officers no longer document their objections. We believe that, in the current economic climate, political power is influencing the decisions of the local authorities. Many justifications for making TROs are not relevant and the local authorities are issuing their argument at the last minute.

John Gardner suggested publishing in Byways and Bridleways and the IPROW journal.

Action: Robin Hickin to make a formal complaint to WCC regarding this matter.

5.9 Welsh Off Roding Strategy Group (WORMS)

The WORMS document can be found here www.ccw.gov.uk

5.10 Natural Environment Bill

Andy attended a Rights of Way Review Committee meeting at Westminster on Wednesday. Many important organisations were present, including: Natural England, DEFRA, NFU, the CLA and head of the Ramblers. DEFRA announced that there would be a white paper on the Natural Environment published in June and that it would contain topics like landscape and environment. DEFRA also say that there will be a section on access and that they anticipate legislation in 2012/2013. They make a number of recommendations e.g. acceptance of the List of Streets.

5.11 Farming Task Force

They were asked to review the state of farming and make recommendations to improve farming. One of these was managing the routes which cross farms. Potentially, there will be a new bill affecting access at the end of the current Parliament. Natural England actively support access issues at the local level.

5.12 CCW

CCW wrote a report and at the end it stated that they would consolidate CCW, Forestry Commission Wales and Environment Agency Wales. This model will be promoted in England as well. We need to watch this to see what effect it will have.

One issue is asking farmers to look after rights of way and incorporate it into a single farming payment.

5.13 Independent Forestry Panel

This panel are going to look at the work of the Forestry Commission and how they can better server the communities which use the forests. There was no representation for motorised users on the panel. However, there was a rambler and 2 environmentalists.

Initially, this concerns forests and, although there are not many routes in forests, the motorsports organisations are concerned about the consequences. At the Rights of Way Review committee, we found out that the IFP would like to extend their remit to include all woodland including private woodland. This was corroborated at the All Party Motorcycle meeting on Thursday.

See www.defra.gov.uk to find the minutes of the meeting. The IFP will take comment from anybody. The ACU have also issued a briefing note about the importance of motorcycle sport in the forests.

5.14 North Yorkshire Green Lane Association

Fred Ellison used to be a member of this organisation. They believe they have sorted the issues in NY Dales NP and are going to focus their efforts elsewhere.

5.15 Lake District NP, letter 4 May 2011

The Park has been split into a number of areas and each one has a field ranger allocated to it. John Gardner has a document listing who is responsible for each area. This should also be available on the internet.

6.0 Membership

6.1 Membership Figures

Membership figures as at the end of April stand at 2735 which is down 11 members compared to the same period the previous year.

Since the last meeting members processed are as follows

Feb 11	303	Feb 10	289
March 11	173	March 10	104
April 11	99	April 10	144
May 11 to 12th May	52	May 10	106 (full month)

Members not renewed from 2010 stand at approx: 1174

6.2 Group Returns

11 groups have not yet submitted a return for 2011, these have been chased:

Axe Vale (*only a very small group*)

Black Country

Isle of Wight (*only a very small group*)

Lincolnshire

Manchester

South Northants

South West Wales

Suffolk

Teesside and North Yorks

Thames Valley

Worcestershire

Some 'officers' within local groups have yet to renew and these too have been chased:

Debbie will put her recommendations forward at the next Directors' meeting but it does look like some groups have collapsed. New members continue to join these groups, but with no return and with the listed group contact having not renewed along with the listed meeting no longer occurring its not the best welcome we would want a new member to receive.

Debbie is finding more and more potential members are calling first prior to joining to gain some information as to what they can expect from the local group, as each group runs themselves slightly differently, and in light of some groups not being contactable it would be helpful if each group could over the next few weeks pass me some information of how they run themselves (i.e. group meeting content, any information passed to a new member upon joining, etc), Debbie can only ever refer to Devon which obviously isn't how each group runs. Debbie will follow up this request to the local Group Chair and Secretary.

6.3 PDF TRAIL

Although the overseas members have been receiving TRAIL via a PDF since March last year (2010), April 2011 saw us reduce the amount of printed copies of TRAIL being sent out to the membership by just over 200.

It is, of course, the members' choice on how they wish to receive TRAIL and it can be amended at any time to either PDF or paper they just need to drop Debbie an email.

6.4 The Shop!!

The shop went live on Monday 23rd February and has had a slow start of sales, generating sales of just over £350 in the first two months, would be great if groups could help promote at the local meeting and perhaps order in bulk to keep the postage down.

Many thanks to one member who expressed an interest in taking on the shop, but might have been put off by the work involved.

Steve Taylor suggests that groups make an order for items to sell at group meetings. The order is invoiced and then after a period, the sold items are paid for and the rest returned.

6.5 Local Events/Advertising

At the moment we have no way of monitoring where online membership applications are coming from; if local groups should be attending any local events to prompt the TRF, could a quick email be dropped to memsec@trf.org.uk to advise just so as I have for reference.

Gloucester - Prescott Bike Festival

Devon - BMAD - May bank weekend

Cambridge + other - BMF 14/15th May

Action: Local groups to notify Debbie when they run stands at local events so she can correlate with new member numbers.

Action: Members notify Debbie of local shops where they place TRF leaflets.

Action: Jack Knight to get Richard Simpson's list of publications where we may get editorial published. There is also a sympathiser in Essex.

6.6 Advertising Budget

It was agreed at the last Directors' meeting to allocate £2,000.00 on additional advertising and try to incorporate some editorial with ad, as far as I'm aware this has yet to be spent.

6.7 Recent Postal applications

CSMA Club Magazine

TMB doing the rounds (Norfolk)

Mad About Motorcycles (Devon bike mag. Circ. 20,000)

Previous Members

Group Meetings

Classic Bike Magazine

Adv Bike Magazine - owners of magazine

Other Member/Friends

Debbie would like to set up a national database of where members pop leaflets into, this does mean that groups will need to let me know where they are going!!

