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TRAIL



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

JANUARY 2012 No. 401 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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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

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EDITOR

Happy New Year,

I have got a good feeling about 2012 (how long will it take some *B* idiot to ruin that?).

ESSENTIAL READING

- An outstanding and maybe slightly unexpected result from the Stonehenge P.I. see page 11 ABSOLUTELY FANTASTIC.
- Something that we would like to see here and I don't mean the Folies Bergere or that Sarkozy chap. I mean the Minister of Ecology see page 10 'Use of Lanes en France'.
- More adventures in Dakar.
- The oldest rider in the TRF? and not only is he probably the oldest he rode the first electrically propelled trials bike in Britain way back in 1964! And it completed the trials course without loss of marks.
- And an opportunity to grab a bargain or two in the TRF Shop
NEW YEAR SPECIAL OFFERS.

An excellent start to the year.

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 Glenn Vieira
Weston Hills, Stevenage.

**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 2012: TRF12A231

TRF EXECUTIVE

Following the success of the executive meeting hosted by the Devon group, the Cambridge group have volunteered to host the next meeting in January 2012.

Sunday 29 January 2012, 10:30 am

**The Warboys Room, Lakeside Lodge Leisure Centre/
Pidley Golf Club, Pidley, PE28 3DF**

For those who want to make a weekend of it, the Cambridge group will be leading a number of runs on Saturday 28 January.

There will be a talk given by Sam Manicome in the Leisure Centre at 8pm on the Saturday night. Tickets can be bought from Mike Irving or Tony Lacey. Payment by Credit/Debit Card or by cheque at £8.50 each. All tickets must be paid for and will be at the door on the night. Money raised will go to Cambridge TRF.

Please contact the Cambridge chairman, Mike Irving, to book yourself on the run:

Mike Irving, 07860813578 or mike@mandktrading (Evenings and Weekends)
tonylacey2002@btinternet.com Tel 07753820520 (office hours)

Details of the Leisure Centre can be found at www.lakeside-lodge.co.uk

If you are buying lunch on the Sunday, you will need to make your choice on arrival. I have a menu which will be available on the day.

Polly, TRF Secretary

NOTICE BOARD

FUN TIME TRIAL

Bristol TRF are hosting a "Fun Time Trial" at Ubley Drove, nr Bristol on Saturday 26th May 2012 from 12 noon until 4.30 pm.

There will only be 60 spaces available.

Full regulations and details of how to get them will be in next month's edition of TRAIL

Dean Allen

Increased Costs of TRF Membership

Feedback from members is valued and we would much rather hear about a problem and have the chance to address it rather than lose a valued member of the club.

As you will now know, the decision was taken to increase the membership subscription for next year. Several options were put forward and debated at the AGM and the amount arrived at was agreed by those who attended.

However, in these hard times, perhaps we should have been more sensitive to the difficulties that many households are facing and these thoughts were very well expressed by member Liz Childerley. As there must be others who would feel the same way, we have reproduced, with her permission, her emails to Andy Gerrard and his response.

Jack Knight, Marketing Director.

From: liz childerley

To: chairman@trf.org.uk

Sent: Friday, December 23, 2011 7:50 AM

Subject: To renew or not to renew.

Dear Andy

To renew or not to renew

As delighted as I was to get my edition of Trail through the post this morning, I was also frustrated by the covering letter regarding membership which stated, "the majority of the room were in favour to increase the membership subscription for 2012". That was it. Explanation finished. Get your cheque book

out and pay up please. It was assumed, I suspect, that I would read this and comply, without being given any justification, explanation or rationale for the increase.

Feeling the pinch

None of us need educating in the pressures being felt on household incomes at the moment, job insecurity and the daily fragility of our economic fortunes. As they filter down to a household budget level, global issues pale into insignificance, and instead we are left examining our domestic outgoings in infinite detail. Many of us are being forced to justify our personal spending and after heated debate with spouses and family, eventually in many cases, there is only enough money left for the bare essentials.

Where does the TRF membership fee renewal fit into that debate I wonder? Without being informed as to why there is an increase this year, and indeed what exactly is returned for that £45 investment, the TRF leave themselves and their chances of maintaining their membership base, wide open to the competition (i.e. other household priorities).

In this kind of context, communication about any membership renewal, let alone an increased renewal has to be 'sugared' and justified. I suspect the TRF has just wasted a key opportunity to continue selling its benefits to its membership in the covering letter to Trail this month.

The art of persuasive communication

I note that the TRF has a Communication and Marketing Director. I'm not sure of the job description or objectives of this role as these details weren't shared with the membership in the 2010 AGM notes. But I would hazard a guess that the focus of this role is centred around 'external' or outward audiences and stakeholders. I may be wrong, so please forgive my ignorance. As an advocate of the TRF, my concern is that the organisation has an equally important task to improve internal communication to its existing members. The membership renewal letter is prime example of how improved communication, showing empathy with the audience, could have elicited a favourable response from those who, for whatever reason, may be questioning their membership renewal.

The TRF take action

I also note in the 2010 AGM minutes that a Membership Director was appointed who's task it was to "look at every aspect of membership; increasing membership: improving membership". Building on the previous year's anecdotal 'research' in this area in terms of why members don't renew "job loss, accidents, cliquey groups and expectation of service level". Perhaps the findings of the Membership Director was another opportunity to 'bring the members with you' as these findings could have been used to persuasively argue against the common triggers for non-renewal?

I'm sitting here with pen poised over my cheque book, and wondering why I should renew my membership, and why it has gone up by £5 and what the money gets spent on. Can the TRF help me make my decision please?

Kind regards,
Liz Childerley

On 23 December 2011 10:49, Chairman Andy <chairman@trf.org.uk> wrote:

Hi Liz,

Contrary to popular belief, I welcome letters like this! As I mentioned at the AGM, without feedback from members, the management team is oblivious as to whether its efforts are welcome or not. A missive such as below reflects considerable effort and thought on behalf of its sender and is obviously worthy of consideration. As any member of the team will tell you, the Chairman is particularly adroit at recognising such effort and attempting to harness it on behalf of the TRF!

I've cc'd Jack and Debbie as it's only fair to let them address the particular points you've raised as regards their roles but I will try and add to the argument with my own position. Please forgive me if you think I'm being patronising or obvious, I assure you, it's not deliberate.

The TRF's financial position is both sound and precarious! Roughly speaking in terms of income, our outgoings stack up like this, 40% Trail, 40% Rights of Way (legal, direct costs etc.) and 30% administration and overheads (yes I know = 110%). We have considerable reserves, but those reserves could be wiped out at a stroke in the face of an adverse legal decision. On receipt of the management accounts, we were faced with a stark choice. Firstly, reduce costs - ok, we could have less Trail, but legal costs are spiralling upward and nothing suggests next year will be any better than this (in fact we already know it will be worse). Secondly, increase membership - well, you've already made the economic argument on that front and where club membership in general is collapsing I think we've done a pretty good job in maintaining our membership levels. The question for the management team is what investment do we put into an expanded effort. Thirdly, raise

income directly from subscriptions etc. Initially this was considered the most controversial although the easiest to apply. The economic arguments from when we moved from £30 to £40 haven't changed, the constraints on people's incomes are worse than ever and we have to show that in terms of value for money you cannot do better than paying the TRF to continue the work we do.

I am often gently chased off the stand at shows because I inevitably tell potential members the truth; yes we have a social and information side, but at the end of the day, I want your money to fund defending our right to use the routes we use. We are fully aware that the majority of members just want to ride their bike and that's fine with me as long as they acknowledge that without the efforts of the valiant few, that right would have disappeared years ago and that those efforts should be adequately supported. I am sorry, but in my mind 12p a day to fund an expert organisation fighting on your behalf for something you love is nothing, a tyre; half a chain and sprocket kit; a month's subscription to a phone you don't really need! I have the advantage of knowing exactly how hard it is to defend against the actions of government, local authorities etc. Personally I would happily pay £100 per year.

That's it really, in a nutshell; I will take your money and give it to the people who directly act for you and to those who support them in that action. There's a few pence in there for myself and my colleagues, but really, all of us put in 100s of hours for the TRF so I think that's only fair!

That brings me back nicely to my first point. Members interested in the why and wherefores are few and far between, we often struggle to find people off whom to bounce ideas or supply innovative thoughts. I often become so involved in the minutiae of the TRF that I lose

sight of the big picture and rely on my co-directors to point me back in the right direction. We are reliant on our members for their support both financial and otherwise. Thoughtful advice and criticism are both welcome and appreciated and if you feel you'd like to be part of the process I'd be delighted to welcome you.

Of course, renewing before the 31st is at the old rate!

Best wishes for Christmas and the New Year. I am away until the 10th January but should be able to reply to any further mails via my phone (and yes, the irony of that in view of the above is not lost on me). Feel free to contact me if you have any other questions.

Cheers Andy Gerrard, TRF Chairman

N.B. Unfortunately the end of year deadline that Andy refers to is past but you still can claim a **10% discount** on this year's subs (which brings the cost back down to the level of last year) by signing up for a direct debit.

From: liz childerley
Sent: 23 December 2011 12:36
To: Chairman Andy
Subject: Re: To renew or not to renew.

Andy,

What a stupendous response. I'm sold.

I really didn't want to be an old moaner, but the subject of taking 'the membership' into a future that will sustain its continuation is one dear to my heart. I am the Communications and Membership Secretary for my own local club (Caerphilly MC & LCC) and I can assure you, I understand the challenge! The actions of a few keep things moving for the apathy of the many. I am not wishing to disrespect the apathetic masses - we all have our part to play.

I fully appreciate, respect and support the work of the TRF on my behalf. I wish I knew

how I could help more above and beyond responding to petitions etc, volunteering and getting involved in my local TRF Group.

