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TRAIL



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

SEPTEMBER 2011 No. 397 EDITOR: FRED ELLISON



Patron: Lord Fairfax

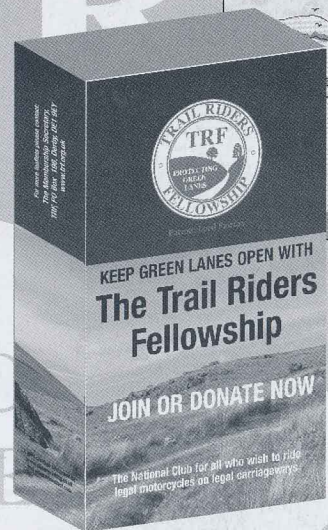
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available from
Debbie Hutchinson,
Membership Secretary

TRAIL RIDERS FELLOWSHIP
**Caring
 for green
 lanes**

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

USE ONLY VEHICULAR RIGHTS OF WAY
 It is only lawful on public roads. If in doubt, check with the Highway Authority or the TRF. Motorcycles and riders must be licensed. Green Lanes are subject to the same laws as public roads.
KEEP TO THE DEFINED WAY ACROSS FARMLAND
 Wheels can damage crops and grass. Washing from the road onto farmland is prohibited by law. If in doubt, ask.
GIVE WAY TO WALKERS, HORSES AND CYCLISTS
 - as a courtesy. On narrow lanes, stop and switch off engine.
FASTEN GATES TO SAFEGUARD STOCK
 If those not open for farming purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.
TRAVEL AT A SAFE SPEED
 Ride at a reasonable speed, taking regard of conditions and visibility. This should not exceed the statutory maximum of 30mph.
RIDE QUIETLY
 Machines must be effectively silenced. Use the throttle with discretion as noise can offend.
HONOUR THE COUNTRY CODE
 Respect the countryside and those who live, work and play in it. Green lanes can be valuable habitats, so take special care in working and early autumn.
IDENTIFY YOURSELF
 Carry your membership card with you when trail riding, so that you may identify yourself as a current member of the TRF and display a current membership badge.
ACKNOWLEDGE OTHER USERS
 Riders should acknowledge the presence of other green lane users with a friendly wave or other suitable greeting.



Letterheads and Compliment Slips for all external correspondence available to all Group Officers from Fred Ellison, Editor, 01254 823893, editor@trf.org.uk
 (Membership number required)

EDITOR

Dust off your cameras, go through your files...

Pennine Prospects are looking for photographs for use in a landscape photograph exhibition, calendar etc and are offering prizes including professional tuition (see page 28). (The professional tuition could come in handy for the TRF calendar competition). This offers a rare opportunity to publicise trail riding to a much wider audience including walkers, horse riders, mountain bikers and other countryside users.

I would suggest that photographs submitted are not full in your face pictures of motorcycles but include them as part of the countryside.

And don't forget our own competition.

Fred Ellison

Treadlightly

Treadlightly has another introductory training day for potential Ambassadors on October 9th in Southam (Warwicks).

If you are interested in attending, or know somebody who may be interested, contact our Project Manager:

Robin Hickin: robin.hickin@treadlightly-uk.org or for further information on The Treadlightly Trust visit www.treadlightly-uk.org

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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 Manuela Beis.
 Dirty Girls do Wiltshire (see page 7)

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

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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

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East Midlands	Robin Hickin	See above for contact details

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

RoW UPDATE

TRF ROW TRAINING WORKSHOP

23 OCTOBER 2011

This Training Workshop will be run in my local village hall at Long Itchington, Warwickshire. The day will start at 10am and finish at 4pm. The topics on the day will be:

1. Preventing prosecution of TRF Members
2. TRO's
 - how to prevent their introduction
 - How to make a legal challenge
3. The future route of ROW within the TRF

All our national ROW advisers will be available to discuss any Local Group issues relating to these and other issues.

Email row@trf.org.uk to book a place on this event

UCR'S IN POWYS & BRECON BEACONS NATIONAL PARK

As a result of a meeting Mid Wales Off Road Forum (MWORF) held yesterday (5th September) I need to inform members of the following developments.

To clarify the position with regards to the Gap and Sarn Helen, Brecon Beacons National Park still regard these routes as Restricted Byways and as such:

"The Department for the Environment and Rural Affairs (DEFRA) Guidance on NERC indicates that it is for the individual to satisfy themselves that a right of use for MPV's exists."

If you are stopped by a Ranger or the Police

contact row@trf.org.uk immediately for further advice.

One positive development, Dyfed Powys Police have offered to convene a meeting between BBNPA Powys Highways and User Groups to try and come to some consensus on those routes that can be used within the National Park and elsewhere in Mid Wales.

Following the MWORF meeting a meeting was held with Powys ROW to discuss resolution of some of the longer term TRO's that have been in place in Powys. We were informed of two main issues.

Firstly: discussions have been initiated on a possible permanent TRO on Monks Trod for **ALL** users, including **walkers cyclists and horse riders**. This has not yet been officially notified and as such no official consultation process has begun. Please can I ask that you, that mean's YOU as an individual, write to Powys CC mark.stafford-tolley@powys.gov.uk to object. Make sure your walking and cycling friends know about the possible Permanent TRO on this outstanding route.

Secondly a consultation process on the removal of the current TRO on the Gap road has been initiated. The argument is that as a Restricted Byway it is not now necessary. As yet I am not convinced as to the reasoning, for example with no TRO, use could once again potentially take place throughout the year. If that situation did arise, then it is almost certain that BBNPA, with their stated anti-vehicular ambitions, would introduce a Permanent 24/7 all year TRO on this route and it would be lost for ever.

Robin Hickin,
National ROW Officer

TRF AGM

10.00 a.m., Sunday 20th November 2011

Lecture Room 2, The Heritage Motor Centre,
Banbury Road, Gaydon, Warwickshire CV35 0BJ.

Any agenda items must be notified to
The Secretary, Polly Cody, 52 Conway Drive, Flitwick,
Bedfordshire MK45 1ST, secretary@trf.org.uk

FORTHCOMING EVENTS

TREADLIGHTLY TRAINING DAY October 9th

At Southam, Warwickshire. Contact robin.hickin@treadlightly-uk.org

SOMERSET TRF EXMOOR FOREST RIDE DAY October 16th 2011

Email mark@bagborough.co.uk for an entry form.

TRF RoW TRAINING WORKSHOP October 23rd 2011

At Long Itchington, Warwickshire. Email row@trf.org.uk to book at place.

TRF AGM Sunday November 20th 2011.

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

MAKE SURE YOUR EVENT IS LISTED

Send any details to The Editor editor@trf.org.uk,
Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, BB7 9DG.

JOIN THE TRF GYM

Perhaps you saw the article in August TBM by Phillippe Devos about a story by a Canadian kinesiologist (the scientific study of human movement to save you Googling it) called Dr Jamie Burr about the surprising, to him at any rate, health benefits of trail riding. About six months ago, Philippe and I had exchanged a few emails and had a long chat when he rang me to discuss the study. He'd asked me to keep quiet as TBM were going to do an exclusive so, although I had almost forgotten about it, it wasn't a surprise to see the article finally appear after all this time.

Dr Burr contends that going out twice a week for two hours at a time, "is an effective way to reduce body fat, gain muscle, increase endurance, lower blood pressure, guard against diabetes and helps make you feel healthier and happier". He doesn't mention becoming much better looking and an improved sexual performance but I think we can take that as read!

A lot of these studies, as Basil Fawlty would say, state "the bleeding obvious". Steve Wright (Radio 2 presenter for anyone that still listens to Radio 1) seems to specialise in broadcasting the results of surveys and studies which rarely tell you anything you couldn't

have worked out for yourself and he deserves all the shouting at the radio that he gets from irate listeners for doing it. Whilst I am on the subject, can he stop saying what a great track that was and then talking all over the end of it! Sorry where was I? A bit like skiing (how hard can sliding downhill be?) people underestimate how energetic trail riding sometimes is and consequently the clear benefit that that will have to your fitness. A comparatively young, fit (as in physically fit - not in the modern; "she's well fit", attractive sense) ex-army despatch guy joined our local group. His first ride out was in Wiltshire. It was a hot summer's day and the ruts in the lanes were grassed over and hidden, so, to give him his due, it wasn't easy. After a long wait for him at the end of a lane, Sandy Sanders (so good they named him twice) appeared. He slid off his bike onto the ground, removed his helmet, steam rose in clouds from his shiny, shaven head and he mumbled incoherently something along the lines that that was tougher than anything he had ever done in the army. For my part, anyone who gets back home after a day's riding and is capable of doing much more than spooning some food into their mouth while their wife/husband/partner/significant other (delete as appropriate) runs a hot bath for them to collapse in to, is a better man than I am, Gunga Din! Anyway, no matter how self evident the conclusion, it is good to get some

of the benefits quantified.