6.8 Retention of members

The churn has been consistent over the years and this is a natural phenomenon. One reason is that people join to find routes. The rolling membership has helped and many people who were renewed at Christmas are renewing later in the year. There are a small percentage of members who want everything done for them. About a third of members want to use the organisation as a social club. In the longer term, these people may become confident in helping the organisation.

7.0 BMF Show

Jack was surprised at the effort involved in organising the stand. Jack would like to thank the Cambridge Group and in particular Mike Irving Barbara News, Kevin and Dave McLaughlin. This year we had 2 pitches on either side of a path in the club village. The Christian Motorcyclists Association stand was magnificent; they were in a prime site which they didn't pay for because they are a charity.

Jack emailed all group chairmen asking for a board of photographs for the BMF show. There was a disappointing return despite him following up the email and making telephone calls to those not on the internet.

Jack would like a modular theme for our display equipment so that they will be suitable for: a small bike show, a country show, a big outdoor event. Jack is manning a stand at the Rutland County Show. John

Gardner suggests putting some of Mark Holland's horse riding information on the stand. Mark believes that the tents at the big events should be open to encourage people to come in.

We also discussed the merits of putting a stand on at the Dirt Bike Show in November. Most organizations attend commercial exhibitions to reinforce their presence. Jack has reviewed the motorcycle publications and put together a list of 170 possible corporate sponsors.

Action: Jack Knight develop modular stand

Action: Jack Knight identify shows for the TRF to attend

Action: Jack Knight is going to ask the Lincolnshire group if they are going to run the stand at BMF Tail End

7.2 Working with Others: European Framework Regulations

As a result of working with other leisure motoring organisations, a European initiative has been brought to our notice. The Framework Regulation for motorcycles seeks to emulate the equivalent for the car industry. There are a number of points in this proposal that would lead to enduro/trail motorcycles becoming illegal and obsolete e.g. where they have to comply with generic construction and use regulations. It is proposed that all motorcycles have ABS, which is not a good idea for enduro and trail motorcycles. The anti-tamper regulation has been dropped. In the car world, vehicles used for competition have been excluded.

Once this proposal is approved by the European Commission, it cannot be opposed by national government. Members are encouraged to write to their MPs objecting to these proposals otherwise the MPs will not oppose it. If members also send a letter to the minister, then he will ask your MP to respond to you.

This proposition may have been missed by us had we not been involved with other organisations.

7.3 LARA

LARA has been rejuvenated with strong support from the motorsports association (MSA), who have a new chairman. They are fighting the construction and use proposals from Europe because a significant proportion of their members are motorcyclists.

This year is LARA's 25th anniversary.

Dave Giles report will be made available on the web-site.

7.4 BMF

The Peterborough Show was successful. The BMF are looking at the issue of ABS on all motorcycles. The BMF is supporting the action against Westminster Council regarding parking charges for motorcycles. Members are encouraged to support this action because it may be rolled over the whole country. These parking charges are not related to the size of the motorcycle. Westminster Council have also abused the legal process for bringing this in.

Dave Giles report will be made available on the web-site.

8. Financial

Arnold reported that we are currently on budget. Robin Hickin's Rights of Way budget is more than adequate for current demands. There are funds allocated for all current legal actions.

John Williamson and his Dorset chairman would like to request some money for their local RoW officer. The Dorset group requests matched funding of £500. The TRF Officers agreed to pay this request subject to supporting letter from the local group officers.

Action: Fred Ellison put a notice in Trail to make all members aware of matched funding.

9. AOB

9.1 Formal request for a copy of the list of streets (LoS) as of 1st May 2006.

All groups are asked to request this from their local highway authority. These routes were deemed to be exempt from the NERC act. LARA is trying to establish a network basis for everything that was on the list of streets. Robin is aware of a number of counties with issues. The route can be only removed from this list via the magistrates' court. The local authority is obliged to update the Ordnance Survey with this information. After the CRoW Act, Ordnance Survey updated all their maps, between 2000 and 2005. Andy has a copy template for a freedom of information Act which everyone can use. Some counties, e.g. Bedfordshire, claim

to have lost the list of streets during changes to the county structure. Local government have to maintain a list of routes in order to request maintenance funds from national government.

In Warwickshire, there are 110 UCRs on the LoS, but none of them are on the Ordnance Survey maps. One of the reasons for this is to avoid them appearing on the SATNAV maps and being mistakenly used.

Action: Andy to send out template

Action: All groups to ask for a copy of the current LoS and the LoS as of 1st May 2006.

Action: All groups inform Robin of the result of this request.

9.2 Overland Magazine

www.overlandmag.com

Nich Brown, MAG, and 2 other experienced overland motorcyclists put together a magazine. It's a very impressive high quality magazine. They are looking for other people to contribute to future magazines.

If anyone purchases a magazine through their web-site please indicate that it was promoted by the TRF.

9.3 Working with Others: Groups and Horse Events

Mark Holland would like to know how groups could be encouraged do horse events. Gloucester group contributed significant funds to the national funds as a result of doing horse events. Andy thanked the Gloucester group.

Mark would also like copies of letters from Horse Events we support.

We need a list of events that we do participate in; including non-horse events.

Action: Mark Holland and Jack Knight to meet Mark Weston.

Action: Jack Knight to contact other organisations. Janet Davies of the Ramblers said they would be happy to talk to anyone.

Action: members to send copies of the thank you letters from horse event organisers to Mark Holland.

9.4 London Gazette (Richard Hawker)

Richard has acted as the TRF liaison for the London Gazette of the last 15 years. The subscription ceased at the start of the year and was not renewed. The section 166 stopping up orders are legally required to be notified in the London Gazette. It is now available on-line free of charge. It costs £390 per year for the subscription. The TRF officers reviewed the subscription and found little benefit subscribing to it. Most groups have effective local rights of way officers, so there isn't a big demand for this service.