Of course, I was always going to renew my membership, but my point was that in order to avoid the loss of more members, maybe there could be more done to 'market' the TRF at key 'renewal' moments to increase the likelihood of a positive response. I work in the marketing industry and I understand that there is a job to be done with three key audiences; acquiring

new customers, retaining existing customers and re-engaging lapsed customers. These principals serve any brand, organisation or club - regardless of size and reason for being!

I am very grateful for your response - I just wish the TRF had given me that kind of persuasive argument in my renewal communication. But thank you.

Consider me a member for another year! Kind regards to all and a Happy Christmas.

Liz

FORTHCOMING EVENTS

TRF Executive Meeting Sunday 29th January 2012, 10.30 am
The Warboys Room, Lakeside Lodge Leisure Centre/Pidley Golf Club, Pidley, PE28 3DF

West Yorkshire TRF Thursday 2nd February 2012, 8.00 p.m.
Lyndon (Pyndon) Poskitt speaking in person, Cue Gardens, Stadium Road, Odsal, Bradford BD6 1BJ. Contact Richard Hirst 01274 632676.

Bristol TRF Saturday 26th May 2012, 12 noon - 4.30 p.m.
Full details to follow in February's TRAIL.

Teesside & North Yorkshire TRF Forest and Heather Trail Riding Weekend Friday 3rd - Sunday 5th August 2012.
For further information contact Richard 07834 632040 or visit www.nytrf.co.uk

Wessex Wanderer Weekend 2012
Saturday 19th - Sunday 20th May 2012.
Full details to follow in February's Trail.

MAKE SURE YOUR EVENT IS LISTED

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

Marketing the TRF

Advertising in TBM

TBM has always been a supporter of the TRF, regularly printing articles on rights of way issues and celebrating our successes. This year they took things one stage further when they agreed to a full page advert each month subsidised by individuals and organisations including themselves. In addition to TBM the following companies have generously contributed to the cost each month: Adventure spec, Azcari, Continental, Global Enduro, Husqvarna, Mondo Enduro, Suzuki and Touratech. Thanks to all of them and thank you to Graham Till who, as you will have read in December's TRAIL, sadly died last month but who used his time at the Dirt Bike Show last year to set up the arrangement. The companies are also shown as supporters on the Home page of the website.

Adventure Bike Rider

The growing sector in terms of bike sales this year is large adventure bikes. Witness the surge in manufacturers offering rivals to the ubiquitous GS at this year's Motorcycle Live show. We acknowledge this market by having our logo and a link on the Adventure Bike Rider website. Clicking on the link connected you to a bespoke page on the TRF website specifically written for that sector.

MCN Adverts

The big marketing push this year, and hopefully if you are an occasional buyer of Motorcycle News, it did not pass you by completely, was a series of 7 adverts in MCN leading up to a stand at Motorcycle Live. The adverts were a tongue in cheek illustration of

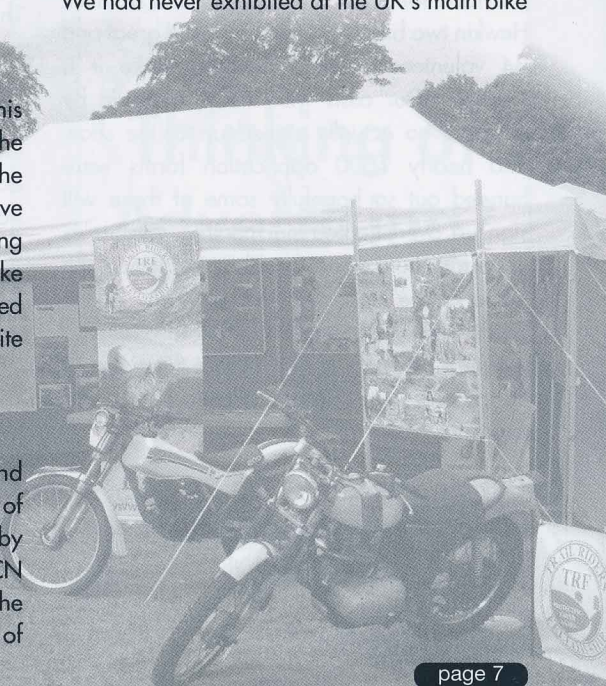
familiar road signs or sayings but with a trail riding twist. The tag line was 'For a different perspective - Join the TRF' giving our website address and asking the reader to come and see us at the show.

The Dirt Bike Show

I have explained on the forum and at the AGM why we did not attend the Dirt Bike Show this year. I think it was a pity in some ways that we didn't. People expect us to be there but when a club, which exists fundamentally to fight for the cause of trail riders rights and which benefits the industry generally, is expected to pay the same rate as bike importers and other commercial stands; it becomes hard to justify.

Motorcycle Live

We had never exhibited at the UK's main bike



show before. Certainly, a lot of new members are current or former road bikers and so it seemed a logical idea but the logistics of organising the stand and securing enough volunteers to man it for the duration of the show was daunting. In the end, the Motorcycle Live organisers offered us a deal on an identical sized stand to the one that we were contemplating at the DBS for less money and for a show that lasted 9 days rather than 4 so we thought it was worth a punt.

We didn't want to approach things half heartedly and not know, in the event of the show not being a success, whether that was the reason for it or simply that it was the wrong venue for us. The professional stand equipment was borrowed and refreshed with new print and the photos and titles used in the MCN adverts were blown up and reprinted for the show. We also took a page in the show catalogue for an article and printed a 'New Members Guide' to hand out with application forms at the show. Dave McGlaughlin provided some video equipment and Dominic Hewkin two bikes. The stand looked great and 34 volunteers worked hard to make it a success. Our costs were nearly covered by people who actually signed up at the show and nearly 1000 application forms were handed out so hopefully some of those will sign up over the coming months. Almost as important but unquantifiable was getting the name of the club out there as many of the people that we spoke to had no idea of who we were or what we did. Again there should be a long term benefit accruing from the exposure.

Other Shows

Earlier in the year we attended the BMF show at Peterborough. Thanks to the enthusiasm of the Cambridge group, we made the best of the fairly tatty display equipment that was then

available. As part of revamping the equipment we purchased a professional quality pop up 6m x 3m marquee which is available for any group to use for displays or exhibitions. There were other shows attended including a Horizons Unlimited meet at Ripley and many local events organised by some of the more active groups.

Thank you to all those individuals who gave freely of their time this last year to help with all the events and initiatives that we undertook.

Next Year

We already have placed two adverts in the next two editions of the Adventure Bike Rider magazine and are working with MCN on some more adverts linked to some editorial. The TBM advert has served a purpose but I am uneasy with the image that it perhaps portrays. We will try to update it as soon as possible.

We will attend the BMF show at Peterborough and in all probability Motorcycle Live again. The Dirt Bike show depends on how accommodating the organisers are! We will also look for new opportunities to exhibit both locally and at some of the other large shows that take place around the country such as classic bike shows and sporting events. The stand equipment will continue to be upgraded to make the display more attractive and to make it easier for local groups to put on their own show.

Finally, we have a large membership which will contain many talented, artistic and inspired individuals and I really would welcome any ideas that you might have to both increase our membership and deliver our message to a wider audience. Please email me with your suggestions.

Many thanks, Jack Knight
Marketing@trf.org.uk

in chains

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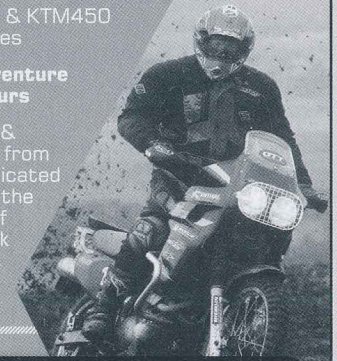
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Use of Lanes en France!

As relayed by Simon Cooke - a Sussex TRF member who owns a place in Limousin region.

Below is a communication from the French equivalent of the TRF. The Minister of Ecology has decided to clarify access laws to the fact that all lanes are for movement. It appears only small variations are exempt such as private land and national parks, the rest is rideable. Note the understanding of the difference between off roading and legal use of lanes. Woohooo

The new official text is terminated by the drift restrictive interpretations of the law of successive 3 January 1991, the "Act Lalonde."

Returning to the fundamentals of the law Lalonde, the Minister for Ecology Nathalie Kosciusko-Morizet restores dignity to motorized road users - whether they are hikers, hunters, fishermen, mushroom pickers or even farmers - who could no longer be hunted down like bank robbers.

However, this decision is in no way harmful to the environment. Because of course the off-road is strictly prohibited. It reinforces a simple reality: the paths are not natural, but lines of communication created by man and circulation

of goods and people.

CODEV therefore welcome the courageous decision of the Minister for Ecology Nathalie Kosciusko-Morizet. We would of course prefer to see these principles in stone of the law. Maybe he will come here one day, if the new guidelines were not followed by the agents.

Nevertheless, our many years of efforts eventually pay off. CODEV welcomes its delegates and its many members who went to meet with close to 180 members. It was necessary to explain the adverse effects of the circular Olin on the fundamental freedom of movement and an entire segment of the tourism economy and sports.

CODEV thank the new Sports Minister David Douillet, whose support has apparently been decisive. We thank especially the member of the Lozere St. Francis Light, the first elected official who tried now for two years to clarify the situation by filing a bill, helping to revive the debate. Finally, we want to associate with this good news the French Federation of Motorcycling and Jean-Pierre Domergue's Motorcycle Club Lozère, with whom we also worked closely on the subject over the past two years.

WWW.TRF.ORG.UK TRF WEBSITE & FORUM

PLEASE TAKE A LOOK AND SEE WHAT YOU THINK AND SAY HELLO ON THE FORUM.
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TRF members need to be aware that in order to access the Members' Only Areas, you will need to ensure that the email you use to register your account on the website is the same one that we have for you on the TRF database. If you have any queries or difficulties please contact it@trf.org.uk or web@trf.org.uk

ALSO WHY NOT TAKE A LOOK AT WWW.BBTRUST.ORG.UK

STONEHENGE

Fear of legal action from the Trail Riders Fellowship has deterred Wiltshire Council from closing seven Byways Open to All Traffic around Stonehenge.