The study took 60, not particularly athletic, volunteers, of varying ages who were new to riding and sent them to a trail riding school with around 250 miles on varied trails to go at, as I said, for 2 x 2 hours a week for 8 weeks (lucky b****ds!). Some volunteers had a slightly different regime but overall got through similar levels of 'work'. You could argue that other commitments would make it difficult to manage that amount of riding but written as 'two days a month' it doesn't sound that bad!

Results were measured: Muscle performance was increased all over but up by as much as 30 - 35% in the legs and core (so take note; if you are dissatisfied with how many abdominal curls you can do, leave the gym and get out on the trail). Weight did not change much overall. A slight loss on average of about 2lbs, but some fat especially around the waist was replaced by muscle. The small fall in weight was attributed to the fact that the volunteers were not really overweight initially but now you know how we all keep our racing snake like figures! An improvement in the body's ability to absorb and use oxygen went up by 7%, blood pressure dropped from 121 over 74.6 (apparently already pretty respectable) to 112 over 68.9 and blood sugar levels were significantly down by nearly 10%, reducing the risk of type 2 diabetes

Dr Burr extrapolates from these findings to make a convincing case of significant savings to the healthcare system, although equally you could argue that the benefit to the NHS may be offset by the increased cost of putting right the damage done to our bodies by colliding, with or without the bike, with parts of the countryside!

Anyway, all good stuff and these are undoubtedly valuable and tangible benefits that will help stave off the time that we become a burden to our nearest and dearest.

[Who is our oldest regular trail rider by the way? I am pretty sure that we have some in their eighties. Perhaps you could let me know if you think it is you. My contact details are in the front of the magazine.]

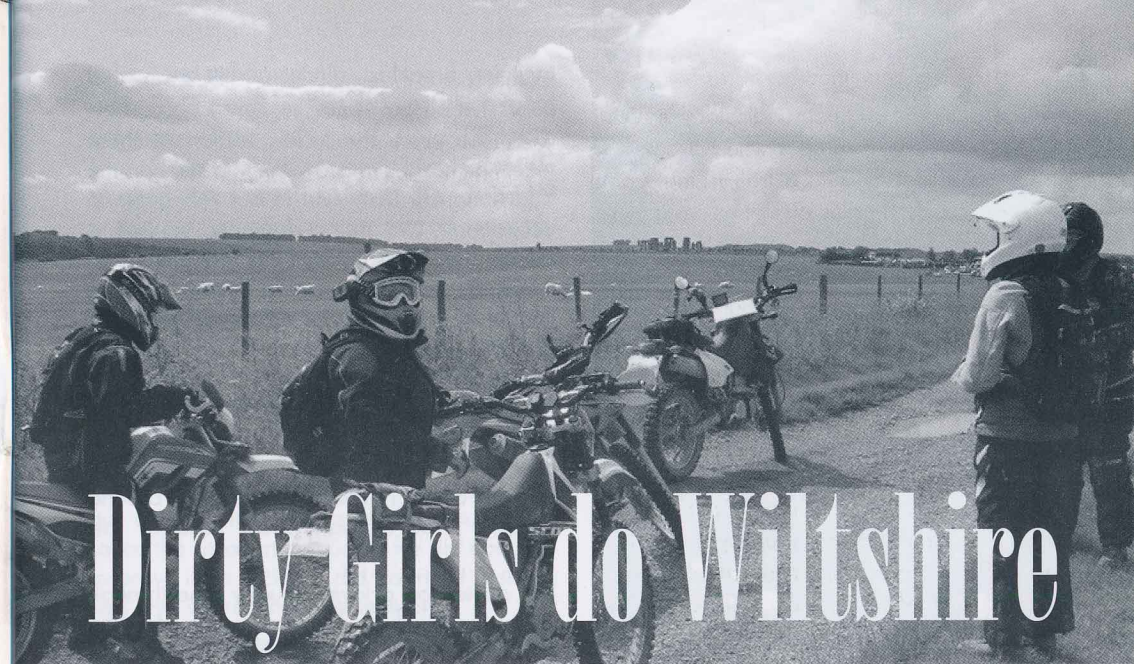
However it was under the heading of 'quality of life' that the biggest gains came. I do not know how it was measured but physical ability went from being average amongst the population to being better than three quarters of it and mental well-being, similarly, from just above average to nearly 80% up on the way Joe Public feels.

And isn't this borne out by just about anyone you talk to who trail rides? How many times have you heard people declare that, whatever troubles and stresses you set off with, they have been reduced, put into perspective or disappeared altogether after a ride? They just don't cross your mind while you are out. The grins that we wear as we park the bikes at the end of the day are visible evidence of the well being that we feel. The shared experiences, the friendship of like minded individuals, a sense of danger shared, obstacles overcome and good natured banter at the expense of anyone who takes a tumble or drowns his bike, all combine to make us feel better, stronger and more able to deal with whatever life throws at us in the coming week.

Local gym membership around here is £44 per month, some parts of the country it is considerably more. Makes your TRF sub seem pretty good value doesn't it??!!

Jack Knight

Ed: Incidentally I have got wind of a further, as yet unpublicised, study by Dr Burr that shows, conversely, that walking, particularly in organised groups, makes you liable to raised blood pressure, become subject to irrational anger, adopt an inflated view of the importance of your activity over others and, most worryingly, prone to wearing unfashionable, knitted headgear!



PROLOGUE

When I attended my first TRF meeting one cold dark evening in January 2006, three things became immediately apparent: I was the only one who had turned up on a bike, I was the only foreigner - and the only woman. Still, the guys were nice and welcoming, took me under their wing, and showed me the local lanes. In return, I provided a lot of entertainment, albeit not always deliberately.

For a few years I had been attending the European Adventure Rider Rallies, meetings where motorcyclists from all over the continent came together to conquer the trails in the North Italian Alps around the Stella Alpina, the Dolomites and the Pyrenees on big bikes, mainly of the BMW GS variety back then. The concept of getting together with complete strangers, riding some lanes together and parting as trail riding enthusiasts and friends, inspired the English chapter to plan the first UK ADV Rider Rally in April 2007. Regarding the route preparation I was sure my mates from the Oxford TRF would be willing to lead us on the Welsh trails around Rhayader, so we just had to make sure that participants, accommodation and food were sorted.

In the end, my Oxford buddies could not make the date but at least we recced a route that was suitable for big trailies together at the weekend before the event. For the rally itself they had promised me to send a delegate who would know the area like the back of his hand. Well, said delegate confessed to me on Friday night that he was not very good at navigating and would rather assume tail-ending duties. There was I, the only woman, dragging a lardy 1150 GS over the Mid Welsh lanes and supposed to lead 17 grown men astray - no pressure then...

But all went well, everyone was happy and the return invitation followed to Tan Hill in Yorkshire, where again I was the only female. But then the effort of writing ride reports about the rallies paid off when we gathered in Rhayader again in September, there were already four other girls: Orla from Ireland, Tina from North Wales, Sarah from the Wirral and Emma from Herefordshire. From there things started to look up: Emma began organising girlie weekends in her neck of the woods, with the Saturday exercising in a private quarry and the Sunday practising the newly acquired skills in the Welsh



Bike & rider preparation



Lawn mowing Dirty Girls style on Oldlands Piggery Lane

countryside. The 'Dirty Girls' were born. In the years since more and more women have discovered the pleasures of trail riding and we had lots of fun exploring Mid and North Wales, Herefordshire, the Isle of Man and, most recently, Wiltshire.

WILTSHIRE WONDERLAND

For those who are familiar with the aftermath of NERC and the battle for our lanes it will come as no surprise that we have lost almost all the trails around Oxford, which means that we have to ride a fair few miles to get to the less restricted Shires around us. Still, together with a few friends from the Oxford TRF we were planning to return the favour of numerous UK ADV rallies in Wales and Yorkshire and invite our trail riding friends from all over the British Isle to Wiltshire. Camping was at a biker-friendly pub, the Golden Swan in Wilcott near Pewsey that provided a big, flat, soft-soil meadow, basic

facilities, breakfast, dinner and a bar - what more could you ask for?