9.5 Code of Conduct: end of lane stop

Jack Knight and several local group officers have noticed that groups stopping outside residential housing cause a nuisance. He suggests that people stop their engines and act courteously around residential housing. Fred Ellison thought that it could be referred to in a TRF welcome pack.

10. Dates for meeting

Exec Meeting: 7 August 2011 at the Devon group meeting venue,

The Dolphin Hotel, Station Road, Dolphin Square, Bovey Tracey, Devon. TQ13 9AL

(Tel: 01626 832413).

All groups are requested to notify the executive of potential candidates for principal office posts. The Devon Group are organising trail rides on Saturday 6 August for group representatives attending the meeting the following day.

Dirt Bike Show: 1st weekend in November possibly combined with the AGM.

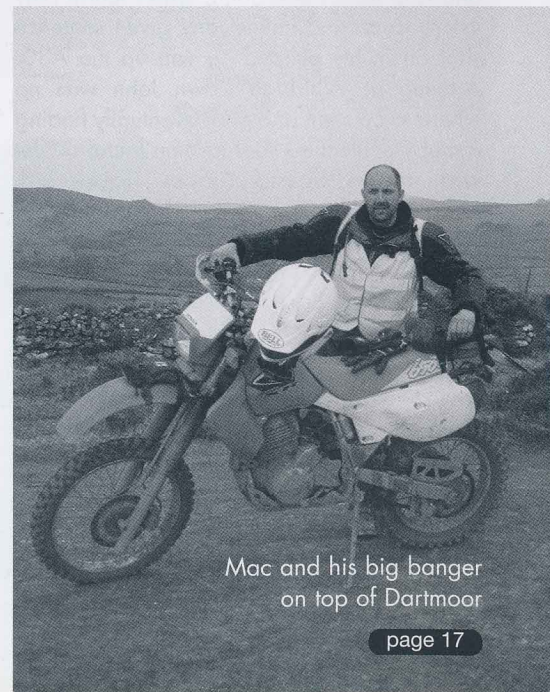
AGM: 20 November 2011 if not combined with the Dirt Bike Show.

ON VALE IN DEVON

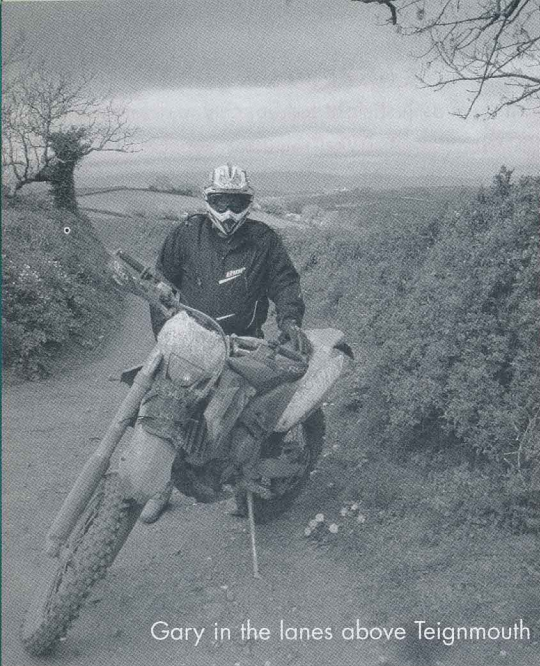
into two groups. The weather was lovely so we travelled light and set off north in a roughly circular path round Colyton, Ottery St Mary, Cotleigh, Kilmington and back. The scenery was gorgeous with verdant rolling Devon countryside, primroses, red campion, wild garlic and violets lighting up the hedgerows and a few cooling fords to keep the temperature down. The lanes were typical of the area, often narrow with some interesting nadgery rocky climbs. The recent dry weather made going relatively easy, although Mac managed to ditch the XR650 trying to dodge around a fallen tree, everyone else finished pretty much unscathed. To complete the afternoon we rolled into Seaton for some enormous ice creams on the front. So thanks Steve and Tim - top notch ride.

During the afternoon John had received a rather cryptic text from the Travelodge saying it had closed owing to an emergency plumbing problem. Without much phone signal we left it till later expecting a hoax from one of the embittered LFTRF crew at home not fortunate enough to be enjoying the early spring warmth Devon had to offer. Back at Steve's and a phone call to the Travelodge confirmed we were to be re-housed at the Manor House Hotel just outside Okehampton to the north west side. Armed with a post code we set off. Upon arrival chaos ensued owing to trying to work out accommodation, particularly as we were all

in multiple single beds. Eventually we were allotted rooms as per the Travelodge with myself, Simon and Mac shacked up in a triple, some in doubles and a couple of lucky ones in single rooms. It rapidly became apparent, however, we had fallen on our feet - not just room only as per what we'd booked for around 19 quid a night, but full board, full run of the facilities (the list of which is enormous - look it up! (<http://www.manorhousehotel.co.uk/Pages/1/Home.html>) but also complimentary wine on Sunday night - kerching! After a shower and freshen up we



Mac and his big banger
on top of Dartmoor



Gary in the lanes above Teignmouth

tucked into a rather large tea and settled down in the bar or for the more energetic the snooker room!