Wiltshire Council intended to ban motorized users from the routes as part of elaborate plans to construct a commercial Visitors Centre at the World Heritage Site.

The byways, which are used as a convenient viewing point by many visitors to the stones, would have been converted into dedicated trackways for land trains transporting tourists from a massive car park onto the site itself.

After a Public Inquiry headed by the Council's appointed Inspector, Alan Boyland, had found that closing the byways by means of a Traffic Regulation Order (TRO) would result in a substantial loss of amenity for trail riders, and that their use of the byways had little impact on the site, Wiltshire Council backtracked and announced that the routes would remain open for all to use after all.

Significantly, Wiltshire Council was very open about its reasons for the about-turn, saying:

"If the Council decided to make the Order as advertised and not as recommended in the Inspector's report there would be a very high risk of objectors to the TRO seeking to challenge the Council's decision by way of judicial review in the High Court. Should this occur, the Council would incur significant expense in defending those proceedings in the High Court."

A spokesman for the Trail Riders Fellowship said: "The Inspector's support of trail riding and his acknowledgement that it has little or no impact on the wildlife, landscape, archeology or the enjoyment of others of this

very significant site is a welcome counter to much of the misleading propaganda that has appeared in the media and we look forward to encountering a similarly enlightened attitude elsewhere in the coming year.

"While trail riders played a significant role in the reversal of Wiltshire Council's plans to commercialise Stonehenge, we were also aided by the mutual support offered by other rights of way groups, and those individuals to whom the Stonehenge site is of particular spiritual or religious significance.

"We are pleased by Wiltshire Council's acknowledgement of the ability and determination of the Trail Riders Fellowship to protect the rights of all to enjoy and celebrate the countryside responsibly, and we hope that this will be recognised by other local authorities throughout England and Wales."

TRF contact: Richard Simpson 07812 402021.

Visit us at www.trf.org.uk

Stonehenge

- An Inquiry observed from the bench

On the 22nd June 2011 a Public Inquiry opened in Salisbury before Inspector Alan Boyland BEng(Hons) DipTP CEng MICE MCIHT MRTPI. He was assisted by Inspector John Wilde CEng MICE, and independent programme officer Helen Wilson. The Inquiries were to look into two separate issues concerning proposed improvements to the Stonehenge World Heritage Site (WHS), or to be more precise, part of the WHS closest to the stone circles.

The first matter to be heard concerned the stopping up of the A344, from its junction with the A303 and Amesbury BOAT 12. The second matter was slightly different in that Wiltshire Council had asked for the Inspector's opinion on Traffic Regulation Order that would ban motorists from the A344 beyond the (proposed) stopped up section as far as Airman's Corner and all the 10 kilometres of BOATs within the WHS. This second matter was opened and immediately adjourned until the end of the stopping up Inquiry.

English Heritage and Wiltshire Council fielded a strong team of experts - from traffic flow engineering to archeology - to support 'The Vision' for an all new visitor experience. For this writer one part of that first day stood out as a defining moment of the whole Inquiry. The Director of the Stonehenge WHS was asked by the Inspector "Why is it essential for the A344 to be closed where it passes the Stones?" She answered "It is part of our vision..."

"Yes, but what practical benefit will flow from the stopping up of the A344?" There was a long silence as the Director looked around at her colleagues for a clue on how to respond. "It is essential in order to fulfill our vision..."

Prior to the second Inquiry re-convening, LARA had raised the small matter of Wiltshire Council not following procedure with regard to informing all who might have an interest. The Inquiry into the Traffic Regulation Orders for the A344 and the WHS BOATs was opened, brief submission made on how it was LARA's fault that the Inquiry must now be adjourned again, and that is what happened, in order that Wiltshire Council could have the time to

serve the notices properly. It should not go unreported that during this exchange a large and rather brutal looking dog wandered around the Inquiry venue, drinking the Inspector's water and vomiting on the carpet. Never let it be said that Public Inquiries are dull affairs.

And so it was that on 20th September the Inquiry into the need for Traffic Regulation Orders on the WHS byways and A344 finally got underway - with a number of "No Dogs Allowed" signs on every door.

English Heritage rolled out a mass of evidence that was not always consistent. For example, one plan depicted a 500 metre wide zone that surrounded all the byways and the A344 to demonstrate that all archaeological sites within the zone were at risk from motor vehicles, oblivious to the fact that they have planning permission to build a new interpretation centre and car park within that zone. Continued recreational motor vehicular use of the byways would degrade the archaeological value of the WHS, but the fact that these same byways were once main thoroughfares, or that the military used them with cavalry in vast numbers, or that there was once an airfield and railway within the WHS were quietly forgotten. Did I mention that most of the 'damage by motor vehicles' appeared to be away from the byways and was, in all probability, all caused by agricultural activity? No? For some reason the method used for gathering this data did not separate public and private vehicular use. An easy mistake to make, when you have a vision.

The 'Vision' was paramount. The Stones standing in a completely unnatural landscape, bearing no relevance to this incredible piece of history whatsoever - with the A303 aurally and visually intruding on the desired ambiance. Oh, and a vast area of pig rearing pens... We all have 'visions', dreams, but it is rare that there is a harmonious convergence between vision and real world.

Local people expressed the view that the 'vision' would exclude them from being able to enjoy this landmark without the burden of paying and then

only during opening hours. And this is a point of far wider importance. How many photographers, or those of a romantic disposition, would be excluded from seeing the Stones in silhouette at dawn or dusk?

"It's all about profit" said some locals. 'English Heritage want exclusive access to maximise income' was a theme for many. And the response from English Heritage did not seem to deny this.

The Druids, suitably attired, attended in small numbers. They were concerned about access for religious observance. English Heritage countered by revealing how much effort and expense is put into facilitating the equinox celebrations. The Druids counter countered this by starting to list all the other times when they should have access to the sacred site. Enough, enough, cried the Inspector as a breathless young Priestess gabbled through a list of moon-centric observances.

Wiltshire Bridleways Association, represented by Bill Riley, delivered a comprehensive bundle of historic evidence on what the current WHS was like, with the airfield, hangers, factories and railway. Again this eroded the premise that there were pristine archeological sites to be preserved from the ravages of the recreational motorist.

LARA raised a number of issues, not least that Wiltshire Council, in promoting the traffic regulation orders, had not carried out any form of risk assessment for the displaced vehicles. Low powered trail bikes and slow moving 4x4s were to be diverted onto the A303 and A360 with no consideration for the impact. Then, there was the loss of amenity for recreational motorists (the Order was made on the grounds of improving the amenity of the area), more so now that legislation had closed any near alternative routes.

Assertions that it was dangerous for motorcycles to turn right onto the byways from the A303 were countered by the suggestion that an Order prohibiting right turns would satisfy all parties.

LARA highlighted the absurdity of one notion put forward by English Heritage. It was claimed that the prohibition of motor vehicles from all byways within the WHS was necessary because of the 'Vision' that visitors should explore the wider landscape. Remember that the A303 passes right through the middle. English Heritage contended that there was no risk to pedestrians, equestrians and cyclists should they wish to stroll across this road to enjoy the tranquility on the other side (well, several kilometres south of the A303 before tranquility kicks in) but that it was dangerous for motorcyclists to cross this main road - the main road they were

being diverted onto.

The use of the motorcycles and 4x4s on the byways south of the A303 would also disturb the rare nesting stone curlew. Apart from the fact that these are summer visitors one has to question the assertion that MPV are bad but that humans with children and dogs running wild are not a problem for these rather endearing ground nesting birds. This proposition was supported by the RSPB, an organisation that in any other place would have a different point of view on mixing ground nesting birds and dogs.

I'm sure I have omitted many salient points from this report, but I'm sure the reader will get the drift. The 'Vision' conquers common-sense. The vision also blinded the authors of submission from English Heritage and Wiltshire Council to the many contradictions they introduced throughout the Inquiry.

For those who have the patience I have extracted the pertinent paragraphs in Inspector Boyland's recommendation, which was published on the 16th November 2011.

"7.31 Objectors consider that the alternative routes would be more dangerous for motorcyclists, particularly those riding the relatively low powered and slower bikes habitually used by trail riders. Accident statistics have been produced by various objectors seeking to support that contention, and the council and EH have submitted evidence intended to show that they would not be unsafe. Several objectors have also pointed to the lack of a risk assessment regarding the use of the alternative routes by trail bikes. No evidence has been put forward to show that any accidents have occurred on the BOATs. I also note that the WHS Management Plan 2009 states that road safety is a significant issue within the WHS.

"7.32 Taking these factors into account, it seems to me that diverting trail riders from BOATs onto roads would be likely to increase the level of risk to their safety, even if the particular roads involved are not in themselves significantly more dangerous than other similar ones.

"7.35 I accept that Wiltshire has a considerably greater length of BOATs than any other county. This is not however, in itself, a reason for allowing a further loss for recreational motor vehicle users. In this case, the loss of a further 7km, particularly given the strategic importance of those routes, and without similar alternative routes being available would in my view be significantly detrimental to the current users. There would therefore be a substantial loss of amenity to the motorised recreational users of the

BOATs, particularly motorcycle trail riders, despite their relatively low numbers

"7.36 I have seen no evidence of actual, as opposed to potential, adverse effects on pedestrians as a result of use of the BOATs by motor vehicles. Such evidence as there is, and my own observations, suggest that other than in the vicinity of Stonehenge use of these routes by pedestrians is low. Given the level of use by motor vehicles, conflicts between these classes of users are likely to be infrequent, and the substantial widths of many parts of the BOATs allow ample room for passing.