Over the years the ladies section at these meetings had been growing. We still had the odd honorary Dirty Girl in our riding group occasionally (we are not dogmatic, you see, a bit of male muscle does not do any harm when it comes to lifting bikes off the ground...), but this time I was proud to have a proper girlie group: Jane-Marie, my tail-ender, on her Scorpa T-Ride, Sarah on her Serow 250, Nicky on the smallest bike in her stable, a CRF230, Emma on an SL230 and I on my trusty DRZ400S, who had carried me not only on the national trails but also around 15,000 miles through South America last year.

We started on a lovely muddy lane through the woods that led us south to the Manningfords, over the Bruce Down and towards the "danger zone" which covers most of Salisbury Plain. Those who have ridden in the area know that navigation is slightly tricky on the Plain, because there are just too many trails, war paths and panzer tracks which make it hard to identify the legal ones among them. At a five-way junction I promptly took the wrong turn and was just hoping no one would notice; neither the military nor the ladies who faithfully followed me. I was lucky, after a short stretch through the woods there was a faint trace of an agricultural path and soon we joined the official byway again.

The lanes around the Everleighs seem hardly used; some of them needed a good lawn-mowing 'Dirty Girls' style. In one of the overgrown ruts Sarah suddenly spotted a young crow sitting on the ground. Having a big heart for all animals, she rather hastily stopped, dropped her Serow and went on a rescuing mission. The bird was not quite sure if it wanted to be rescued and so it took quite a while until the crow was safely lifted to the other side of the fence, out of the reach of wild cattle and mild-mannered trail riders.

South of the Everleigh Down we entered the Plain proper, which means fast gravel tracks,

lots of puddles and jumps, the occasional sign-post as well as some red flags, closed gates and roaring of guns if you are unlucky. That Saturday we weren't and soon we reached open but unknown (to me) and previously un-recced territory. I roughly followed the presumed direction, helped by a trusty Landranger map and a few waypoints on my GPS, which is only a Zumo 220 without any sophisticated OS-mapping. In the back of my head a dialogue was forming in case we would get stopped: "Well, Officer, I think we are here (pointing on the map) but I am not a hundred percent certain, would you be so kind as to show us the way?" I am not sure if our concentrated female charm would have saved the situation but luckily we did not have to prove it; in fact, we did not meet a single soul until we reached Netheravon.

On the other side of the A345 we joined the dense network of byways again and carried on to Larkhill and Stonehenge - as well as the lovely local green lanes. I wanted to show 'the Northerners' their national heritage. To be fair, all bar one had been to the monument before; Nicky even remembered a cake shop near the visitor centre and persuaded us to have a short pre-lunch stop. We had been a lot quicker than expected and I used the time to tell the girls all about the proposed closure of the trails around Stonehenge. The controversially handled and already postponed public enquiry is due to start on 22nd September; more details can be found on the national TRF website:

<http://www.trf.org.uk/forum/viewtopic.php?f=34&t=4534&sid=a9d960891d6b0ac4d03375f105906ea3>

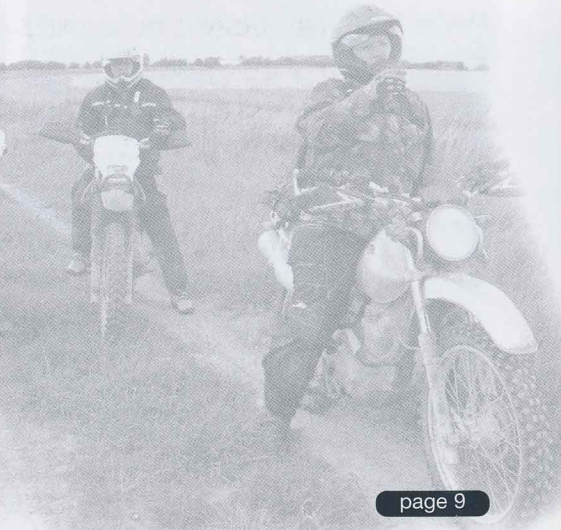
We managed to cross the notoriously busy A344 and A303 relatively quickly by lining up five abreast and reached the official lunch stop shortly afterwards: the service station at Stapleford that has everything a trail rider needs: fuel, air, a spacious bathroom, hot and cold drinks, a wide selection of sandwiches, snacks and sweets and a comfortable kerbstone. Just after the services the seemingly endless Stapleford Road branches off the



Lunch on the kerbside

A36; a great byway mainly consisting of hard-packed gravel going on for miles, but you have to look really hard or you miss its entrance between the cottages. After crossing the A303 again near Yarnbury Castle, the lane becomes rather bumpy and we were all practising our jumping skills - which were particularly useful when the holes were filled with water.

Joining the tarmac again on the B390 near Chitterne, we then re-entered the military zone at the Middle Barn Cottages. From here navigation became a bit ambiguous: on the recce I had set up waypoints every 300 metres to stay on the safe side. The amount of legal byways in this area is just heart-warming and we were really spoilt for choice. The route took us along the "German village" which was used not to practice a potential attack on the 'Krauts' but to defend them from the Soviets





during Cold War times.

From Orcheston we headed north, negotiating muddy ruts and deep puddles; the most notorious one known as the 'GS Pool' because it is so deep that we drowned many a BMW there in the past. Big signs were warning us of unexploded military debris and advising that we should not leave the carriageway under any circumstances. We didn't and the tinkle stop had to be postponed until we reached the Wessex Ridgeway approaching Devizes. From there two more historical components of the tour could be spotted - the White Horses of Alton Barnes and Devizes.

Maybe Emma was distracted by the chalky geoglyphs on the hills or by the outstanding natural beauty of the area, anyway, she discovered the hard way that lush green grass can sometimes hide deep muddy ruts. Our first roadside repair was due: a loose mirror and some broken plastic, which were easily fixed; the bruises on arms and legs would take slightly longer to heal. But the occasional fall cannot deter a Dirty Girl and soon we were on our way again. We followed the course of the Wessex Ridgeway, passing Morgan's Hill and the entrance to a wonderful byway that leads over the Cherhill Down through the aptly named Witch Plantation. Unfortunately it is currently TRO'ed, we had to give it a miss and

carry on to Avebury with its famous stone circles.

At the Red Lion in the village centre we treated ourselves to a short rest and a well deserved ice cream. We would need all the energy we could get for the trails that lay ahead. Around Avebury you can find some really, let me say interesting lanes: another deceptive grassy one leading to the Long Stones, Windmill Hill and its northbound extension over Monkton Field to Yatesbury Lane - thoroughly churned up by our friends the 4x4s and hardly rideable in the wet. But without question, all the girls made it through unscathed and we approached the next challenge: the Uffcott Down, a lane so steep that SUVs struggle to get up the chalk hill in Winter, as I found out one New Year's eve while out with a friend in his Landrover...

Now in July the trail promised pure fun and as well as the main track straight up the slope we also tried the heavily rutted alternative routes, created by desperate 4x4s. Jane-Marie and Nicky got a bit competitive here about who would make it to the top first, if I remember correctly, and we all enjoyed the lane so much that we rode up and down the hill several times, chatting to an interested family in between who watched our enthusiasm with amused smiles. Time was pressing on, we waved goodbye and headed for Barbury Castle, an old Iron Age fort overlooking the Marlborough Downs and large parts of Wiltshire. The car park on top of the hill provides clean facilities and an ice cream van if you get the timing right.

At that point we were more interested in the over 8-mile long stretch of the Ridgeway that lay ahead. Hard-packed gravel with some nice right-angle bends and a few ruts in between, this leg of Britain's oldest road leads from Barbury Hill to East Kennett without touching any tarmac once; then it is just a short bit through the village until you can join the trail over Lurkeley Hill again. It finally stops between Walkers and Knapp Hill just north of Alton Barnes, where we could admire the last White Horse of the day.

Tired but happy we arrived back at the campsite after 107 miles riding Wiltshire's finest. We just parked up the bikes and out came the PIMM's - a stylish and truly appropriate end to a perfect day. The Sunday was equally entertaining, leading us to the slightly wetter territory around Lambourn and the Wayfarers' Walk but that's another story...

EPILOGUE

We all enjoy riding together as girls, so what's the difference? We do the same lanes as the boys, maybe at a more relaxed pace; we have proper tinkle stops and appreciate the importance of feeding in regular intervals; we laugh a lot and tackle every obstacle as a team. I am glad that there are more and more women out there but I feel that we are still not enough. Think of the difficulties to find appropriate trail riding gear - the stuff you see in the respective shops is either too big for ladies (unless you fit into the kids sizes) or it does not provide sufficient protection. It took me three years until I had finally gathered all the right equipment.