Sunday morning saw the sunshine again and we agreed to drive back to Whiddon Down and ride from there. John, who I learnt only listens to around half of any given sentence shot off in his pimped up van up the A30. Arriving at Whiddon Down John was no where to be seen and after eventually finding a moby contact number for him found out he was at the Sourton Cross Travelodge. However, within minutes he'd bombed up the A30 to Whiddon Down and after the ritual of flogging the kickstart XR400's to within an inch of most of our lives all bikes were started and good to go. Now we had two groups with very different strategies. Colin was very keen to visit Slapton and see the Sherman tank memorial and so I planned a meandering route taking in as many lanes as possible to get to Slapton for fish and chip lunch. The other group lead by Tony and Richard aimed to do as many lanes as possible in the Bovey Tracey-Newton Abbot-Totnes area. So myself, Colin, Simon and

Mac headed out following my newly acquired Garmin Etrex Legend HCx GPS, a bit of a mouthful, but brilliant little device with a map loaded on a microSD card and the route pre-planned all we had to do was follow the trails. My routes are somewhat random in nature but were designed to capture some of the great lanes we did the previous September including classics such as Sims Hill and Fingle Bridge. We set off east and covered Fingles Bridge, Dunsford and Bridford area, heading south through Christow and on to Bovey Tracey. It was here I came across my first school-boy error of GPS use - looking to turn left onto an A road which was far above us on a bridge! Doh! This led to a tour of several housing estates until I got the route sorted. It was also at about this time I realised that setting the GPS as 'Track Up' rather than 'North Up' may be more convenient when riding on the road but when trying to match to a map it requires your brain to be better wired up than mine and so I kept getting things back-to-front. From Bovey we reached Sims Hill a classic MCC hill climb, but not too taxing in the dry. It was in the Ilsington complex of lanes we met the other group and sat in the sun chatting through the mornings riding. We also met a guy on a modified Yamaha SR500 about to ride up a very rocky lane we'd just come down, which would be interesting. It does go to show though that its not all about KTMs. The other group suggested lunch, but we were still on a mission to get to Slapton so declined their kind offer and pressed on.

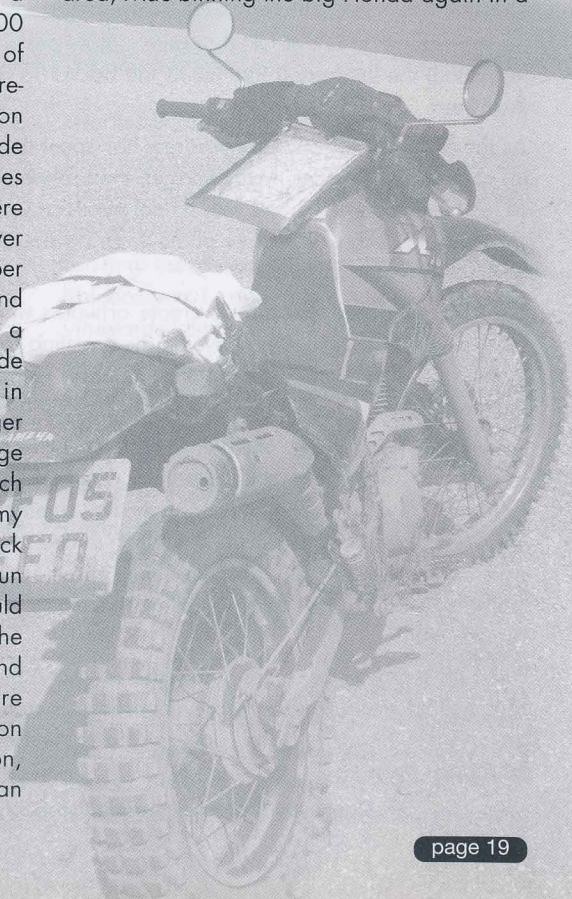
I did realise however, that my 140 mile circuit of SE Devon was wildly ambitious. It was midday gone and we had only covered about 25 miles, with another 45 miles to get to Slapton - gulp. So with an executive decision I decided to miss out a loop towards Torquay and head down the A381 which meant travelling a bit off my waypointed route which did lead to a little confusion in

the sunken lanes in the Ipplepen area. However, back on track and turning off the A381 at Halwell we picked up a few beautiful lanes coming into Slapton which for me were one of the highlights of the weekend as they encompassed a bit of everything Devon has to offer, riding along the top of a valley, down a narrow slightly muddy flower enveloped lane to a ford and up a steeper rocky climb up the other side of the valley. A tight bend thrown in for luck saw Mac on his back again with the solitude interrupted by an over-revving XR650 before the kill switch was grasped by the sprawled Mac pinned under his bike. No harm done other than a broken mirror and we arrived at Slapton Sands for around 3pm for a late lunch of one of the best fish and chips I've ever had sat sunning ourselves on the sea wall.

Having read all about the E-boat attack on a D-Day training exercise killing almost 1,000 American Servicemen and the recovery of the Sherman Tank by Ken Small we re-considered our route back to Whiddon Down. Given the time and the desire to ride over Dartmoor, we cut back through Totnes and picked up my trail at Ashburton where we meandered up the Dart valley past Lower Town farm where we stayed in September and up onto the moors at Broadaford and then down into Widecombe and up over a lovely UCR onto the moor proper. We rode this lane in the opposite direction in September which although meant a longer climb, we did at least go down over a large step rather than bouncing up over it, which was fine for the big bikes but I clouted my Serows right hand footpeg and bent it back a bit. On top of the moors it was lovely, sun going down, clear as far as the eye could see, calm with the hint of sweet gorse in the air. We trundled down to Postbridge and turned north through Chagford before crossing to the A382 back to Whiddon Down. Having missed our ride back, Simon, Mac and myself followed Colin in his van

down the A30 to the Manor House Hotel. Timing was just right for Sunday roast and a nice bottle of red before a few games of 10 pin bowling.

Monday dawned all damp and chilly and Simon was not too keen at all about riding wet rocky lanes and was all for riding the 200 miles home. However, we decided to put the bikes in the van and drive to Newton Abbott then ride round the many lanes in the Teignmouth area. I assured him the sun would be out by the time we crossed the moors and sure enough on arriving at Newton Abbot the clouds had cleared to leave a lovely day once more. We had marked up maps and most of the lanes were on my GPS so Richard and I shared the leading in and around the Coffinswell, Stokeinteignhead and Combeteignhead area, Mac binning the big Honda again in a



steep rocky lane going downhill this time, losing his front wheel and breaking the other mirror. We crossed the Teign and re-fueled before looping north of the Teign up through Ideford and Ashcombe, into the back of Dawlish and Teignmouth and back across the estuary. A final photograph was taken at the end of a UCR right on the estuary near to the Newton Abbot A380 road bridge. It was time to pack the bikes find that bacon sarnie shop on the A303 and make our way home.