"7.38 The prevention of continuing damage to monuments and archaeological features within the WHS is a further reason given by the council and EH for the proposed TRO. No evidence other than anecdotal comments by third parties was provided to the inquiry regarding the extent of ongoing damage caused by recreational vehicles as opposed to agricultural vehicles which tend to be larger and heavier and which, a number of objectors suggest, are more likely to cause such damage. Even if the TRO were introduced, agricultural vehicles would still be able to use the BOATs.

"7.39 It has been suggested that better maintenance of the BOATs, or width restrictions, localised realignment and/or extra surfacing in the vicinity of monuments and archaeological features could help reduce or prevent damage. Having regard to the success of measures taken by EH to accommodate hundreds of thousands of visitors who walk around the Stones each year while protecting both the grassland and the archaeology, it seems to me that there is greater potential for sensitive application of measures such as those suggested (within the existing boundaries of the BOATs) than the council was prepared to recognise.

"7.40 In response EH showed that several monuments and archaeological features were severed by BOATs. They also indicated that discussions with local farmers regarding their use of the BOATs was ongoing, and that at least one farmer would need to check his boundaries less frequently if recreational vehicles were removed from the WHS.

"7.41 It seems to me that, given the level of use by recreation vehicles, and taking into consideration the above factors, the introduction of the TRO would be likely to result in an unquantified but probably only minor reduction in the damage to the monuments and archaeological features within the WHS. I also consider that there remains potential for other measures to prevent or at least mitigate damage to such interests, and that insufficient

consideration has been given to appropriate and sensitive application of such measures as alternatives to a blanket TRO.

"7.42 Inevitably traffic along the BOATs would pass close to other Scheduled Monuments, potentially affecting their settings. However, the 500m 'buffer' drawn in evidence by EH is arbitrary and ignores the topography and other features that influence the extent to which there is any actual effect on the settings of these features. In any event, the physical byways, including boundary fencing, would be unaffected by the TRO. Only the vehicular use would change, and this is of low level and accordingly only occasional. In my view the effect on the settings of most monuments is negligible, but I address below the impact of parking in the vicinity of Stonehenge itself.

"7.43 The council suggests that removal of recreational vehicles from the BOATs would also be beneficial in reducing disturbance to the small breeding population of Stone-curlews, a priority species that nests on the ground, on the Normanton Down Nature Reserve in close vicinity to the BOATs south of the A303. The Stonehenge WHS Management Plan encourages measures to increase the Stone-curlew population through, amongst other things, avoiding disturbance. However, LARA suggests that most disturbance to these birds is caused by walkers with children and dogs, and that the birds are only present in the WHS for one season out of four. I also note that the success of the breeding programme here to date has been achieved while use of the adjacent BOATs has been unrestricted.

"7.44 On balance, I am not persuaded that the loss of amenity to recreational vehicles users would be outweighed significantly by any potential benefit to the Stone-curlew population.

"7.60 I have found that the introduction of the TRO would lead to a significant loss of amenity to the motorised users of the BOATs, as well as increasing the level of risk to their safety, particularly those on motorcycles. I recognise that the numbers affected would be low in absolute terms as well as relative to the number of other visitors to the WHS, but the impact of the TRO on their enjoyment of the BOAT network would be exacerbated by the importance of these particular links. The loss of amenity in this respect has to be balanced against the gains in other aspects of the amenity of the WHS.

"7.65 As regards the tranquillity of the WHS, to my mind only 'Byway 11' south of Normanton Down could truly be said to be tranquil, but the use of this

route by recreational vehicles appears to be very low, so any impact on the amenity of this part of the WHS by continuation of such use would be minimal.

"7.66 I recognise that the BOATs cross a number of archaeological features, and that most or all of these have been damaged. I fully recognise the significance of damage to such irreplaceable heritage interests. However, there is scant evidence that such damage has in the past been, or more importantly would in the future be exacerbated by, recreational use of these routes as opposed particularly to agricultural vehicles that could not be excluded by the TRO from using them. Again the level of recreational use is significant. It seems to me that the potential for addressing such matters other than through the TRO has not been fully considered.

"7.67 For the reasons indicated above I consider that the effect of use of the BOATs by motor vehicles, other than for the purpose of parking near Stonehenge, has negligible effect on the settings of other ancient monuments. Similarly there is little evidence of an adverse effect on nature conservation interests.

"7.68 In the light of the above factors and all other material considerations, I am not persuaded that the gain to the overall amenity of the WHS would outweigh the loss of amenity of motorised users, and consequently I consider that the TRO should not be implemented with respect to the BOATs.

"7.70 I conclude in respect of the BOATs that it would be expedient – in the sense of 'convenient and practical' – for the authority to make the order for preserving or improving the amenities of the WHS. In my view it would not be expedient in the sense of 'suitable and appropriate', but I accept that this may not be the appropriate test in this instance. In coming to the conclusion that it would be expedient as indicated I have had regard to the limited benefits of the order that could not reasonably be achieved by other means, and to the substantial loss of amenity to recreational motor vehicle users. Moreover, in this case I do not consider that the duty of the local authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), having regard to the effect on the amenities of the WHS and other relevant matters, would be fulfilled. Accordingly in this respect the statutory grounds for implementing the proposed TRO would not be met."

In his decision letter the Inspector concluded as follows:

8.1 I recommend that the proposed Traffic Regulation Order be made, subject to modification so as to apply to the A344 only.

For those keen to read all 71 pages of the decision, please contact the LARA office.

Dave Tilbury

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A VISIT TO TRAILQUEST

Trail Bikes and Adventure Bikes mixing with an English Manor House, Manicured Gardens and Gravelled Drives - not a natural combination I grant you but read on and all will become clear!

A few weeks back Chris, Godfrey and I fulfilled a long standing invitation from Richard Jaynes owner and inspiration for Trailquest to take a day out and find out exactly what was going on in the sleepy Malvern Hills.

A two hour car journey took us to Bromsberrow Manor just south of Ledbury and there we met Richard who welcomed us and took us into a large medieval hall that acts as the meeting room for Trailquest. Supplied with tea and coffee we were debriefed with a short slide show and soon learnt something of what Richard has on offer - essentially preparing Adventure Riders for motorcycle expeditions, but also novices for first time rides on unmetalled tracks and trails (that'll be me then!).

Trailquest has access to acres of land within Bromsberrow Manor and also has rights to miles of forest trails to the south around Llandoverly. Our day was spent around the Manor grounds as tree felling was taking place near the forest trails and the area was closed for safety reasons.

A short ride in the Company Land Rover took us to the edge of the woods where most of the Bromsberrow Trails are laid out - at which point it was time for a walk! For the next few

hours we viewed, climbed and talked about a fairly complex pattern of short trails - much like the sort of trail you would find on any day out in Wiltshire. We were told the philosophy of training the complete novice which I have to say came across as "Careful, steady progression, with a clear emphasis to look at what you are riding on before you commit" - seems sensible enough to me. We also viewed the outdoor camp training area where those heading off on expeditions are given a real taste of outdoor camping and full survival training.

Trailquest is not of course just motorcycles - the team caters for 4x4s, quads, mountain bikes and trekking - pretty well anything to do with adventure can be handled.

For our part we came away with the view that Trailquest can provide essential trail riding training to the complete novice and indeed useful refresher guidance to those not having ridden trails for some time. If of course you want overland Adventure then take a look at their website www.trailquestadventure.com and you will see the Expeditions already under way for 2012 - the first one heading to Ethiopia in January - hardly time to wear off the effects of New Year excesses!

I must finish by thanking Richard for an enjoyable and informative day out in the Malvern's, and trust that the TRF and Trailquest can form ever closer links in the future - we have a lot in common.

Arnold Brewer



THE FARMER LOVES HIS GATES

After years of complaints from a local Farmer about people leaving his gates open and his cows getting out "on tut road", the NYTRF Group decided to put in some new gates. These gates run down the line of the old road which, in the past, had been blocked off and trees planted along its official line.

We, as a group, had been using the Farmer's field to access the lane, some 100 meters further down the field.

This was one of many, negotiated, diversions (permissive rights of way) to keep the Farmers happy. When this one turned his "og out" we started to use the old road but access was still through a field gate. The complaints mounted.

If the Farmer had not blocked off the road in the first place and then cut two cross tracks through it, to get his cattle from one field to another, there would have been no problem.

We, as leisure users, must remember this is the Farmer's workplace, so we must do

everything to appease the awkward ones. (Sometimes its a lonely life in the country, with no-one to complain/talk to).

Thus we arrived one day and, at the Farmer's request, installed five gates along the line of the old road. Now he can lock his field gates (as he threatened to on many an occasion) since the old road route is now independent of his fields.

Please use the new gate route and do not forget to CLOSE THE GATES behind you.

Thanks to Chris Gamble and Richard Baker for volunteering for the job.

Thanks to all the Club members who bought raffle tickets throughout the year and made this gesture of goodwill possible.

Paradoxically there are more gates to close now so statistically the number of complaints should rise. Watch this space!!!

Happy Trail Riding,
John Robinson T&NYTRF Group.

BOB DRANE

Sundays, so a very understanding wife and family was essential!"

"The hobby for me started in 1948. At the time I was working for a local engineering firm. Several workers had motorcycles; BSA. Slopers, Panthers, and Ariel Square Four etc. mostly pre-war, because at that time new machines were very scarce, I heard of a Royal Enfield that had just been rebuilt; a 350 ex-army OHV model, a deal was struck and a way of life began. My introduction to off road motorcycling started when I attended a Sunday morning trials practice session with the Braintree and District Motorcycle Club, a club that I joined at that time, and am still a member of to date. They made me a Life Member in 1992"

Bob entered and completed his first ACU National Rally in July 1955 "as a bit of a challenge and to explore the potential of his 125 BSA Bantam", many more were to follow, the Exeter Trials, The MCC Lands End Trials etc, all challenges were met and awards won.