So what is holding the ladies back from taking to the green lanes? Ok, it's a dirty business but mudpacks are good for the complexion or so

I've heard. You get more familiar with your bike when you regularly clean it (while reliving happy memories), you will get better at maintaining, fixing and improving your motorcycle; you will acquire handling skills that make your riding more confident - not only on the trails but also on the road (Jane and I have both passed our IAM test since).

Trail riding is also a great opportunity to make new friends. People reveal their true character fairly swiftly when they try to get their bike up Allt y Badi, through Strata Florida or over the Dreem. You also bond rather quickly when you deal with the challenges of a technical lane together. I think that our favourite pastime is actually quite therapeutic - the sense of achievement after a long day out on the trails and that distinctive green laneing grin on my co-riders' faces is the best reward I can think of.

What are you waiting for?

Manuela 'Ela' Beis (Oxford TRF)
Photos: Nicky and Ela

Dirty Girls do Wiltshire starred:

Emma (Mid Wales TRF),
Jane-marie (Oxford TRF)
Nicky (Worcestershire TRF)
Sarah (North Wales TRF)
Ela (Oxford TRF)



Out came the Pimms. Jane-Marie, Nicky, Sarah & Ela.



Editor & Ribble Valley Chairman
Fred Ellison manning
the TRF Stand

CLUB PROMOTION

Promotion of the TRF and increasing membership is probably on the agenda of many a branch meeting.

In these trying financial times, convincing people to part with their cash and take up a pastime they don't know much about can be quite an uphill struggle.

So when Ribble Valley Branch Chairman Fred Ellison asked for suggestions to bring new blood into the club member Chris Cahill thought of a perfect solution.

As well as being a keen green lane rider, Chris also has a number of 'regular' bikes. When the newly formed Cogheads Motorcycle Club (ex members of Accrington MCC) announced their first motorbike show at Accrington Arndale Centre, Chris saw this as a great opportunity to promote trail riding to bikers who could be looking for that extra adventure.

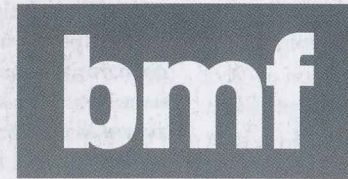
On an overcast Sunday in August, Chris set off to Accrington in his trusty campervan -

packed to the roof with leaflets, promotional material and Trail magazines (and not forgetting the all important brewing tackle). He was joined by Chairman Fred Ellison, and fellow Ribble Valley members; Mike McNamara, Nigel Adamthwaite and 'Yoga' Pete - who spent the day talking to bikers from all over the North West.

Chris said "It was a really good day, no one joined but a lot of people showed interest and we gave out lots of leaflets, and they all were interested in the bikes. Hopefully this will promote the TRF and maybe encourage more people to join. I would really like to thank everyone who gave up their Sunday to help out."

Other success stories included Yoga Pete winning Best Streetfighter and Best in Show on a borrowed bike, and TRF members almost triumphant in the 'Who can stay on the Rodeo Bull for longer than 42 seconds' competition!

Claire Lamb



British Motorcyclists Federation

Update on the Challenges Facing Motorcyclists

New Government

The new government has been in office for over a year and having met with them several times, we now have a good idea of how it operates. Primarily, it doesn't like spending money and therefore anything which costs money such as staff, quangos, research projects and the like tend to suffer badly. However, the minister in charge of roads and vehicles, Mike Penning MP, is a huge fan of motorcycles and our freedom to use the road. And yes, he does ride.

Training and Testing Review

As part of the new government's commitment to sorting out the motorcycle industry, it committed to reviewing the way the motorcycle test was introduced in 2008 and to replace it, preferably with a mostly on road test that can be done anywhere in the UK. This review was supposed to be "quick and dirty", but a variety of delays, all of them from the government side and to the frustration of the minister in charge, Mike Penning, has meant that over a year later, only small changes to the test have been made to improve safety (including a small amount of leniency on the speed requirement of the swerve and emergency stop exercises). The end date of the process is unknown, but speculation that it could 3 or 4 years before candidates start taking the new test is not unrealistic. The fact that the research required to test the changes has been approved and is likely to start soon is welcome news. The BMF has been involved in all the major discussions and continues to be involved in

getting the best deal for future riders.

Westminster Parking Charges

Despite raising just shy of £100,000 for legal expenses, the No To Bike Parking Tax has lost in its court bid to overturn the parking charges in central London which have contributed to an obvious reduction in the number of motorcycles parking in the area. This means that Westminster and other local authorities in the UK can introduce parking charges for motorcycles on the street without fear of legal challenge. Although the campaign soldiers on with monthly (controversial) demonstrations and plans to take Westminster to the European Court of Justice, the campaign's leader, Warren Djanogly, has chosen to step down. Over the last few months, the BMF has been excluded from being actively involved with the campaign, but we continue to try to support those who fight against these charges. Parking charges across Westminster have been extended to evening and Sundays as well proving that they are a very greedy council indeed.

Red Tape Challenge

Earlier this year, the government invited bodies to make suggestions for legislation to be removed or reformed. The BMF produced a comprehensive list of items which included:

- Lift restrictions on motorcycle licences
- Lift bans on road racing on closed roads
- Lift ban on right-hand sidecars
- Lift ban on 125cc towing trailers
- Lift ban on tinted visors
- Lift ban on bus lane access

- Lift ban on access to advanced stop lines
- Extend the historic vehicle tax exemption
- Remove Vehicle Excise Duty
- Remove requirement to display to tax disc
- Remove annual SORN requirement
- Remove electronic enforcement of insurance requirement
- Rationalise parking rules so riders know
- Modify NERC act to lift bans on some trail routes
- Modify the Type Approval Regulation (EU)
- Rationalise the consultation process for Traffic Orders
- Repeal or modify the power of police to confiscate vehicles without appeal

We have yet to get a response from the government on these suggestions.

eMCI and TTX GP

Earlier this summer, the eMCI was launched as an organisation to represent manufacturers of electric and alternative fuelled motorcycles and those involved in the business as a response to the fact that manufacturers did not have enough volume to join the regular trade body the MCIA. As members of the MCIA and working on electric motorcycle issues for some time, the BMF has become an active member of the eMCI. Early meetings of the eMCI have highlighted a large number of barriers to taking up electric motorcycles which has been surprising given the market's rapid growth but causes concern for the future.

Also, our involvement with TTXGP continues, with the series now taking leaps and bounds with many national championships and teaming up with the FIM for a few races as well. Regular readers of Rider magazine will have been able to follow developments with TTXGP for some time.

Rider Active

Rider Active was launched earlier this year. The idea behind the campaign was to get members volunteering more actively for the BMF on a set of concerns at a time. The first such campaign was about driver distraction

with a survey of over 200 riders showing that mobile phone use by drivers was the top concern. A briefing on how to address the issue was produced by the BMF. A second phase concentrating on road maintenance and design will be launched later this year.

Social Media

For some time, the BMF has been actively using Twitter and Facebook to promote our activities and to keep riders informed of interesting news and developments. To date, over 1400 people are Facebook fans and over 450 are Twitter followers. Due to a variety of technical problems, the Campaigner email died a death and Facebook and Twitter are for the time being our main means of communication. You can follow us on Twitter @BMF_Chris or on Facebook at www.facebook.com/bmf1960.

Motorcycle Market

The motorcycle industry across the EU is suffering badly since the recession hit in 2008. In particular, due to currency fluctuations, cheap Japanese imports have disappeared with former European exotica now able to undercut them. In the UK specifically (where we have to consider both the Yen to Euro and Euro to Pound fluctuations), the market has really struggled, almost down a third from the pre-recession peak. In particular, the supersports market has shrunk the most and ironically, the 125 market is only just recovering from a large fall. Part of this is also largely due to the support given to the car industry which has distorted the market and the introduction of the new test which has clearly had an impact on learner numbers. The BMF is lobbying the government both to change the test (successfully, but slowly) and to support the motorcycle industry (with less obvious success).

