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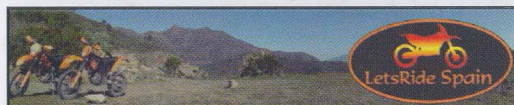
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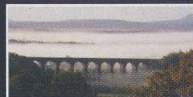
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TRAIL



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

MAY 2012 No. 405 EDITOR: FRED ELLISON



A FLAWLESS RIDE ON ANY TERRAIN.



Whatever 'play time' means to you, choose the best tools to enjoy it.

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EDITOR

It has been an eventful month for trail riders.

There is the case of Gruff who nearly lost his head - to a wire stretched across a lane, head high or thereabouts. Now this is serious stuff. It could have been malicious or just not thinking but the consequences could have been tragic and that is how the police see it. They are taking this issue very seriously. See page 17 for an update.

There has also been the Kinder Scout 80 Year Anniversary. The day the TRF followed the example of the ramblers eighty years ago.

Eighty years ago the ramblers confronted the land owners and their gamekeepers with a mass trespass on Kinder Scout in the Peak District. That action resulted in greater access to the countryside for the general public, but guess what, the ramblers do not want to share that right with other users. Blatant NIMBYism. All we ask for is for them to respect our rights, so a peaceful protest was organised on the 80th anniversary of this important event. Full report on page 6.

Fred Ellison

Editor

CONTENTS

TRF EXEC	3
NOTICE BOARD	4
ROW NEWS	5
KINDER SURPRISE	6
CCM 230	9
PEAK DISTRICT EXPERIENCE	11
IOM	14
METAL WIRE UPDATE	17
BMF NEWS	18
OM MARNI PADME UM	21
THE FORUM	24

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 John Robinson. *Dawa Sherpa,
Darth Vader or Ninja Warrior*
(see Nepal article page 21)

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 OFFICERS & CONTACTS

Chairman:	Andy Gerrard	01525 717634/07803 600571 chairman@trf.org.uk 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Membership Director:	Debbie Hutchinson	07966 438907 memsec@trf.org.uk Marcliff, Bakers Hill, Exeter, Devon EX2 9TE
Secretary:	Polly Cody	01525 717634 secretary@trf.org.uk 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Financial Director:	John Gardner	01695 622792 finance@trf.org.uk or john.gardner119@gmail.com 119 Hallbridge Gardens, Up Holland, Skelmersdale WN8 0EP
Treasurer (Acting):	Arnold Brewer	01865 741410 treasurer@trf.org.uk 2 London Road, Headington, Oxford OX3 7PA
Editor:	Fred Ellison	01254 823893 Fax: 01254 887999 editor@trf.org.uk Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG
Marketing Director:	Jack Knight	07791 730294 marketing@trf.org.uk 30 Braunston Road, Knossington, Oakham, Rutland LE15 8LN
Legal Director & RoW Officer:	Robin Hickin	01926 817060/07890 550847 row@trf.org.uk 42 Model Village, Southam, Warwickshire CV47 9RB
PR Officer:	Richard Simpson	07812 402021 richardsimpson94@yahoo.co.uk
I. T. & Website:	Adrian Allen	web@trf.org.uk
BMF Liaison:	David Giles	01332 552288 bmfliasion@trf.org.uk 22 Ford Lane, Allestree, Derby DE22 2EW
LARA Rep:	David Giles	01332 552288 lararep@trf.org.uk 22 Ford Lane, Allestree, Derby DE22 2EW
Sport & Recreation Association Rep:	Dave Tilbury	023 80618937 ccprrep@trf.org.uk Oakbank Cottage, Oakbank Road, Eastleigh SO50 6PA
Equestrian Events Liaison:	Mark Holland	01989 565249/0845 3308892/07941 427774 (mob) equestrian@trf.org.uk Corn Farm, Devauden, Chepstow NP16 6NS