"My discipline was trials, and Long Distance Trials. From 1958 I used a New Greeves trials motorcycle, which I still have and use in 'classic' events. 1958-1963 was probably my peak time. I was Braintree and District MCC Expert Champion 3 times. Also in 1963 I was presented with a special award for Skill and Sportsmanship, by the club. In 1961 I was runner up to Don Smith, a works rider at Braintree Club's annual Jacobs Cup trial, who later became the first European Trials Champion.

"The competition and satisfaction is in riding difficult terrain and beating the clerk of the

course who sets out the sections and obstacles e.g. mud, sand, hill climbs, tree roots. Machine control, skill and balance are essential. Observers record your performance on each section"

And who thinks 'electric' is a modern idea. In 1964, at the International Cycle & Motor Cycle Show, Bob rode a BSA 250cc C15 trials model with the engine and gearbox removed. These were replaced with a large battery and electric motor, controlled with a twist grip and cable.

"This was the first ever electrically propelled trials motorcycle built in Great Britain, and was sponsored by 'Filtrate Oils' as I was using Colodial Graphite Two Stroke at that time in my Greeves.

"In 1995, having settled into a sort of routine of retirement and the occasional Pre-65 trial, it seemed to be back to a work type regular pattern, not what I was looking for. Trail riding and byways seemed an excellent way of exploring the Essex countryside so the need was for a road registered dual purpose bike to be able to explore the Essex countryside, as and when time, mood and weather beckon"

"It started with a Yamaha XT 250, and off road sorties into a few "Green" lanes proved the purchase was the right choice. These outings slowly grew, and distances got longer. Essex has approximately 200 km of byways. They all go back hundreds of years, some were major routes and others linked villages, church and farms.

"My rides were varied and often proved challenging. A lifelong motorcycle friend, Peter Eaves, a few years younger than myself, who was still working and employed by Essex County Council Highways Department, was a great help in many ways. Occasionally I would ride with Peter on his work visit, which helped my solo outings. It came up in a casual conversation with Jack Hubbard, who had returned to Braintree after several years living abroad, that trail riding was a regular pastime of mine. A few months later, Jack decided to join Peter and myself. And so it started. A

You may remember the article that appeared in the September Trail about the health benefits of trail riding and I dropped in a note asking who was our oldest member still riding. Well Geoff Smith wrote to me and said that his father in law, Bob Drane was 81 and still going out twice a week most weeks. He sent me a short history of his life which I asked if he condense for an article for Trail. Here is his fascinating story.

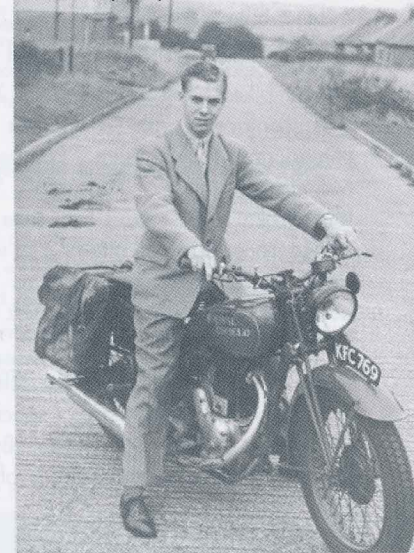
Jack Knight

Hurling down a dirt track on a lightweight motorbike may not seem like everyone's idea of fun, but for one man it has been a way of life for over 63 years.

Bob Drane, 81, has been motorcycling since the age of 18 and has no plans to quit anytime. The dad of five joined the Braintree and District Motorcycle Club and has been a member ever since.

"Fitting bikes into work and family life was much easier in those days; the motorcycle I rode to work and used as family transport also doubled up as a competition bike. You rode to a competition, rode home and rode it to work the next morning. All trials were held on

Ex Army Royal Enfield 1948



Edwards Memorial Trial 1961





which have vehicle rights. That means that a vehicle that is road legal can use any byway. All byways are recorded on a document called 'the definitive map', which is conclusive evidence. As time went by my knowledge of Essex byways was noticed and I was asked to act as Rights of Way Officer for Essex. Every ride out is recorded and any problems noted. Should there be any, I report them to the area manager, who has a statutory obligation to remedy the problem. I enjoy this as I am in the countryside, riding a lightweight motorcycle, in an off-road state and doing an unpaid job as a hobby.

"During the last few years I have also competed in an annual Braintree clubs summer series, known as the 'Greybeards Championship' and won it nine times between 1992 and 2003"

Bob still ventures out every Tuesday and Thursday with a few mates hunting for some 'Essex Mud', a pastime that keeps him very fit and active, and you should see the smile when that mud is found!

Geoff Smith

So, 81 and still riding. Is Bob our oldest regular rider? I'm sure you'll let me know if you know someone older!!

weekly outing, which has continued for many years and many muddy miles and smiles.

"Many bikes have followed, the XT Yamaha was replaced with a Honda XR 200r (American Model), then, "Pampera" 250cc two stroke, Mark 2 "Pampera", "Beta" Alp, four stroke electric start trail bike, a Scorpa 125cc, Long Ride trail bike, 72 kg weight, four stroke, with many modifications to suit my needs; light weight for me to pick up, when I fell off!

"I am now the Rights of Way officer for the Auto Cycle Union for Essex. I specifically look at byways and green lanes. Byways are historic rights of way, hundreds of years old,

FILTRATE TRIALS CIRCUIT

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R. Drane

successfully completed the trials course, without loss of marks, on the first-ever electrically propelled trials motorcycle ever to be built in Great Britain

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Teesside & North Yorkshire TRF FOREST & HEATHER TRAIL RIDING WEEKEND

NEW VENUE : KIRKBYMOORSIDE

Gateway to the North Yorkshire Moors.

Camping starts 12 noon Friday 3rd August.

Guided trail rides Saturday 4th & 5th August 2012.

TICKET IN ADVANCE EVENT FOR TRF MEMBERS

All funds raised will go towards lane repairs. Only the first 40 entries will be accepted.

The weekend will offer guided trail rides around the North Yorkshire Moors.

Families are welcome and there will be a charge for riding members only.

Caravans are welcome and the field has very good access for caravans. Bring your own food & drink as the pub is 1 1/2 miles from the camping field. There is no electric hook up. Bring your own water. Portable toilets will be provided. A raffle will be held on Saturday night. (Raffle prizes welcome)

Entry Fee £35.00

Please make Cheques or Postal orders payable to: "Teesside & North Yorkshire TRF"

DO NOT SEND CASH

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

Entrants will receive a pass for the gate in the post with final instructions.

You must present your gate pass upon arrival & valid TRF membership card.

When the event is fully booked cheques will be returned & entry forms retained in case of late availability. Tickets are non-refundable.

Entries must be pre paid and pre booked.

RIDERS DETAILS

TRF Membership Number: Local T.R.F. Group:

Name:

Address:

Postcode:

Email Address:

Home Phone: Mobile Phone:

Bike Make: Model:

DATE: MEMBERS SIGNATURE:

For further information you can ring: Richard 07834 632040 or click onto www.nytrf.co.uk

By signing this entry form I confirm that I have read, fully understand and agree to the indemnifications.

Please send this entry form & £35 cheque with a self addressed stamped envelope to:

TRF, W.G. Dodds & Son, The Sawmill, Bowesfield Crescent, Stockton on Tees, Cleveland, TS18 3HJ.

**Teesside & North Yorkshire TRF
2012 Camping Weekend**

INDEMNIFICATIONS

I confirm that the information in this entry form and the information given is correct.

I confirm that I understand the nature of the weekend I am entering and I am competent to take part.

I confirm that any vehicle that I use will comply with the highway regulations and be fit for road use.

I will NOT take part if I have any doubt about my ability or the safety of the venue.

I confirm I will not hold any run leader or the TRF responsible for any traffic offences that might arise in prosecution such as section 59 or financial penalties. Run leaders will take all necessary precautions to avoid potential prosecutions. Neither the local club nor the run leader will be held liable for any traffic or financial penalties imposed on individual riders.

Before taking part in the event I will read and be bound by and comply with any regulations and final instructions issued by the organisers.

I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication I will inform the event organiser and seek approval to participate before taking part.

I agree that as a participant I may be exposed to the risk inherent in motor sport and that I am prepared to take such risks.

I further agree that I shall not seek to claim against the TRF, the organisers nor their officials, the land owners, the promoter or other bodies or individuals connected with the event in respect of any damage to my property how so ever caused, and whether by negligence or breach of statutory duty of the said bodies or persons.

I understand and agree that I am required to register my arrival by signing on at the event control with my gate pass upon arrival.

That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this fun weekend. I also authorise any hospital or medical practitioner to furnish information relative to my medical condition to TRF.

I also hereby AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue I WILL INDEMNIFY AND REIMBURSE any sum which you may be required to pay as a result of such claim.



**Wiltshire Trail Riders Fellowship
WESSEX WANDERER
WEEKEND 2012**

May 19th and 20th 2012

A weekend of guided rides for national TRF members hosted by the Wiltshire TRF Group

Wiltshire TRF is pleased to announce that the Wessex Wanderer weekend will be held on the weekend of Saturday 19th and Sunday 20th May 2012.

An invitation is extended to national TRF members to join us for a weekend of guided runs led by experienced local run leaders in groups with a maximum size of 6 riders and catering for all - from the beginner to the progressive.

As last year, the event will be centred on the Three Magpies public house near Devizes with local facilities for camping, camper vans and bed and breakfast.

Further information and a booking form will be published in the February issue of Trail.