Type Approval

To sell a motorcycle for road use in Europe requires type approval by the EU. As part of an attempt to reduce burdens on

manufacturers, the EU is introducing a new type approval regulation. However, as part of reducing the burden, more burdens have been added (EU logic, I'm afraid), some which we support and some which we do not. There are many new requirements for making motorcycles greener such as CO2 information (not currently collected or published) and bringing motorcycle pollutants in line with cars. Another requirement is the end to the option of a 100bhp limit as exercised in France. These measures we broadly support. However, mandatory ABS on all motorcycles over 125cc and restrictions to vehicle modification we strongly oppose. There are also many other more technical areas such as on board diagnostics and paperwork requirements for manufacturers and importers which are complicated and much harder to form a clear opinion on. However, the BMF, through FEMA (Federation of European

Motorcyclists Associations), has been lobbying to support the bits we like and to remove the bits we don't. Support from members who can speak to their MEPs and, after October, their MPs is much appreciated.

Barriers

Road side furniture is not usually designed with the safety of motorcyclists in mind. Crash barriers are the worst culprits often causing more injuries than the object they were protecting the traffic from. The simple reason for this is that the safety of motorcyclists is not a consideration at the design and testing stage of barriers. For many years, the BMF, through FEMA, has been working to have motorcyclists included in the technical standards. However, there was a recent set back whereby the EU body in charge of setting the standards once again refused to make progress on this issue.

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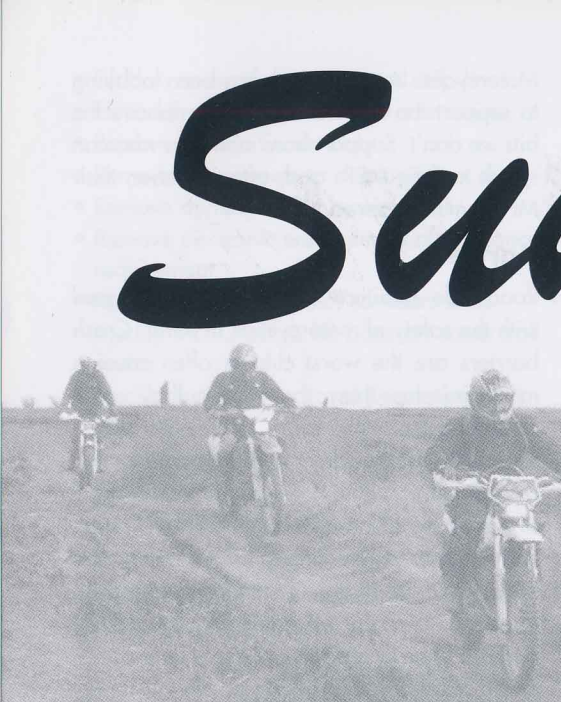
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Summer Camp



Dry camping, three years running, it's miraculous. The sun really did shine on the assembled riders from all over the Country, as they waited for the start of the two day event. Fed and watered by courtesy of the Feversham Arms, Farndale, some early arrivals, who had spent Friday evening listening to the acoustic sessions and indulging their taste for the amber nectar, looked rather the worse for wear.

With a good turn out of runs leaders, thanks to a few extra volunteers who responded to a late call up, we were able to keep the groups to six riders.

Two days before the event I was thinking it was going to be "back to the good/bad old days", of seventeen in a group. The success of this event really does revolve around run leaders so a big thank you to them, right from the start. That is why we limit the event to fifty riders.

Groups headed North, South, East and West into a landscape that had not seen any real rain for three months. The bone dry going

made progress easy on the bikes and the bodies. The water table had dropped so much that hardly a puddle was to be found, let alone any boggy ground.

I headed South towards Scarborough with a group of experienced riders at a tourist pace.

There is always one in every group. This lad, who did a little motorcross riding, was over dressed and over loaded. I do not know what he had in his backpack but it looked like he was carrying an elephant. After a few miles he was looking red in the face. I thought he was going to have a heart attack.

We had a break and he still looked flushed. I ask if he was OK. He said "Yes". I said "You look very red". "Oh! Yes", he said "I got sunburnt yesterday".

He struggled through with his pack all day. Ten out of ten for perseverance.

We returned to Camp around six on an evening that was still and warm. Families gathered around the barbees and the beers came out.

My thanks go to Paul Vernon for the welcome brew.

The Saturday Night Group went down a treat as did the Raffle. Thanks to Paul Smith for organising the entertainment and Keith and Paul Robson for running the Raffle. Thanks to the members and dealers who contributed prizes, the Group's coffers are swollen again.

Sunday dawned, two riders down. One had

an injury to his leg that turned nasty and needed hospital treatment. The other had rider fatigue and needed to be fit for work the next day. Those riders that went South on the Saturday were shown the northern lanes and vice versa.

I took the two girls and their respectives, plus one, to Scarborough again but on a less exacting route than the Saturday run. One had been to the camp on three previous occasions and had improved her riding skills, year on year. The other had just returned from four months swanning around South America on her bike, so her skills were exemplary. Everyone binned their bike at some point but if you don't fail you have never been challenged and that is the way to learn.

Another lovely day trail riding in pleasant company, cannot be beaten. Thanks to Richard Dodds and family for the overall organisation. Watch out for the notice in Trail for next Years event.

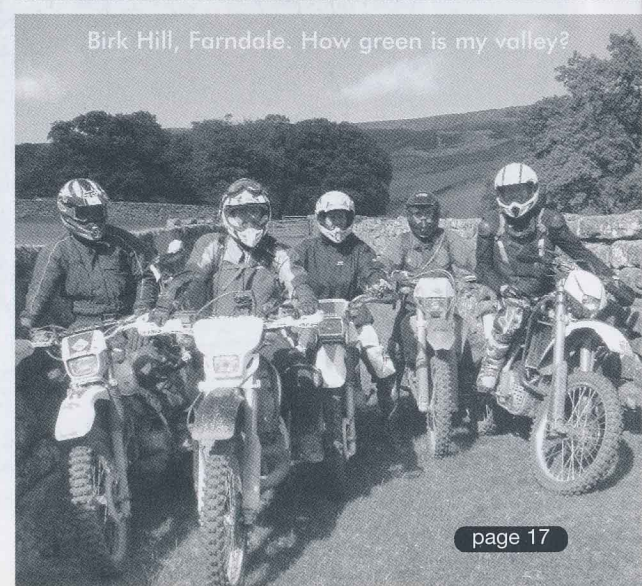
Happy Trail Riding,

John Robinson
T&NYTRF Group.

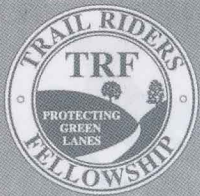
P.S. If there is anything you think could improve the experience, drop me an e-mail : nytrf@hotmail.com



Morning Assembly



Birk Hill, Farndale. How green is my valley?



Somerset TRF EXMOOR FOREST RIDE DAY Sunday October 16th 2011

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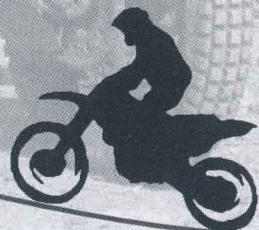
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PART 2


by Stephen Nash & Co

Day 4 - It begins

Next morning, after a lot of banging on his door, I finally managed to wake Dave from his beer induced slumber. We weren't in a huge hurry but we needed to get kit, food and water sorted before the 10am briefing. HUMM veterans had advised us to make the most of the buffet breakfast. That is, eat as much as you can and whilst stuffing your face make a load of sandwiches for lunch. I guiltily walked out past the waiter, combat trouser pockets stuffed with cheese and ham sandwiches, apples and bananas.

At the appointed hour all riders had to assemble in the hotel bar for a briefing from Grant and Susan Johnson on the do's and don'ts of the HUMM. Don't race, don't upset the locals, do ride with lights on (unless you like paying 120 euro fines) and, if you were unfortunate enough to be stopped by the law, say you're on a ride with your friends around a suggested route. Most importantly we were told how to check out and in and that no riding was allowed before 8:30 or after 6:00pm. Late finishers would be docked 2 points for every minute late. All team members who started had to finish and you had to finish with your bike.

Maps, T-shirts and road books were handed out and we could start riding at 1:00pm. Each team had to make the decision whether to mark up their maps with all the checkpoints or just pick a few to get some points on the scoreboard today. Points per checkpoint ranged from the low 20s to over 100+ depending on how far away the checkpoint was from the hotel. Team REVS decided to get its wheels dirty as soon as possible and just after 1:40pm we checked out and rolled towards our



first checkpoint. Yes, with our matching kit we would be the best dressed prize but were we all show and no go. The plan was to pick off a couple of the low pointers close to the hotel and get a feel for the terrain. Before even getting onto the competition map area we had a 20 mile road transition over the 6,000+ Ft Mountains to la Pobla.