STATIONERY & LEAFLETS

Keepers of Stationery:	Debbie Hutchinson	Leaflets & Membership Forms
	Fred Ellison	Letterheads & Compliments Slips
Display Equipment:	Leo Crone	01325 463815 (7a.m. - 5p.m.) Display boards held at Ut 10, Red Barnes Way, McMullen Road, Darlington DL1 2RR

REGIONAL RoW ADVISORS

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

TRAIL MAGAZINE ADVERTISING

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

TRF EXECUTIVE

Sunday 22 July 2012, 10.00 am

**The Heritage Motor Centre, Banbury Road,
Gaydon, Warwickshire CV35 0BJ. Tel: 01926 641 188**

This is your opportunity to influence the management of the TRF. Since this is the last meeting before the AGM, we would like to discuss any proposals for constitutional change at the meeting.

Please make sure your group is represented.

If you don't belong to a group you are also welcome to join the meeting.

The Old Ford Rally will be held at the museum on the same day. So:

- you will need to tell security that you are attending the Trail Riders Fellowship meeting
- you will need to be on site by 9:30 if you wish to park near the meeting room
- security may ask you to park in the top car park and you will have to walk across the site to the museum building where the meeting is held.

Polly Cody, TRF Secretary



British Motorcyclists Federation

BMF SHOW

**Peterborough Showground
19th & 20th May 2012**

Volunteers Needed

The TRF will be at the BMF Show again this year. We will have two stands; one in the club village and one just by the main arena.

We will need some help please to set up the stand on the Friday and to man the stands on Saturday and Sunday. There will be free parking and passes to all volunteers.

Camping is allowed in the club village and there are shows and live bands as well as all the usual events taking place throughout the two days. New for this year is a Booze & Blues bar with music and nearly 30 different beers and ciders. Providing you haven't sampled all those beers, there will be a parade around the arena so bring your bike along and join the show.

Please contact: mike@mandktrading.co.uk or marketing@trf.org.uk if you able to give some time.

NOTICE BOARD

NORTH WALES CHANGE OF VENUE

New venue: The Griffin Inn, Mold Road,
Mynydd Isa, CH7 6TF.
Ref SJ 257 638.

WEST YORKSHIRE CHANGE OF TIME

First Thursday of the month.
New time: RoW 6.30 p.m.
Main Meeting: 7.30 p.m.

STOLEN BIKE

Yamaha WR250R - registration - KM59 KZD. Stolen in South London overnight 30/4/12.
Distinctive white dual purpose trail bike (not the common 'F'). Frame no:
JYADG201000003172. Distinctive LED turn indicator strip. ROX bar risers, black Renthal
bars. Lots of scuffing from trail use, graphics coming off etc.
Any info: Steven Taylor 07796 172397.

FORTHCOMING EVENTS

TRF Executive Meeting 10.00 am Sunday 22nd July 2012. Heritage Motor
Centre, Gaydon.

BMF Show East of England Showground, Peterborough.
Saturday 19th - Sunday 20th May 2012.

Wessex Wanderer Weekend Saturday 19th - Sunday 20th May 2012.

Bristol TRF Fun Time Trial Saturday 26th May 2012, 12 noon - 4.30 p.m.
For more info contact Dean Allen on 07989 466204, no voice mail please.

Northumbria TRF Bikes, Bevvies & Banter 2012
2nd & 3rd June. For further info please ring Neil on 07939 038180 or
Nic on 07940 133871.

BMF Kelso Bikefest Saturday 7th - Sunday 8th July 2012. Borders Union
Showground, Kelso.

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

BMF Tailend Show Saturday 15th - Sunday 16th September 2012. East of England
Showground, Peterborough.

MAKE SURE YOUR EVENT IS LISTED

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

RoW NEWS

Victory on Cradle Lane, Hampshire

Following severe damage at a ford on the route, Cradle Lane in Hampshire had been closed to users, including pedestrians, for some time through a series of Temporary TROs. Repairs were undertaken and Hampshire County Council had intended to reopen it to all user groups. However opposition from locals led to proposals for a permanent TRO on vehicles with four or more wheels, and a seasonal TRO on motorcycles for 9 months each year.