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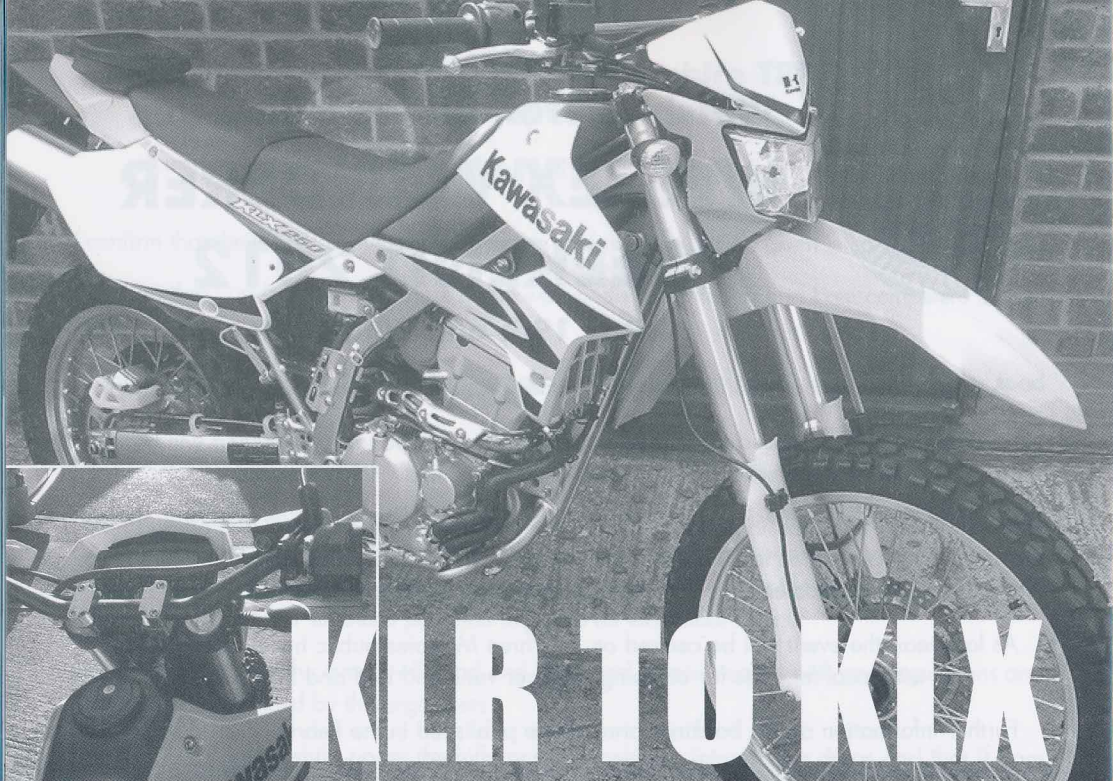
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KLR TO KLR

My old Kawasaki KLR250, what can I say about it, it's 22 years old, it has never let me down, returns 80mpg every time and without fail, always fires up on the first kick. Last winter was its sternest test to date. The A1 London bound was solid as usual but that day it was frozen solid too. The temperature gauge on the garage wall read -15, yes, minus fifteen! This was backed up by the text I received at work from my pal who informed me the reading on his dashboard was -16 and I did I just commute on the old KLR?

I wasn't going to let a little nip in the air stop me riding but a policeman did! "You won't get up there" he said pointing at a particularly steep road covered in black ice. "This will get up there don't you worry about that" I retorted, patting my trusty KLR as it burbled beneath me. "Oh I'm sure it CAN but you won't be doing it today, two Land Rovers have got stuck attempting it and have slid back down sideways blocking the road from bank

to bank, I could barely climb over them". We both rolled our eyes and with a chuckle I spun the KLR around and carried on my merry way. There's a couple of reasons why this bike gives so much confidence in the ice, One; it doesn't possess enough power to pull the skin off a rice pudding and Two; the Trelleborg tyres. These tyres are brilliant, the Army Specials stay pliable even when the temperatures plummet, so if it's good enough for the Swedish Army then it'll be just fine, well, fine for the few days a year when our country grinds to a halt.

And with all these positives, why oh why do I want to change this bike (oh stop it, you sound like the wife). The main reason is that by the time I buy a new exhaust pipe, fit new chain and sprockets and pop a couple of new tyres on for it's next MOT, I would have spent way more than the bikes worth! So that was it, on Ebay it went and it was sold within four

minutes! Besides, I've fancied one of those KLR 250's since they came out a few years back...

My first impressions of the KLR, it's electric start only, it's fuel injected and it feels so much lighter. Now, it'll have to go some way to beating the KLR's fuel economy but it returned 88mpg on it's first fill up and the best I've seen is 92mpg. We all enjoy tinkering of an evening and when I read, on one of the many Kawasaki forums, that these bikes are heavily restricted I had to investigate. It wasn't long before I was cutting a wire from the CDI unit and soldering it to the black wire above as per the instructions. This apparently put the bike onto a different fuel map, and well, the results were startling! In conjunction with the airbox mod' I now have the bike it should have been when it left the factory. The economy has stayed the same too and if I need to overtake a lorry on the F1, I mean the A1, it's just a twist of the wrist and the job is done. There's nothing more scary than to open the throttle and have the bike SLOW down!

I recently lent the bike to a friend who wants to

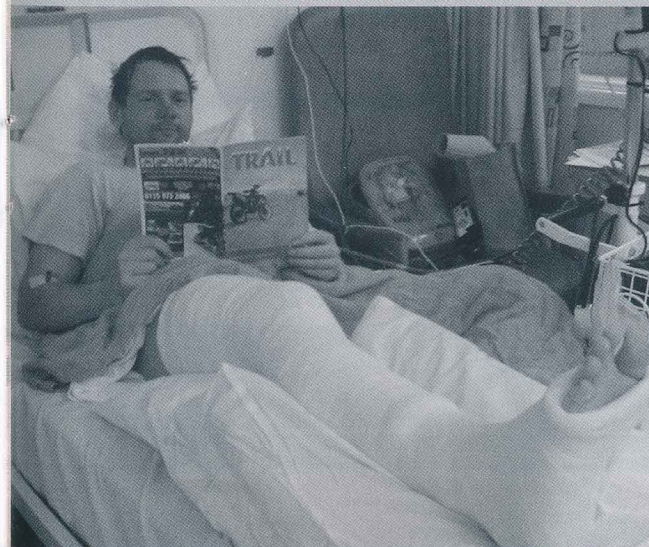
rejoin the TRF so we went out with the chaps from Cambridge TRF for the final trail ride to Santa Pod before the seasonal closures took effect. Its inaugural trail ride was a success and it even had its first crash, so all good aye? I have since ridden it around the lanes of Exmoor and with a 13 tooth sprocket on for the weekend, it happily rode up all the rocky hill climbs that came its way. Taking in the Exmoor Forest Fun Day on the Sunday it was plenty good enough, a larger rear sprocket would have made life a little easier but as it'll be ridden around here on the Herts-Beds border the current set up is perfect.

The last bit of tinkering was to put on a set of bar risers and braceless bars, just to open up the riding position a tad, the standard bars being just a bit too low. I didn't go mad on the height of the risers so none of the cables or hoses had to be changed which was a relief.

In all, what a fantastic quiet little trail bike it is...whether I'm going to be as happy to take it out when the mercury in the thermometer goes south is another thing!

Enjoy the trails, Glenn Vieira

DEAR ED...



I am only paying half subs cos I only have one leg to break.

Please can you put an ad in the mag, one legged trousers for sale with matching boot (one - left) would px ktm 450 or larger, also need new house to live in and contributions for divorce. Finally could the very attractive WPC who took my number please get in touch, I have lost yours when my jacket was cut off and what with the divorce...

Ian Procter, Ribble Valley Group.



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Covered 90,000 miles on his KTM 950 Adventure
2011 UK Bg Bike Rally Championship in twin cylinder class*

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AT: Cue Gardens, Stadium Road,
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ON: 8pm Thursday
2nd February 2012 **COST:** Advance purchase: £5.00,
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CONTACT: West Yorkshire Trail Riders Fellowship
C/o Richard Hirst 01274 632676

Dreams of Dakar *continued*

21st June Woke to low cloud and light showers. The French guide who lead groups of tourists into the desert and is resident in the hotel told us that if it rained too much at our desired border crossing we would not be allowed out of Senegal as the route is essentially 40km of impassable bush and desert trail. We decided to chance it and so picked our way out of St Louis heading for Diama. Our first checkpoint of the day and the officer asked to see our insurance. I produced the documents and was told it was not valid. Next was the insurance bought at Rosso which he felt was not worth the paper it was written on, big problem. Believing a bribe was in order I offered to pay an on the spot fine, but to no avail. I had encountered the honest cop. He instructed us to go back the way we had come and buy the correct documents. Once back in St Louis we found an office, bought the documents needed, by which time it was too late to try Diama so back to La Poste.

22nd June Rose early in anticipation of finally leaving Senegal, loaded the bikes, said our goodbyes. First checkpoint waved through, 2nd stop honest cop checked the new documentation and sent us on our way north. Diama was reached without any great drama. Had to slow down at one point to let a troop of monkeys cross the road, but still reached the Senegalese border in good time. We filled out the documents needed to get us out of Senegal, paid the man on the barrier 10 euros and off we went to the Mauritanian border post ready to fill in forms, buy permissions and continue our journey north and home. An old hand at the formalities I took the large folder of paper work from the topbox,

left Helen with the bikes and beggars and headed into the concrete barrack. On handing over the passports I was informed we could not enter the country as we did not have a valid visa. To cut a long story short, 3 hours of phone calls between the border post, Mauritanian embassy and British consulate had us no further forward and still no access to the road north. Our options were very limited, in fact the only viable option had us heading back to Dakar for new visas. Re entering Senegal we were met with some sympathy as it seems the visa office in Rabat issues the wrong type of visa on a regular basis. 205 miles later we were back in Dakar outside the Mirimar.