We suffered no bike failures or punctures, no bodily damage, few old man aches and a few bruises but nothing of consequence and only scratched the surface of the lanes in Devon. Next, to plan a trip 'home' to North Devon and the local lanes there which I've yet to ride other than on the back of my dad's XR200 almost 30 years ago, but that's another story.

Sean Comber

Pennine Prospects' Watershed Landscape Project

ARTISTS AND EXHIBITION

Sally Barker and Andrew McMillan have been working with many different groups throughout the South Pennines to create art that reflects how people feel about the landscape that forms the backdrop of their lives.

As the first poet in residence Andrew has spent time in, among other places, Mytholmroyd, the birthplace of Ted Hughes, and worked with school pupils as well as others, including his fellow poets, to bring poetry alive for a wider audience.

Sally has used her sculpture to create artworks with many different groups, who have enjoyed visiting the moors and working with the natural materials within the landscape.

And there will be an exhibition of their artwork opening at Cartwright Hall, Bradford, on Sunday, June 19 and showing throughout the summer. Everyone is welcome to visit the exhibition and to take part in a number of other exciting events and activities, including geocaching, taking place over the coming months.

If you have any further enquiries please contact Anna Marshall at Anna.Marshall@pennineprospects.co.uk or visit the website at www.watershedlandscape.co.uk

Carol Longbottom, Pennine Prospects.



EASTER IN ANDALUCIA

Spain never disappoints. The number of traffic free back roads with excellent surfaces never ceases to amaze me. With internet booking of accommodation nothing could be easier for a first time Continental trip. The overnight ferry to Santander and you are on your way to a memorable holiday.

I was heading for a tour of Andalucia, travelling down Spain via one or two mountainous areas, two to three hundred miles a day.

After an overnight stay in a "Convent" in San Estaban de Gormaz the road took me South-East towards Soria and Catatayud where I picked up the CM210 Canyon and Eagle run. Magnificent, contour-hugging roads along deep valleys, six thousand foot mountains and some wonderful, sculpted, landscapes, as dramatic as the Grand Canyon but on a smaller scale. I counted twelve eagles working the thermals above one cliff face but as soon as I stopped to take a photograph they

effortlessly drifted away.

Diverting down the CM-2106 I visited Cuenca. The beautiful old city with its cliff top dwellings and Monastery was a delight.

Leaving the overnight stay in the Forest of Valdecabras I rode through the immaculate vineyards and arable flatlands towards Albacete where the fast, constant radius, curves of the N322 lead me to the backwaters of the A317/319 to Cazorla. More six thousand footers as I arrived in a mountain village near Hinojares.

I climbed the road through the village until it ran out and then turned onto a terrace. All the old folk were out on the benches taking in the evening air and chatting away until I arrived. A ninety year old, sat with his wife outside their cottage, waved a finger at me. This local was no more than four foot six, fit as a fiddle, and mentally intact. (Hope I can be that well if I reach his age). I stopped the engine, took off my helmet and sat down beside him. I showed

him the address of the Hotel and he pointed to a narrow lane over a wooden bridge that lead to the foot of the mountain. After a chat about the virtues of living a quiet, simple, life in what seemed a mountain idyll, I made my way to the Hotel.

I could not help noticing the Partridges in cages hanging from the eaves of the cottages, obviously being fattened for the pot.

The Hotel was a restoration project expertly done by a Bolivian, who also managed it. Inside was immaculate. Its situation in a relatively poor village seemed to highlight the gulf between the 'Haves' and 'Have-nots' of Spain.

I revisited the "old folk" after a shower and a meal. The gist of the conversation was they were content and happy with their lot. Not one of them had been inside the hotel since it was opened three years ago.

It reminded me of the adage "have no expectations and you will never be disappointed". Sadly, nowadays, half the World's population have great expectations and think the World owes them a living. These mountain folk had rejected the hustle and bustle of the commercial world and live with peace of mind and quiet resignation.

The run south lead me to the environmental disaster that is the Almeria coastal strip. This is the salad bowl of Spain. What appears to be three hundred square miles of White Plastic "Greenhouses". Eight foot high, they blot out every square inch of land from the sea to the foot of the mountain range.

On the edge of the sea were holiday resorts. Within a few feet of their boundaries the plastic started. Maybe they have got as used to seeing white plastic as we have green fields of arable land.

Mind you, visitors have been know to cry at their first site of Teesside.

All I know is I took to the motorway and blasted down to Granada away from this

horror.

Halfway up the A395 that leads to the ski station of the Sierra Nevada at ten thousand feet my thoughts were filled with wonder again at the beautiful landscape. This road is motorway standard with curves to die for or not as the case may be. I had flown over this mountain range a few times and vowed I would ride to the snowline one day and here I was, marvellous.

Some people can jump on their bikes and swan off not knowing where the road will take them and have no time restrictions. I have never been that adventurous. I need a goal and a route with accommodation waiting each night. I have done enough miles over the last two years to have circumnavigated the globe but never had the desire to do that literally. Something draws me back to Yorkshire after a couple of weeks away.

For me the experience of travel compares with going to the V&A Museum in London. After four hours my brain is saturated with the wonders that craftsmanship has produced and I cannot take anymore in with the same level of appreciation as when I started. Several visits are better than one but that is my preference.

Another superb hotel and I am on my way to Cordoba, another magnificent city. The flowers appear in the countryside again beyond Cordoba up the N432 to Fuente Obejuna. Here I joined the A447 a road across a wilderness of scrub that had my traction control having dicky fits. The surface was so bad my Tenere was jumping all over the place. To be fair the road map did indicate a poor surface ahead. Once I had switched off the traction control it was a much smoother ride. The twenty miles of acute curves was lined from start to finish with Spanish Lavender in full bloom. The only other vehicle I saw was a Toyota 4x4 carrying a couple of forestry workers. They were as surprised as I was when we crossed paths on a hairpin bend.