We launched a campaign and over 180 objections were made about the seasonal TRO on trail bikes. We put forward numerous arguments that the route should remain open to responsible trail riders. Hampshire County Council, to their credit, recognised that the repairs were sufficiently robust to carry motorbikes and there was insufficient evidence to impose a TRO. Their TRO policy stated the least restrictive options should always be considered first.

We were invited to a meeting with local parish councillors, where we discussed the problems they experienced with the route and why keeping the lane open was important for us. Through talking we all understood each other's position better. The TRF agreed that if the route remained open to bikes, we would promote voluntary restraint and we could help improve the signs on the byway. The council are bringing in forms for local people to monitor the route and report any incidents.

Officers recommended that the seasonal TRO was not made on the route open for bikes and the Executive Member responsible for taking the final decision adopted the recommendation. TRF members from South London and Surrey, Southern and Lodden Vale Groups attended a public meeting with locals. Whilst there were a few local people who

were not convinced about keeping the route open to trail bikes, many others were supportive of maintaining their legal right to use the route. We are looking forward to being able to use this route from 31st May and continuing to work with the council and local people.

This success story goes to show that by coming together and making our voice heard, we have been able to save a route from closure. Thank you and well done to everyone who objected.

Steven Taylor,
South London & Surrey Group

PHOTOGRAPHS URGENTLY REQUIRED

We need to increase our stock of photographs for use as display material at shows and for advertisements. If you have any that you think would be useable please either upload them and send me a link or, if there are not too many, attach them to an email and send direct to: marketing@trf.org.uk

It's important that they are a reasonable quality so that they can be blown up if necessary. The file size is normally a good indication - at least 1MB is generally enough.

All photos must be of road legal bikes on public RoW.

Finally, make sure that the picture is yours and that it is not subject to any copyright. I'll assume that if you send any to me you are happy for them to be used for the stated purposes.

Have a look and see what you have got please and thanks for your help.

Jack Knight



KINDER SURPRISE

The TRF's day of action in the Peaks

They say that a single action is worth a thousand angry words and April the 24th 2012 was the day that TRF members from all over the country turned their angry words into action in the Peak District.

The plan was simple. Small groups of riders would travel up to the Peak Park independently and enjoy a morning trail riding on the area's fantastic green lanes before meeting for lunch and a rally at the Fox House pub in Longshaw. Following the rally the assembled riders would disperse before meeting again at a secret rendezvous to take part in the main event, a well planned but previously unannounced protest at the Peak Park Authority HQ in Bakewell!

The morning of the 24th dawned grey and rather cold but if the weather was dull and overcast our mood was anything but. From around 08:00am a trickle of vans, cars and trailers began arriving at the Fox House as a few really keen riders decided to get an early

start. But as the car park began filling up with riders readying their bikes and kit a small, select band of trail bike commandos slipped quietly away unnoticed on a secret mission deep behind enemy lines. Their target, the Moorlands Centre at Edale.

You see April the 24th 2012 was no ordinary day in the Peaks. It was in fact the 80th anniversary of the Kinder Scout mass trespass. To celebrate that day in 1932 when four hundred walkers stormed the grouse moors of the Duke of Devonshire estate, a week of walks, talks and other events had been planned. These celebrations were to kick off with an "invite only" event at the Moorland Centre.

Of course the TRF didn't have an invite but as the whole event was a celebration of direct action protest and civil disobedience we didn't think the organisers would mind! Or would they? It seems that some of those organisers, the Ramblers for example, are quite happy to

celebrate the struggle of their grand parents generation for public access while simultaneously campaigning to ban other legitimate activities like trail riding. We felt this hypocrisy needed challenging and what better way to do that than to mount a little PEACEFUL protest of our own.