The scenery was magnificent but distracted by the views I found myself, on a number of occasions, having to brake hard on ever tightening hairpin bends to avoid the sheer drops to the valley below. Having stopped for a few photos I could hear engines approaching from behind. Checking my mirrors I could see we were being caught by the two C90s. They were taking the bends like 125 Moto GP riders but the larger engined DRZs were pulling away on the straights. As a matter of pride I pushed on harder but still they gained on the bends. Later that night I remarked on their impressive corner speed on C90s shod in knobby tyres and asked them how they learnt to ride them so fast. No choice was the answer, the sodding brakes don't work!

We had planned to ride up to checkpoint 252 and then ride the ridge to 253 and back to the main road. The loop was about 10km. A note on the road book said to ride east to west due to the gradient and they weren't kidding. Spanish maps whilst beautifully detailed are written in a font size

that requires eyesight with magnification normally only found in birds of prey. When viewed through sweaty goggles it was easy to miss a turn or trail. Well that's my excuse.

With Dave under strict orders to stay close I left the tarmac for the gravel trail and started to climb. After 1km the trail came to a fork. By my reckoning we needed to head straight on. Looking more closely at the map now I realise that this was utter tosh and the left fork should have been taken. Onwards and upwards the trail began to peter out and we were now following what could be a path but equally could just be a gap in the trees. The level of difficulty was rising and soon we were on a track equal to anything I've ridden in Devon. The temperature was 30 degrees plus and we were bouncing off rocks, plunging through mud and water, going up ever up. Reaching a flat spot I stopped, pulled out the map and announced to the breathless, wide eyed Dave that if we could get to the top (go north) we would hit the ridge path that ran east to west. We could back track a little but going back to the road wasn't an option it was that steep. It was at this moment Dave decided he didn't want to play anymore. A little white lie that the path was just up the next trail; that this was nothing compared to what we do in Devon, and a slurp of water from the camel-pack and on I plunged. 10 minutes later after some of the hardest riding I have ever done we emerged onto the trail. There was even a sign post.

Just as I was congratulating myself on my off road abilities, I heard a pop, popping coming from the east along the trail that we now sat on. 30 seconds later the two C90s came past with a wave - bother! Off we chased but fortunately they too were feeling that the terrain was slightly more testing than what had been expected and as a four we gingerly picked our way along the ridge to the checkpoint. This may sound like we were being a bit soft but the path was about 12 inches wide with a steep slope up on the right and an even steeper drop on the left. If you toppled over left it would be a week before anyone found you let alone picked you up. The real test of nerves was when we reached a point where a rock had dropped onto the trail leaving just a tyre width of path. The trick



was to just keep your momentum and not pause. The DRZs took it in their stride. Past that and the trail started to level out and widen. One more bend and then we were there, at the junction shown in the road book photo the 23 precious points were ours. One down only another hundred and twenty odd to go.

The checkpoints consist of hidden copper tags with 4 digits on. You need to log 2 of the digits asked for in the road book. The points for each check point don't refer to difficulty but distance from the hotel. So a 20 pointer could be over far harder terrain than a 90 pointer but the 90 pointer would involve a longer journey to get to it.

The ride down was by the trail we should have come up and was a big wide fire trail. Pausing only to mentally kick myself at the junction where I took the wrong turn we got back on the road and headed for 253. This was a far easier affair, up a fire trail for about 2 km. Grant had told us that a few days earlier there had been a big storm and the rain had washed a lot of stones onto the trails. It had also cut some nasty deep ruts across them. If seen they weren't an issue but a couple of times I failed to spot them and was rewarded with a big thump as the front wheel dropped into the rut.

Back out to the road we decided to fuel up and head for home. Wed been out 2 1/2 hours and fuelling plus the 20 miles back would take another hour. Once again riding back over mountains to La Molina I misjudged a few bends and a few heart in mouth moments followed as I stood the bike up, braked hard and then cranked it over

again. The DRZ was getting a bit breathless at the 6,000ft point dropping the top speed down to 45mph but once over the top it soon picked up as we descended. Another quick stop for a photo and two KTM riders passed us waving. Just before the hotel we passed them back but they weren't waving now as one had overcooked the very last bend into La Molina, hit gravel and luckily slid into a large and empty viewing area. Nothing damaged but pride and some nasty gravel rash. The bike was hired so once back at the hotel it was duly swapped for another and her HUMM continued. (The next day I heard she had the bad luck to blow the 2nd bike up on a steep trail, the advantages of bike hire).

Back in the underground car park that served as the HUMM garage for all competitors a quick check showed I had rattled a few nuts off the back end and lost the lens on my rear indicator. I managed to fashion a replacement lens out of the dimpled bottom of a discarded 300ml water bottle and little strips of duct tape. I felt like a real adventure motorcyclist now and to celebrate Dave and I hit the local Burger King followed by the hotel bar. We both needed a new set of beer goggles.

Tales of dareing-do flowed as easily as the cold beers. Some of the other riders had covered epic distances or found themselves in dire straits having ventured off the planned route. Getting lost could cost you a lot of time, evidenced by one team rolling in at 8:00pm - minus 240 points. The other all DRZ team wasn't fairing well having had a series of gremlins on their hired bikes. Points wouldn't be totalled until the end of the first full day but our 42 points looked a little tame against some of the claimed 3 digit totals doing the rounds. John and Tony had done 5 check points and were having a ball so were up with the leaders at the moment.

Tomorrow would be the first full day of riding. How would we do? Would the DRZs hang together over more gnarly terrain? Would Dave keep his nerve and would my map reading improve? Worries for tomorrow, for today we had been tested and passed. What else could possibly go wrong!

To be continued..



Big "Cat" Helps protect rare moorland birds of the South Pennines

AN eight-wheeled all-terrain amphibious vehicle, or Argocat, has joined the fight against moorland fires in the South Pennines.

The Argocat, which would not look out of place on Thunderbirds, will enable firefighters to reach inaccessible parts of the moors to fight fires, similar to those that swept the South Pennines this spring. Thanks to this versatile machine firefighters will be able to protect the habitat of moorland wildlife, such as the endangered twite, as well as deal more effectively with town centre flooding and emergency situations in other difficult to reach locations.

Charlotte Weightman of the RSPB Twite Recovery Project said that moorland fires, especially during the nesting season, have a huge impact on the ground-nesting twite.

"The twite is one of England's most threatened birds whose only remaining breeding pairs are in the South Pennines. Moorland fires can have a devastating effect on the population with blazes destroying four nesting colonies, out of a total of about 20, in April alone," said Charlotte, who welcomed the arrival of the Argocat.

Pennine Prospects



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Bristol to Swanage

In the interests of last minute decision making I wasn't sure which of several activity options to do this weekend. Alison & I had talked of camping in Dorset on Saturday night as she was visiting her friend in Weymouth who had broken her leg. I was going to ride the BSA to Newton Abbot to a classic show. I met up with some old mates mid week who suggested the Bristol bike show; I thought that would be better given the weather forecast and the appeal of mid day beer. However on the day I preferred to go camping instead. The location had changed to Swanage as Alison had never been. Looking at the OS map to choose a beach or walk I noticed some green lanes I had marked after reading a run report from Dorset TRF some time ago. I decided on the spot to ride the DRZ all day on the lanes between Bristol & Swanage! Alison took the tent etc & I only took a change of clothes in the "spaniel's ears panniers"

I knew my front tyre was badly worn and in need of urgent replacement but reckoned it would be ok on this predominantly road based trip. Departing 11:30 I noted a slightly low front tyre pressure (no I did not do a pre-ride check - this is a DRZ don't you know), duly pumped at the nearest garage & off south on road. My plan was to do the lines I had seen on maps but a little too far for our normal club day trips but not numerous enough to warrant a specific trip.

First was a couple of very nice lanes just south of Ston Easton, back onto the A37 followed by a great UCR from Thrupe to Croscombe nr Wells which had a narrow clear middle through an otherwise overgrown lane.

Next on via a very narrow slippery stony track just south west of Shepton Mallet over the road onto a UCR to West Compton near Pilton. Up over Pennard Hill then east to Pylle and onto a great UCR which on a map looks nothing but was like some Vietnam war movie with a long watery section and low branches - I hope we all know about this one (GR6237).

A lovely UCR off the B3081 north of Bruton over Creech Hill got me a little lost and I ended up on a motoX track all slippery especially on my worn tyres.

South of Bruton I picked up the first of the lanes I had identified from the TRF run report known as Pitcombe running south from Cole. A wide gravelly track with a criss-cross track. I heard some loud sounding off road bikes nearby but didn't see them, not TRFers judging by the noise.