23rd June I stripped the Tiger down ready to tackle the bustle/battle of Dakar in search of the British and Mauritanian embassies. Once located I returned to the Mirimar to get Helen and start the process of buying visas to enter a country with little or nothing worth protecting. We went to the British Embassy first and had a face to face with the Senegalese embassy official who had tried to help us at Diama over the phone. Claudette continued our education in Africa with the phrase "sometimes the embassy official will give you the visa they want to give you rather than the one you paid for". With this reassuring missive ringing in our ears we bid farewell to a small piece of blighty and re entered the land of chaos in search of a pair of visas that would get us part way home. Using our trusty Lonely Planet guide we located the



Mauritanian embassy and started the process of buying our visas. On getting the form, my French was soon exhausted by the 3rd question, at which point a kind French lady "prendre Assistance". Between my French and her English I finished the forms, handed over the money and passports and was told to return in 3 hours (1.30pm). As I walked out with the French lady she told me of her and her husband's plight. They lived in Gambia and needed to get back to France. Having handed over all the necessary paperwork to the Mauritanian embassy, officials lost a vital document and now regarded the application as incomplete. This was her 2nd day of trying to sort things out.

We waited outside the embassy and at 1.30 went to the door into the embassy and visa office and at 4pm I had the visas in hand. We both felt St Louis was reachable before nightfall but a combination of traffic and checkpoints had us complete the last 60km in the pitch black of the African night. I had had twin spotlights fitted, which, combined with us tagging onto a small convoy of lorries and buses, saw us safely into St Louis and our usual room at La Poste. We fell asleep to the gentle hum of the air con bringing the room temp down to a chilly 23 c.

24th June One of the French tour guides at the hotel gave us a number to ring in case anything else happened, which was tucked away

somewhere very safe as we now had the feeling of a cursed existence in the dark continent. Proceeding slowly out of St Louis we managed all the check points without being turned back or robbed. Greeted as old friends at the Senegalese border (barrier man even waived his 10e fee). At the Mauri border 45 minutes of officials taking down details of bikes, make, frame number, registration, our married status, employment and passport details had us into Mauritania and onto the road to Nouakchott. Not exactly a road as it turned out but 45 km of bush trail, dusty where dry, muddied slippery ruts when wet. It was populated with a family of wild warthogs and the occasional 8 foot lizard dashing across

the trail in front of us and of course checkpoints. After what seemed like 7 hours (actually 3) we re-joined blessed tarmac. Back into Nouakchott I located El Alman and very soon had the bikes in the foyer under the watchful eye of the night porter.

25th June We had an aid worker from the EEC join us for breakfast, (British). She had heard of our arrival and was full of questions about our journey. Ahead after breakfast 500km of desert road best covered in daylight and best plan for no petrol until Nouadhibou, all of which we 2 seasoned (read weary) bikers managed without too much drama. Back to Chez Abba for secure parking but this time we camped away from roach motel and ate al fresco, that is not in the roach kitchen.

26th June Bad night's sleep. No air con, mid 20c and call for prayers at 4 hour intervals had us pack slowly, interrupted by the compound guard asking for help with a raging tooth ache. We dispensed some paracetamol and a small bottle of oil of cloves which left him numb but pain free.

Fuelled up, we left for the border with Morocco. Arriving at the crossroads for north or south we found the north bound road blocked with a barrier. Looking around we got the thumbs up from a nearby soldier, so off we went around the barrier and onto the border, stopping at the

railway crossing as the Chum ore train crossed and at 2 km long it was a wait while the only thing of any value in the hole (spelling intentional) of Mauritania, iron ore, made its way to port. At the border post we happened upon them on a day off from "hassle the tourist", exited Mauritania and entered the no mans land between Mauritania and Morocco with landmines on its extreme edges. We entered Morocco and with a little bureaucracy and good natured banter about women on motorbikes, we were soon on our way north. It was all going too well and sure enough 30 minutes down the road the BMW spluttered to a halt. The usual checks done the problem had me stumped. We had spark, fuel, compression but still no running engine. Out came the tow rope (improvised tie down) and wrapped round the footpegs, we started the tow to get help in an increasingly strong wind. We ran into an army patrol who stopped to see if they could help. The soldier in charge had a Kalashnikov casually strung across his chest which at one point as he turned to talk to me had the barrel pointing directly between Helens eyes. The only help they could offer was the whereabouts of a mechanic in a village about 85km north. The day drew to a close in a sand storm, the tow rope snapped and the Tiger blew over as I was re setting the repaired tow rope, but still we made it to Bar Bas. Arriving at dusk we booked into the new modern hotel at the road side and found help. Eventually a committee of 5 helpers decided it was dirty petrol, drained the tank and the Beemer started.

27th June I rose early to strip the Tiger of its petrol tank and empty out the contaminated muck we had filled up with in Nouadhibou. Luckily the hotel had its own petrol station which we used prior to setting off north once more. 2 hours into the day and the BM ground to a halt once more, this time it looked like an intermittent spark. A change of plug did not solve the problem so out came the tow rope (knotted tie down). 3 hours later we arrived in Dahkla, hot, sweaty and thoroughly disheartened. As a treat we booked into the 4 star Sahara Regis (70 euro a night) and while Helen showered and did some light laundry I went off in search of new spark plugs.

28th June A contact I had made the previous day had said he would meet me at 8.30 to get me a spark plug. By 9.30 someone from the shop opposite had taken pity on me and shown me to a local scooter shop (closed) where he felt I could get the spares I needed. 11.20am and the place had opened up, problem explained, new plug fitted, injectors cleaned, petrol tank cleaned out and away I went back to the hotel to fetch my Triumph and take Helen to see the mechanics who could not believe a woman had ridden a bike to Dakar and back. On route the bike once more cut out. I limped back to the garage and a set of bemused mechanics. The youngest of the lot had a natural mechanical ability, so after he had taken it out for a test ride the first thing checked out was the electrics. One of the other mechanics held the HT lead while earthing the whole plot through his THUMB onto the frame to check for arc and spark. Eventually the oil was dropped out and alternator cover taken off to reveal a mixture of oil and metal filings covering the alternator and pick up point on the crank case. The alternator was shorting out on the metal filings. The cause - the reduction gearing from the starter motor to the rear of the alternator was breaking up (a not uncommon problem on the 650GS) leaving the great big magnet (alternator) covered in metal filings.

The engine flushed through with oil, injectors cleaned again and all the metal cleaned off, the



young mechanic asked what was to happen with the cluster of starter gears he now had hold of. I asked if the cluster would stop the engine working, "well not really, but with no kick start and no electric start how will you start it?" But of course one way was left and so we spent the next 6 days BUMP starting the BM out of Africa. We paid the garage owner the equivalent of £60 for half a days use of his garage and mechanics, oil and spark plugs, before the head mechanic rode the BM back to the hotel. On arrival I offered to take him back on the Triumph, but he asked if he could ride it back, as it turned out the long way past all his friends before we finally got him back to work.

Back at the hotel we decided to leave the next morning early, just in case. We were not sure what but we were certain something would happen, something that would stop us in our tracks.

Tuesday 29th June Paid up, loaded up we left the conspicuous comfort of the Sahara Regis. Our strategy for the ride home was fill the BM first thing from the jerry cans and then bump the beast off, fill the Tiger and cans at the petrol stops then refuel the BM at the side of the road engine running. That day's destination was Laayoune (UN HQ), which we reached blissfully incident free, 480km and everything passed smoothly. We found a room in one of the hotels the UN use. Secure parking among the 4 x 4 UN vehicles thanks to the 2 guards sat in the car park 24/7, neither of whom batted an eye lid as I drained the engine oil into 3 empty water bottles, checked the magnetic sump plug for filings and re filled the engine in the car park.

Foregoing the pleasure of yet another world cup football match we went to the local souk which seemed to consist of clothes, shoes, hardware and electrical goods on one side of the souk, while the opposite side consisted of hardware shoes, clothes and electrical goods.

Wednesday 30th June An eventful day in non breakdown type situations, on leaving Laayoune we left the desert behind and entered the greenery of northern Morocco.

We saw our first large touring motorbike for 2 weeks, encountered cool overcast drizzle and

got mixed up with a convoy of tanks heading for the disputed territories. Back in Tiznit and a further 500km covered without incident, we booked into Hotel de Paris, locked the BM up and took the Triumph down to the local souk and the much vaunted silver quarter. Had a look round, bought nothing and headed back to our digs, to find 3 French on Mobylette scooters riding to Dakar. Two were towing trailers, one with tents the other spares which included 3 complete engines. Talking to the mechanic their next major town was Laayoune which we had done in a day but which they expected to take 3 days. Helping the trio was a clapped out Ford Escort estate with a smashed back window and 2 large rottweillers in cages in the back.

Thursday 1st July Cool and overcast the BM eventually bumped into life with some help from our overnight guardian of the car park. He definitely earned his £1.50 that day. Today's destination, Marrakesh, a little indulgence in our desire to see the famous old quarter and souk. An easy passage on the newish toll roads system, sparsely populated apart from predatory gatherings of motorcycle cops in the gaps on the central reservation with speed cameras. Our plan was to get a hotel near the centre of town but as traffic ground to a halt about 2km out we decided to book into an Ibis on the outskirts. We got the last room, unpacked, showered, stripped the tiger down and went in search of old Marrakesh. What we found was a large square surrounded by a labyrinth of small streets all catering for a species we had not encountered for a while TOURISTS. Jaded and hungry we beat off a man trying to charge us for locking the bike to a railing before retreating back towards the hotel, finding a Pizza Hut on route to eat at.