Arriving at Cazalla de la Sierra, my overnight

stay, I wandered around the town and into the local church.

Two young lads were busy polishing the wood of one of three devotional icons. These two tonne wooded effigies of religious figures are carried in procession utilising the combined efforts of up to thirty men to move them. This visibly Roman Catholic Country still has a strong public face of devotion.

This was born out in one village I visited enroute. As I drew up in the town square there were lots of women chatting on the corner of the street. I took off my helmet to the sound of drums. Round the corner appeared a procession of about a hundred three to thirteen year olds all dressed in traditional costumes, some playing instruments, others carrying icons, some just swelling the numbers. Now I know where the K.K.K. got their uniforms from.

A few days later I was to witness the same scenario in all its glory but more of that later.

I headed through the Sierra Morena to the City of Sevilla. Well worth a visit. Some splendid buildings and palaces.

The only time I came near to binning the Tenere was at a diversion in the city centre. Entering a side road that had a stretch of ancient cobblestones, 8"x 12", right on a bend. They were convex and highly polished from all the traffic. Traction control switched in as my back end tried to overtake me. A heart-stopping moment. Maybe electronics do have something to offer. Some say they turn a mediocre rider into a good one. One thing is for sure without the TC I would have been in an embarrassing position.

South of Saville is an area of outstanding natural beauty around El Bosque, Ubrique, Jimena and the spectacular Ronda.



Brothers in Arms



Ronda

The A369 to Ronda was a marvellous run. The views were exceptional across an ever changing, mountainous, landscape. Ronda itself was a revelation.

I have been planning to visiting Ronda for a few years and it did not fail to impress. The infamous Cliff Bridge, the Bull Ring, the old town, highly memorable.

Being Easter weekend, a high profile, religious parade, was being prepared. Streets were closed and chairs set out for spectators along the pavements. Flags flew from balconies and an air of expectation was palpable. Two hours later the parade came into view.

Even to a sceptic (or at least one who edges his

bets on occasions) it was a moving experience. When you see a two tonne icon, swaying side to side, coming towards you at funeral pace, followed by drums, a fanfare, brass band, plus hundreds of costumed, devotees, your goose pimples can not fail but to produce goose pimples. The first icon needed thirty young men to convey it. Every couple of hundred yards a bell was rung. The men stopped. The bell was rung again and they all lowered the icon to the floors, had a drink and a chat before the bell rang again. All in position the bell sounded for a second time and the icon was raised to much applause as the spectacle moved forward once more.

That weekend I stayed near Montecorto in a hidden valley in a ranch style hotel in order to explore the area.

Grazalema a typical, whitewashed, Andalucian, mountain village was glowing against a rockface, ten miles into the hills.

Being Easter weekend the place was buzzing, every man and his dog were gathered in the town square. All the limited car parking spaces were full so I rode up through the village on the cobblestone, narrow, streets but could not find a parking space.

As I returned to the square I came round the corner of a building and there was a space behind a car. So I parked up, walked across the square into the bar and had a drink and some tapas with the locals.

I had white bait in olive oil and what turned out to be lamb's testicles in a red pepper salad. Very good actually.

When I emerged an hour later the car had gone but there was a Police motorcycle parked alongside my bike. As I got nearer I saw the 'No Parking' sign directly above my bike on the wall of the local Police Station. Potentially disastrous. My wallet winced in anticipation.

Knocking on the counter inside the station I shouted "Hola, Buenas Tardes", no reply. So I went outside. Changed my mind and re-



entered the station. Still no reply. As I exited for the second time I was followed by the local Guarda Civil.

Parking on the right he said as he pointed towards a car park full sign.

"Most sorry" said I. "I must be blind!!"

"That is OK" he said and I shook his hand and beat a slow retreat. I must have been given dispensation this being Easter Sunday.

Minutes later I wished I had taken a photograph of his new Police motorcycle next to my Tenere.

The next day I crossed into Portugal to do some off-road routes along the Spanish-Portuguese border but that is another story.

A week later exiting Portugal I crossed into Spain once more and headed for Riano via Leon.

Riano is an exceptionally beautiful area if you like water and mountains. It has a scenic backdrop second to none, anyone wanting a taste of the real Spain, but who does not want to do big mileage, this area, in the Pico de Europa, is the place to visit.

The N621 up to San Glorio runs through a valley filled with wild, dwarf, daffodils at this time of the year. Just like Farndale in North Yorkshire.

The run off the six thousand foot mountain down to Potes is magical in the early morning light. Another encounter with a bear. This time a twelve foot sculptured stone statue looking

out across the valley at the Picos de Europa. This is followed by the equally impressive Labena and La Hermida narrow gorges down to Panes. This road alone is worth a visit to Spain.

At Panes I took the AS114 to Las Arenas, another smooth piece of multicurved tarmac that will get your heart pumping as you switch from one side of the tyre to the other in quick succession for about ten miles. Efficiently removing the last of the pimples on the chicken strip.

The mountain road to Tresviso via Poncebos and Sotres is a revelation. Winding its way up six thousand feet (par for this area) through narrow gorges this is just like the spectacular Cares walk, with all the severe drop offs but without the four hour slog on foot. One small section leading out of the village of Sotres is rough and unpaved. Possibly a deliberate ploy by the local council to deter people from the road to Tresviso and capturing the passing trade.

Just around the corner the Tarmac to Tresviso had just been laid. Narrow and no Armco to save you. I was glad it was dry. I imagine no-one would drive this road under icy conditions. The chances of sliding off and dropping a thousand foot down the ravine were very high.

Tresviso itself is a terracotta-clad haven of peace but it's the journey there and the return that is the highlight for me.