A bit of road work took me to some lovely lanes just off Sherborne also identified thanks to Dorset TRFs report. Moorway Lane Sandford Orcas to B3148, little UCR at Trent then through Nether Compton to a great UCR track up from Stallen & around a UCR track loop over Tucker's Cross.

Then, oh the shame, the mighty DRZs engine cut out while bouncing in the shallow undulating

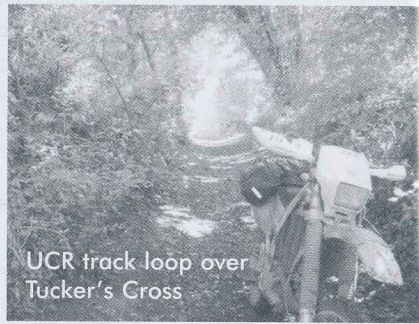
puddles of the Checcomb Lane. The starter just turned the engine with no sign of catching. Fuel; ok, plug cap; ok, sidestand cut out; ok. Hmm head scratch. But then the battery was getting too weak. This is the second battery in 10yrs (13,000m) but the first OE lasted 9yrs (10,000m) so I am disappointed in the replacement battery. If only the DRZ had a kick start it really would be perfect!

Alison phoned then at 2:30 to ask what I was doing and what time we were to meet at Corfe Castle as intended. I explained the conk-out and said I'd call her if and when I got it going as it might end up in a recovery home.

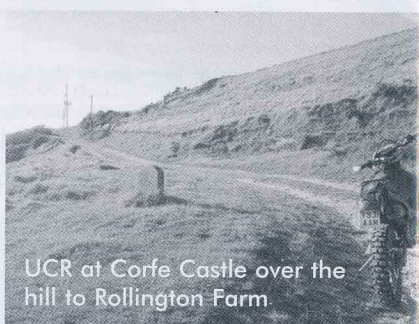
In the end I managed to bump start it on the little stretch of downhill tarmac just over the B3148 so carried on - it is a DRZ after all so will probably fix itself as long as I ride it hard (it seems to have worked too). I texted my beloved to say game on again!

So carrying on along Coombe Lane to Osborne UCR past the church then decided to go by road to get closer to Dorset. However just out of Bishops Caundle I noted the back tyre was flat. Side of road, tyre off, tube out - problem was a patch peeling off! No nails or spikes in tyre itself. In fact this traces its origin to about a month previously when I picked up a thorn in South Wales on a club run. At that time someone offered the Gloop option which I don't really get on with. It had not worked then so I had fitted a patch instead. Clearly this had worked at the time and lasted several other rides over a month or so, but on this occasion, perhaps the heat due to a lot of higher speed road work, the patch had come off - I think the presence of the Gloop probably meant the patch wasn't very well vulcanised.

Anyway, I peeled the patch off, cleaned it as best I could and fitted a new patch. I didn't use my spare tube as I thought the repair was sound. This time I was running late for the rendezvous so continued on road again along the lovely B3143 through the fantastically named Piddletrenthide to Dorchester. But on slowing for the junction I felt the familiar squirm of flat rear tyre! A garage was nearby so I rode slowly in and ripped the tyre off again. The patch I had fitted had come off! I firmly believe the Gloop has meant the patch doesn't vulcanise onto the tube. This time I fitted my spare tube and pumped the tyre to 40psi to ensure no flex in the tyre with 30 in the front too for good measure as I was going along A roads from now on.



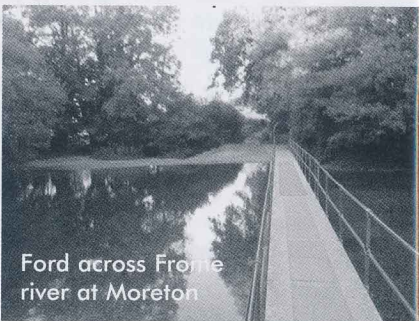
UCR track loop over Tucker's Cross



UCR at Corfe Castle over the hill to Rollington Farm



Jubilee Trail



Ford across Frome river at Moreton

I arrived at the campsite at 8pm - 2 hours later than I had thought. I had done 125m mostly road but with enough green laneing to get me covered in mud and the kids in the campsite thought it was "ace" - no doubt to the horror of their parents.

Sunday morning we left the campsite, Alison in her car me on the bike to the local beach in Swanage for "beach time" reading and relaxing. However I noted my rear tyre was once again flat! Slow puncture then, perhaps perished spare tube? I temporarily pumped it up at the garage.

Sunday evening 5pm it had gone flat again so I pumped it up at the garage to 40psi thinking I would just head straight back home, but the lure of the last few lanes I had identified as too much.

So; the UCR at Corfe Castle over the hill to Rollington Fm was brilliant.

Then I tried to find the eastern end of the map marked ORPA (& claimed by Dorset TRF from their run report) along Knowle Hill. I decided to get going though so picked up the tarmac road via Wareham but then peeled west to try Jubilee

Trail at Winfrith - yes the atomic place! Very nice. Followed by the lovely, long, but fairly shallow today, ford across the Frome river at Moreton through the woods. I have this marked on my map but can't remember the source of my info. Can anyone enlighten me?

So, in the end 235m round trip over 2 days, well 11:30-8pm plus 5-9pm is 12hrs of riding. No sign of the engine cut out, I wonder if it was my boot catching the sidestand cut out & not resetting - I think I will disconnect it anyway as I have occasionally caught it resulting in momentary cut out when not expecting it.

Rear tyre didn't lose any pressure on the return journey so I have no idea why it went down on the Saturday night other than the possibility of a sticking valve as the tube had been a spare for many months stuffed in my tail pack.

The thing about a DRZ is that it really will do everything, not brilliantly I'll admit, but it copes well with road riding at road speeds, can do any green lane you can throw at it, return about 50mpg (100m till reserve then 20+).

Yea DRZ's Rule - as does Gaffa!

Chris Barrable (aka Gaffaman)

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Sinking the Titanic

Rich "XR" Bond Heads East

Continued...

5TH JULY

I wish I could say that I was out of Kazakhstan but after thrashing through I'm two days early for my Krijistan visa. Since my route is now upside down none of the visa dates flow anymore, if they ever did!

2 nights in a hotel, its not the end of the world. Up until now hotel stops haven't been restful. A hotel stop is just time to catch up on chores, wash cloth and maintain the bike. Now for the first time this trip I have time to sit down, drink a beer and catch up on the Internet. It's not so straight forward finding hotels in cities. The obvious ones are usually the most expensive ones; I had to drive around for two hours to find one. The nicest one in my opinion with good parking and half the price of the first one I saw. Stupidly I had actually left Kazakhstan before the Krijistan border official told me my visa wasn't valid for another two days. Once again the guards were hospitable and as friendly as you could imagine. I have to go back again in two days at 10 oclock and I've been told not to be late. The border officials had to bend the rules not to stamp my passport

as on exit but they wouldn't bend the rules enough to let me pass, this there were very apologetic for. They all think that I'm strange for not being married. One guard told me he had two wives and I have to show them a photo of my ex girlfriend to get conversation flowing again. Thank you Izzy!

Everyone I've met in Kazakhstan has told me not to go to Tajikistan, I will be shot there "revolution, revolution, war" they tell me, and I'd begun to get slightly nervous about it. Tajikistan started a revolution in 2005 and then again in 2010. Don't quote me on the dates; it's information I got over breakfast conversation. Two days ago I chatted, via a young interpreter, to a Russian soldier who told me not to go to Tajikistan; there were many ghosts of the past, none of whom would welcome me. Given his age, I guess he was a Russian fighting Osama bin Laden when bin Laden was funded by the USA. I've shrugged off these warnings as simply one region/country being sceptical of another. When I was a kid growing up in Scotland, the lads from Methlic (one small Scottish town)

would tell tall tales of fights and dareing do with lads from Tarvis (the neighbouring small Scottish town). I'd had experience of this mistrust of the neighbouring region from the stories of the live fire zone. But the border guard today confirmed to me that travelling through Tajikistan should be no problem.

I'm eating lightly, one meal per day and have lost any weight I started with. It's difficult to eat here as it's so hot. The portions for the locals are small, which I guess reflects this and it's one a day for me. My dinner in a restaurant yesterday was free, another example of Kazak hospitality. The owner sat with me once the local lads had moved on and simply wouldn't take my money, wishing me good travels. The generosity and goodwill from the rural regions can go to your head. So I was a little taken back last night when I stopped to ask directions in the city and found myself interrupting the local pimp or mafia man in the middle of his dodgy business. He was slightly affronted to be quizzed by a stranger and didn't welcome the helpful role he found himself in. A young Russian looking man with his shirt open to the waist and wearing the only crucifix I've seen this trip. He was overseeing the exchange of stuff from one blacked-out car to another, which in turn was being observed by a posh 4x4 I had just ridden around.