2nd July Bumped the BM into life and spent the day on traffic free toll roads, passed Casablanca and into Tangiers for the night. The toll roads had cost the 2 of us about £12 and saved a days travel battling through the chaos of an African rural road system.

To be continued...

THE FORUM

ANSWERS PLEASE

Some years ago I did a lot of motorcycling, both on and off road with a Police Inspector who was on Traffic. He had written books on riding and was something high up in the IAM motorcycle section, so knew his stuff. When it came to TRO's he was quite adamant that if the sign went missing or was defaced, the regulation that had been placed on that road or section thereof was no longer in force. The signs that I am referring to are the ones that you see in towns saying `30` `ONE WAY` `STOP` NO ENTRY` etc. and are of course seen in increasing numbers on byways today.

There is a very pleasant section of byway near me which has for years had a TRO on it and as a rule the signs were there and we honoured them by not riding that section. However, every so often over the years, these signs were defaced by, it would seem, a local with a 12 bore or a passing Tractor getting too close.

Apparently a sign only needed to be missing from one end so that was the end we started from, safe in his knowledge that the regulation was not in force as signs had to be at both ends to enforce it, and in case you are wondering, no, it was not us that did the damage.

So to my questions:

1) Does that still apply and did it ever apply in law ?

2) If it is correct does it apply to the current rash of finger boards saying `Restricted Byway` etc? The reason for this question is that yet another very nice run has had said sign on it but is currently missing from one end. The post is still there but all traces of the finger board have gone.

Happy new year to one and all

John Grew

Ed: My understanding is that legally you are correct but taking advantage of the small print does not always help your case.

SURVEY

If you have the Old Bike Mart then you will already know about this so please ignore this, but for those that don't then please have a look at the survey on www.fbhvc.co.uk. It's about the doing away of MOT's on pre 60 bikes. I can't help feeling that there is a hidden agenda lurking in the background but that might just be me.

Happy New Year,

John Grew

THEFT/BURGLARY

On the 19/20th December late night or early hours my garage was burgled. My KTM 400 was taken along with my off road helmet and some newly refurbished car wheels and tyres. I believe I was targeted specifically for the bike

by professionals. The wheels etc were just a bonus for them. The bike was locked up chained up and hidden under blankets. You wouldn't have known it was there. I am always careful, open and close the garage only as necessary never leave it open when car washing or whatever but somehow the scum who took it knew it was there. I live in a Close, we don't have passing traffic I wasn't aware that I had been followed home at all, however it was taken silently. The garage door was broken and the bike dragged out and across the field nearby. Nobody including myself heard a thing. I was alerted by a neighbour who saw the garage door open at 6am. I reported it to the Northamptonshire Police who were spectacularly useless. They aren't bothered in solving crime, and the criminal society know that, although fingerprints are

plain to see they wouldn't come out. I have informed all the local bike shops etc and have followed leads up myself passed the info onto the police who just put barriers in the way and seem to make any excuse to avoid doing anything about it. I have given them a car reg of a suspect who was out buying bits for a KTM400 (a well known local thief) but apparently they can't pull people over randomly nowadays. I will remember that one!

So after my experience I would suggest every member and their pals who think that their trail bikes are secure, just check it again to see if you can improve its safety in any way because if it goes don't expect any help from anyone, least of all the Police.

Simon Radcliffe

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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WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?

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

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FOR SALE Genuine Yamaha WR250 Plastics in original packaging. Never opened! Front & rear mudguards, side panels & radiator panels. £155 ono. Tel: 01937 832705 (North Yorkshire).

WANTED Scrambler or enduro for playing on our farm. Any condition considered. 1 adult & 1 child. Tel: 01548 521278 (Devon).

ALPINESTART TECH 3 TRAIL/ENDURO BOOTS with treaded sole, size (US) 10 or (EU) 44.5, worn twice, still boxed. £80. Contact 07778 195533 (Shropshire).

HONDA CRF 230 2005. Good condition. Road legal. Light green lane use. Well maintained, new wheel bearings, tyres & thick tubes. MOT. Sorn. £1200 ono. 075871 48755 (Brentwood, Essex).

WINTER PROJECT! 1978 Kawasaki KL250 with seized top end, plus lots of spares from 2 other bikes. Mid Wales. Offers. 01686 430522 or email marianne@trailrides-wales.com

HONDA XR250L OE engine guard, owners manual, toolkit and/or toolbag. Please phone Pat on 023 8026 1062 (Hants).

HONDA XR250 Elec. start, 2003 reg, 5500 miles, MOT Sept 2012, Tax Oct 2012. Garaged, tidy & well looked after. CRD sump guard, Ego Barkbuster hand guards, MT43/21 tyres. Great all-rounder. Contact Tim 07528 783729. Chudleigh, Devon.

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

Email: tim@myraltis.co.uk

CRM-AR Regularly serviced, good cond. & quiet engine. All bearings & other bits newish or good cond. Runs really well, good plastics, wheels etc. Left hand crankcase has a crack - prob not weldable. "mended" with liquid metal & hasn't leaked on test run. Parts for these now expensive so good donor bike. ALL offers considered. Tel: 07785 745593 (Hugh).

YAMAHA TTR 600RE Blue 2004 Electric start, exc. cond. 6,800 miles. Well cared for bike ready to ride. £2000. Phone Dave, Stoke area 07859 374047.

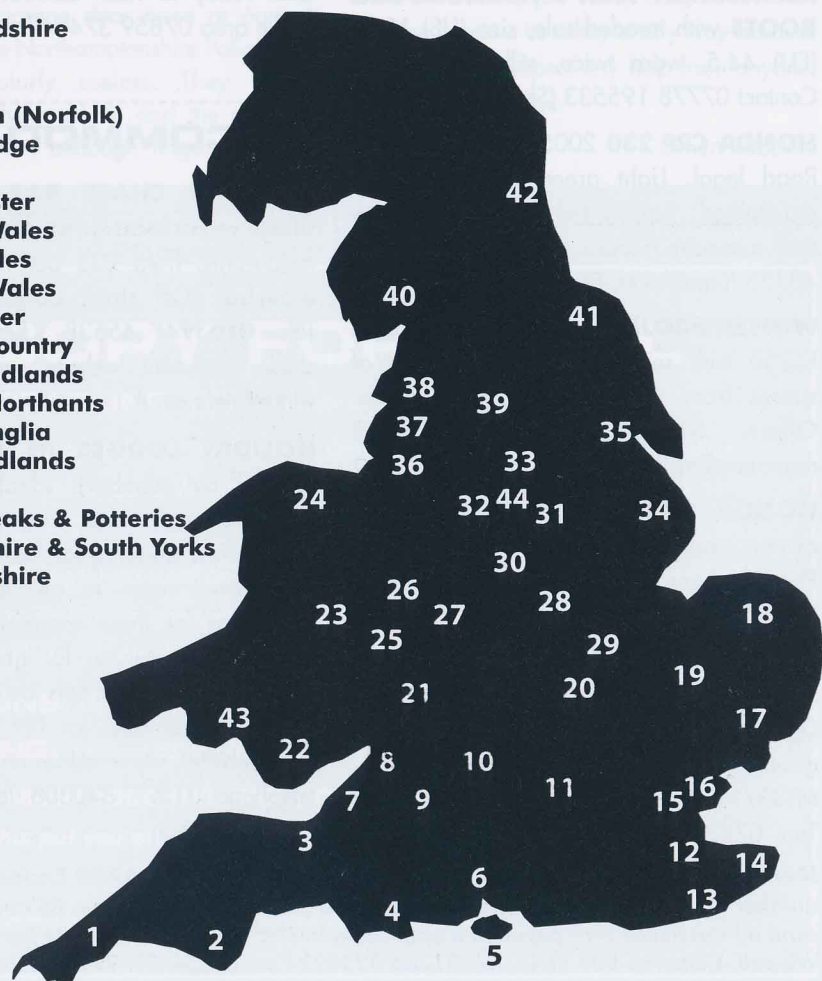
ACCOMMODATION

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

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6. Southern
7. Axe Vale
8. Bristol
9. Wiltshire
10. Swindon
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
38. Ribble Valley
39. West Yorks
40. Cumbria
41. Teesside & North Yorks
42. Northumberland
43. South West Wales
44. Virtual Peak



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 DT11 9AZ.

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 Eaves, Tel: 07515 330423 2nd Wed, The Grass Keys, The Green, Hatfield Peverel, Essex CM3 2JQ.

GLOUCESTER James Osborne, Tel: 01531 822728 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 2nd Tues, 8.30 - 9.00pm, The Stafford Arms, Bagnall. (2 miles out of Leek).

ISLE OF WIGHT 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 Eddie Mace, Tel: 01189 333380 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, Potters Wheel, Precinct Way, Buckley CH7 2EG. Ref SJ 279637.

NORWICH Jeremy McNulty, Tel: 07786 426055 2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Steve Pickford, Tel: 01865 233646 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, Nescol 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 Jones, Tel: 07825 142511 1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

WEST MIDLANDS Steve Whetton, Tel: 01527 451089 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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TRF Branded Stainless Steel Travel Mug	£ 3.50			
TRF Torpedo Pen*	£ 1.25			
TRF Ribbon Keyring *	£ 1.50			
TRF Internal Window Sticker (12 x 5 on clear background)*	£ 1.88			
TRF Internal Window Sticker (24 x 2 on clear background)*	£ 2.23			
TRF External Sticker (30 x 2 on white background)*	£ 2.48			
TRF 2012 Sticker*	£ 1.00			
TRF 2011 Sticker*	£ 1.00			
TRF 2010 Sticker*	£ 0.50			
TRF 2009 Sticker*	£ 0.50			
TRF 2008 Sticker*	£ 0.50			
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TRF 2006 Sticker*	£ 0.50			
TRF 2005 Sticker*	£ 0.50			
TRF Standard Polo Shirt - Grey - Large	£ 10.00			

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