Well all good things come to an end and the ferry sailed at nine in the evening so I made my way via San Vicente de la Barquera, a lovely fishing port, and Comillas, another picturesque village, with some outstanding architecture, on the coast, to the Ferry at Santander.

Another smooth crossing only to land at rush hour in Plymouth. I picked up the A38, wall to wall traffic, M5 the same. In fact every inch of the four hundred mile journey home, from six at night until twelve o'clock was packed. Next morning my daughter told me everyone was given the Friday off for a wedding (%"*&6) so people were escaping for the long weekend plus the fact that Britain had had a fortnight of sunshine. Makes you wonder why people ever go abroad.

When I did get home someone had decorated my house with bunting and wedding flags. I said whoever did it had better watch out since the flag had a stick and whoever the guilty party was they would require a surgeon, rather than a laxative, by the time I caught up with them.

Have a good ride wherever you are.
John Robinson T&NYTRF Group.

WWW.TRF.ORG.UK TRF WEBSITE & FORUM

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Plymouth to Mongolia to See a Statue...

By a Ural 750 cross

As some will know, Devon trail rider and TVTR founder, Andy Lander Stow has taken on the challenge of a life time. Andy plans to ride 12,000 miles from Plymouth to Mongolia to visit a large shiny silver statue of Genghis Khan.

His steed? An unusual looking Ural outfit. Whilst at first this may seem like an unusual choice, on closer inspection the bike may be not such a crazy idea, Andy has listed the reasons why below..... And bear in mind, whilst a race prepared Yammy R1 might turn heads on the autobahn, would you really stop the rider to ask why?

Reasons for buying a Ural 750cc Cross...

1. 750cc air-cooled engine with a flat torque curve starting just above tick over
2. Carburettors not injection
3. Manually adjustable valve clearances with screw and locknut adjustment
4. Stainless exhaust system
5. Brembo front disc brake
6. Sachs Shocks
7. Herzog gearbox internals - including a proper reverse gear (unlike the electric Goldwing reverse)
8. Keihin Carbs
9. Shaft drive
10. Nippon Denso Alternator with enough 'oomph' to run a car
11. A spare wheel which fits the sidecar and rear wheel
12. Italian electrics including electronic ignition - Yes, it's not UK spec but better than the original Russian spec
13. Waterproof electrical joints
14. SKF Bearings and proper metric oil seals
15. Electric and Kick-start
16. It's got three wheels and doesn't fall over so easily as a motorbike
17. I'm nuts!

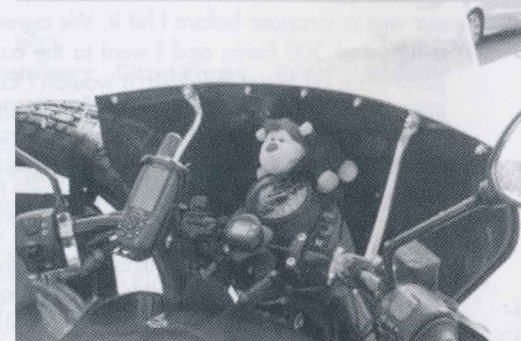
Well he's actually done it and currently (at the time of writing) 7 days into the epic adventure and somewhere around the Ukraine, Russian border.

Below are a few extracts from the very up-to-date website, but firstly use the following links to follow his progress;

Web site; <http://www.joatmoa.com/index.htm>

Day 1, 13th May 2011 Brenda waited for me to leave before she went to work and I headed off to Tesco's where I filled the auxiliary tank and the bike tank. I didn't bother with the jerrycan though. I left Tesco's at 09.15 and headed off to catch the 18.00 DFDS sailing to Dunkerque. The traffic backed up near Stonehenge but we were soon moving again as the workman cleared the cones away where they've been tarting up the roundabout near Durrington. Then there was another slow to a crawl section near the Chunnel and I finally got to Dover at about 16.10. I'd stopped for fuel at the Tesco's in Ashford but that was only a top-up to get me to Luxembourg - the fuels cheaper there! The weather smiled on me and by the time I got to Dover I was wishing I hadn't got so many clothes on. The boat crossing was silky smooth and I spent the 2 hours reading all about Major Sharpe on my Kindle. The hotel is about 6 miles from the Port and once I'd unpacked the bike, set off the SpotGPS and had a shower I found that F1 Hotels now have free WiFi. I managed to Skype Out to Brenda which cheered me up. The thought of not seeing her for a couple of months isn't a happy one. Katie (my Daughter) gave me a stuffed, toy monkey for a leaving present (as well as a great Casio watch) and I've named him Moogie. He's velcroed to the top of the headlight and he has a permanent smile which cheers me up. I hope my mood improves which I'm sure it will as I roll on towards Austria tomorrow.

14th May '11 Not up as early as I would have liked but still the bike was packed and breakfast was eaten and away by 08.45. What can I say about a day travelling through France - delightful as ever - arriving in Luxembourg to get cheaper fuel (1.33 Euros per litre) and then travelling half way through Germany? Not much! It was a tiring journey and at 18.13 I was secreted away in a wood near Spetey in Germany. I got out George's Basha and within a few minutes I was encamped for the night. I read my Kindle for a while and then dozed off only to decide at midnight that the ground was harder than I liked so I inflated my air bed (a 6 reed



nylon job that is more comfortable than a thermarest) and had a good night's sleep.