As for the Kazak police. I've stopped 4 out of the 8 times that they have tried to pull me over. The Chinese I met told me that when they're flagged down they simply wave back and keep driving. This is not as easy as it sounds, I've tried it. My tactic is to tuck in behind a truck as I enter towns or pass by on the outside of them when I can or just drive by as if I haven't noticed them. When I have stopped they've been friendly and no fine/bribe asked for. Only once did I know that the situation called for money to be paid. I had stopped to

ask where was the nearest benzene in the entrance to a local business. The Lada police screeched up and demanded to know where I was going. The man I had just asked directions from came to my aid and the conversation (I think) went something like this:- Please don't embarrass me by harassing this tourist whilst he is my guest (as I was on his land and had stopped to ask his assistance) He, me, goes for petrol to the next town and will pass by this way again after that. Leaving it unnecessary to say that they could pull me over again on my return. It was a major crossroad on a newly made stretch of road and they had parked their Lada in the middle of it. I simply drove around them being sure not to make eye contact. The Lada police are local and don't pursue you, probably don't have fuel in the car. I stop for the ones with their guns out. These guys had made a show of being aggressive (unusual here, perhaps they had holidayed in Russia) and were itching for some tourist tax. I was hungry, hot and in the middle of the 500km detour that meant I missed the Aerial Sea and in no mood for tourist tax.

On a completely different topic, I met a Japanese man, I would say was in his 50s, yesterday, cycling towards China. He had been around Europe, Turkey, Georgia, Azerbyjan, Kazakhstan and was heading home. He didn't want to stop, his legs were in a zone, I know the feeling. But we said hello and went on our ways.

I haven't felt any ill effects from my MS out here. Perhaps its the lack of any humidity.

To be continued...



southpennines

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Four Seasons in The South Pennines Inspire Photographers for a Competition & Exhibition Places

Purple heather waves in the summer breeze, views stretch for miles across moorland and industrial architecture and expressive skies offer the perfect backdrop to any image: a photographer's dream; the South Pennines in summer.

And what better way to make the most of summer than taking the camera out to find the perfect shot to send into the Inspired by Landscape year-long photography competition. This year the Watershed Landscape project, funded by the Heritage Lottery Fund and managed by the rural regeneration partnership Pennine Prospects, is inviting keen photographers and amateurs alike to send in their best images from all four seasons, or any individual season, to capture the sheer beauty of the South Pennines uplands.

"The Watershed Landscape project is all about helping understand, care for, enjoy and make use of the unique and inspiring South Pennines upland landscape," explained project officer, Anna Marshall.

The most northern edge of the project area includes Ilkley and Rombalds Moor and then follows the Pennine spine taking in the upland areas above Haworth, Hebden Bridge, and Burnley before moving south to Todmorden Moor, Saddleworth Moor, Denshaw and Marsden Moors above Rochdale and Oldham.

Although the deadline for the spring section of the competition has expired photographers can still take part by either sending in their entries for the autumn and winter sections

separately or all four entries at the end of the competition on February 29, 2012. The Inspired by Landscape competition has categories for under-18s, over 18s and camera club members.

Prizes include the chance to have the photographs professionally mounted, curated and shown in a six week exhibition at the Manor House Museum, Ilkley in 2012; a page on the Watershed Landscape 2013 calendar and a chance to win a tuition session with a professional photographer.

Closing dates for each section are: autumn entries, November 30, 2011; and winter and all final entries, February 29, 2012.

The new project website has now been launched: www.watershedlandscape.co.uk with details about events and activities linked to the photography competition. This autumn look out for details of a family photography fun day to take place in Ilkley in October half term.

An exhibition by artist, Sally Barker, and poet, Andrew McMillan, also inspired by the South Pennines landscape, is showing at Cartwright Hall, Bradford, throughout the summer. Entry is free and all are welcome.

For further information contact:

Anna Marshall at
Anna.Marshall@pennineprospects.co.uk
direct on 07582 101321 or main office
number 01422 847 612

Please visit www.watershedlandscape.co.uk
for terms and conditions.

MEMBERS CLASSIFIEDS

HONDA XL500S 1982. Good mech. cond. (too much work to list here) - not bad cosmetically for age. Call Adam on 07894 836115.

YAMAHA SEROW FOR SALE 'K' plate, 9000 miles, engine recently professionally rebuilt, sculptured lowered seat & normal seat available, lady owner giving up trail riding. £900. Contact Peter at pfancourt@btinternet.com or 01 403 822501 or 07919 402002 (Sussex/Surrey border).

YAMAHA WR250R 08 reg, 2000 miles, mature rider, mint cond. also with Yamaha lowering link. Tel: 01298 83504, Mob: 07977 303681 (Derbyshire). £3,700 ono.

GAS GAS PAMPERA 2003. Exc. cond. Well maintained. Sensible mods. Some spares. MOT. Taxed. Last ridden 2009. £1750. Tel: 07929 838301.

WANTED Luggage rack to fit Yamaha TTR 250. Contact Ian 07855 301079.

YAMAHA TTR250 2004, taxed & tested, v. low mileage. Dual start, light commuter use only. Original spec & exc. cond., photos available. £1995 ono. **Also 3 Bike Trailer**, complete with spare wheel & lighting board fitted. Can be used for 1, 2 or 3 bikes. Locking ball hitch for security. Exc. cond., photos available. £275. Tel: 01803 812940 (Devon).

2009 KTM 250 XCF-W Exc. cond. Purchased new & road registered in mid 2010, only 11 hrs since new. Lowered suspension & low seat. Offered for sale due to current lack of use. £3000. Tel: 07876 147750 or bob.bell@zen.co.uk

2009 TRIUMPH TIGER 1050 SE top of the range with ABS colour coded panniers & full pannier rack. Only 5,500 miles with Triumph service history. Many extras fitted £6,700 ono. Tel: 07888 331991 or email johnrnicholson@yahoo.co.uk Can be viewed in Runcorn, Cheshire.

HONDA XRV 750 AFRICA TWIN 2003, 36700 miles. One of the last made & in the best red/white/blue colour scheme. V. g. cond., PSH, fitted with tall screen, crash bars (never tested!), comfort seat, Givi pannier rails, Scottoiler, workshop manual etc. Just had interim service. New pads, good chain/sprock, reasonable tyres. Have cared for this bike for the last 3 years & has been v. reliable. Selling to pay for new bike. £3750 or reasonable offer. Tel: 01332 670605 (Derbys) or text mob 07854 680123 if no answer.

YAMAHA WR250F 2003 model, less than 5000 miles. Laid up for last five years in the garage. New battery plus MOT. £1500. Ring Dave on 07709 279033 for more info.

YAMAHA WR450F 2007 Aluminium frame, electric start. Road reg., 2 owners, 7300 miles, serviced & maintained regardless of cost. 9 mths tax, 10 mths MOT. Serviced every 600 miles with a service history & receipts. Valve clearances by Yamaha. Aluminium Sump Guard, Acerbis guards, unbreakable ASV brake & clutch levers, FMF Q pipe exhaust. Ebay item number 130554410478. £3100. **Yamaha WR450F** 2008 Aluminium frame, electric start. Road reg, 2 owners, 2330 miles, serviced & maintained regardless of cost. 12 mths tax, 12 MOT, serviced every 600 miles. Aluminium sump guard, Acerbis hand guards. Ebay item number 130554422750. £3500 without supermoto wheels. Tel: 07813 758301.

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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.

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AXE VALE David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. dcccj@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 Simon Garthwaite, Tel: 07980 680026 2nd Tues, 8pm, Londesborough Arms, Market Weighton, York.

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. 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 8LB.

SOUTH WEST WALES Terry Brooks, Tel: 07910 050001 Last Tues, Corner House Pub, Commercial Street, Ystalyfera, Swansea.

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

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

TEESSIDE & NORTH YORKS Leo Crone, Tel: 01325 463815 (8am to 4pm only). 3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

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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Embroidered polo shirts available in green or grey from small to XXXlarge, an assortment of mugs in a variety of designs in either black, green, white or grey along with pens, stickers, key-rings and travel mugs along with other items.

All profits from each sale go towards the TRF Fighting Fund.
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For bulk enquiries or orders, please contact
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