16th May '11 Riding slowly down the street I watched a car turn right but suddenly swing round the island and come towards me. Crash! I took the side out of his car and damaged the sidecar mudguard! Bum! I stopped immediately and realised that what I had thought was an island in the road on the right was in fact a roundabout! I was completely in the wrong and offered to pay for the damage was considerable but luckily the car was a scrapper before I hit it. We agreed a figure of 300 Euros and I went to the cash point close by to get the dosh. It wouldn't take either of my cards so the Police were called and we all had to go to the Police Station. Luckily there was a bank across the road that one of my cards would work in so I managed to get enough Lei to add to my Euros and all was well with the Police taking no further action. During all this I had quite a crowd turn up and some of them were most helpful. I managed to straighten out the mudguard, repair the light so it all worked and it looks OK until I can get new parts. It looks like I may be visiting the actory in Irbit after all! Then the chap who had managed to call the Police and settle the whole business amicably, his name was Alexandre, suggested I went to the hotel for the night. I agreed as it was now 8pm - I'm

now 2 hours ahead of the UK - and luckily the Hotel Adina has Wi-Fi. I skyped Brenda and told her all about the prang and reassured her I was OK. Then the party began. All the guys who had been helpful turned out to be bikers and they regularly drink at the Hotel. They were a great bunch and the stress of the situation soon evaporated as they told me about 'Natasha' and all about their beautiful Country. The downside to it all is the way the place is run. Normal wages are about a twentieth of what you would get for the same job in the UK. 2000 Euros A YEAR is the norm! On the upside for some, beer is only 50p a bottle, and they are big bottles, cigarettes (they all seem to smoke) are less than a £1 a packet and the hotel cost me £15 for the night with all amenities inc breakfast. I feel sorry for the Moldova people but cannot see an end to their poverty. It would take a huge investment to just upgrade the roads which is a priority as they are no better than tarmac'd tracks...I'm led to believe the road through the town is similar to all the roads in the country of Moldova! I finally got to bed at 1am but slept well and I'm typing this before I go for breakfast and to continue my journey to Mongolia.

Andy Lander Stow

MEMBERS CLASSIFIEDS

DRZ400SK4 1 owner, full service history (last serviced Feb 2011) taxed until Oct 2011, MOT until Feb 2012. Well looked after and reliable bike 5,750 miles - £1925. Contact Jim Davies (Oxfordshire) on 07581 628819 or email davies_jim@hotmail.com

ACCOMMODATION

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

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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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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.

GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. dccje@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 Andy Gerrard, Tel: 07803 600571 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 4LB.

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.

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.

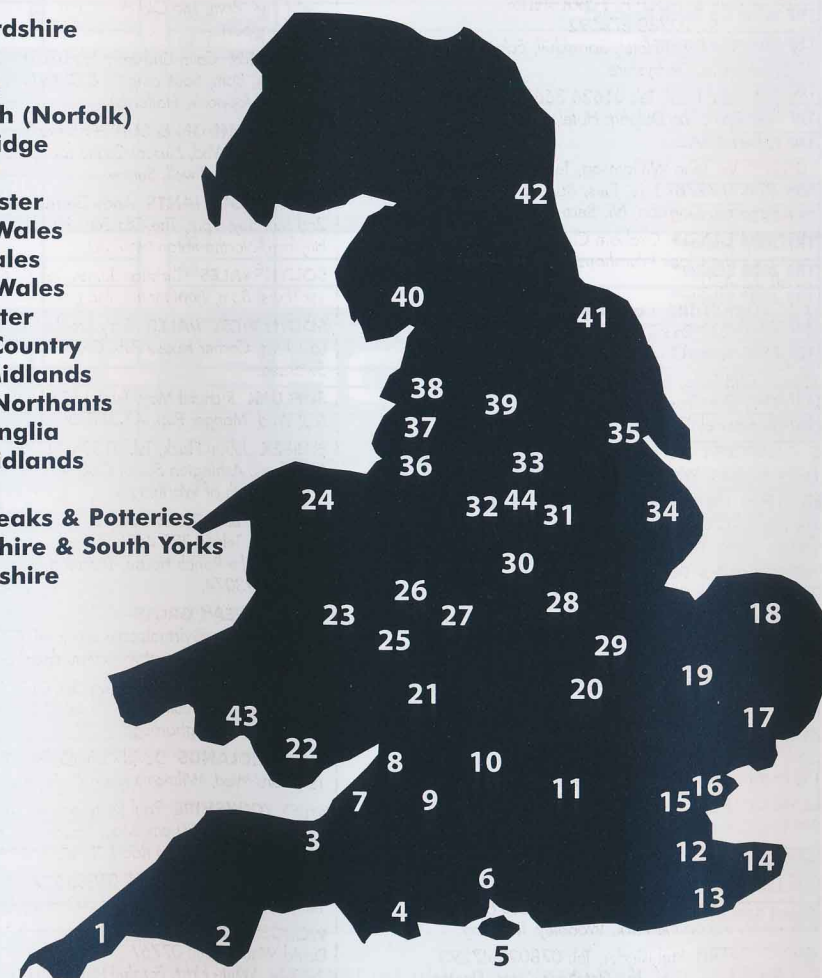
WEST YORKSHIRE Paul Dearden, Tel: 07901 381629 1st Thurs RoW 7.30 pm, Main Meeting 8.00pm, Cue Gardens, Stadium Mills, Stadium Road, Bradford BD6 1BJ.

WILTSHIRE Vic Price, Tel: 01380 724651 1st Tues, The Bell On The Common, Broughton Gifford SN12 8LX.

WORCESTERSHIRE David Walters, Tel: 07767 204730 1st Tues, White Hart, Fernhill Heath, Worcs.

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11. Loddon Vale
12. South London & Surrey
13. Sussex
14. Kent
15. Hertfordshire
16. Essex
17. Suffolk
18. Norwich (Norfolk)
19. Cambridge
20. Oxford
21. Gloucester
22. South Wales
23. Mid Wales
24. North Wales
25. Worcester
26. Black Country
27. West Midlands
28. South Northants
29. West Anglia
30. East Midlands
31. Peaks
32. High Peaks & Potteries
33. Derbyshire & South Yorks
34. Lincolnshire
35. East Yorks
36. Manchester
37. Lancashire
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43. South West Wales
44. Virtual Peak





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Goods

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Total value of Order

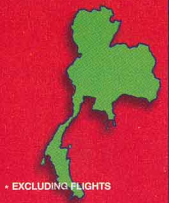
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