Riding into the pay & display car park in Edale we unexpectedly got an opportunity to do a spot of lobbying when we saw Jim Dixon, Chief Executive of the National Park Authority, getting out of his car. Approaching Mr Dixon we were pleasantly surprised by his genuinely warm welcome. Obviously one of life's natural diplomats he expressed no surprise to see us at all and listened politely to what we had to say before wishing us well and heading off up the road with the other "official" delegates.

In many ways Mr Dixon's reaction was typical of the day. As we unfurled our TRF banner, handed out leaflets and generally mingled with the growing crowd we were approached by many people intrigued by why we were there and keen to listen to our views. There were of course some who were less than happy to see us but on the whole even they were polite and we simply agreed to disagree. The one real exception was veteran folk musician and Radio 2 DJ, Mike Harding. He initially took a TRF leaflet but thrust it back when he realised who we were and then launched in a tirade of abuse telling us we should "get out of the countryside and back on the tarmac where we belong". Charming I'm sure you'll agree!

Never the less, we got our own back on Mr Harding when we saw him being interviewed on camera by subtly repositioning our banner so as to appear in shot. The resulting footage was later broadcast on BBC TV complete with a massive TRF logo behind his head.

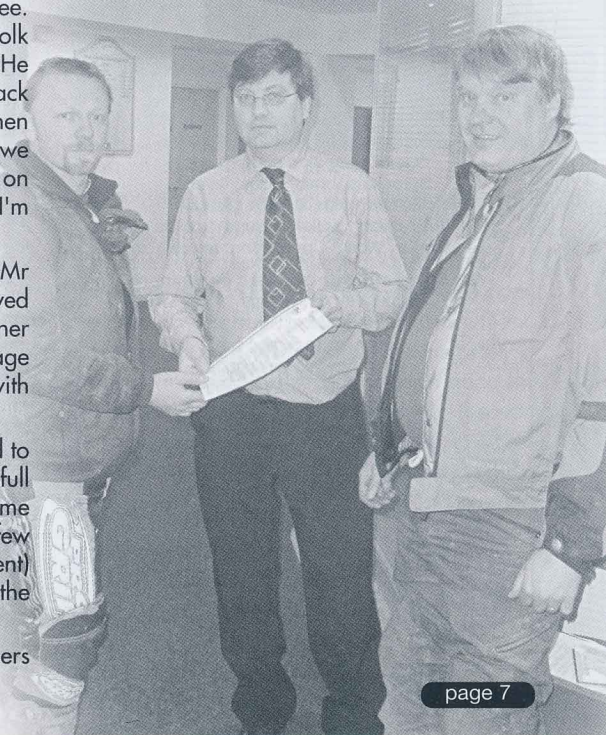
Leaving Edale in positive mood we returned to the pub for lunch to find the car park half full of bikes! It seemed that despite some scepticism and open opposition from a few (Manchester TRF Group boycotted the event) the idea of a trail riders' day of action in the Peaks had captured the mood of many.

By the time we'd finished lunch the numbers

has swelled considerably and a quick "handle bar count" confirmed that we weren't far shy of the hundred bike mark (including a couple of quads and one or two road bikes). Quite a turn out for a Tuesday afternoon given the short notice.

Cambridgeshire TRF's man of action and organiser of the event, Mike Irving, addressed the masses from the back of a pick up truck and explained the plan for the afternoon's protest. Then, following a mercifully short speech by some bloke with a goatee beard and a Fenland accent (yours truly), we were off again. As bikes began filing out of the car park a few of us posed for a photographer from the Independent news paper (who printed a pretty good article about us the following day) and then we were off.

By now the sun was shining and spirits were high. As we met up at Hassop for the short ride to the Peak Park offices there was a real buzz in the air. The procession of bikes that snaked onto the roundabout and down the road to Bakewell looked impressive to say the least and while we'd deliberately chosen a short route to avoid disruption a certain



amount of impromptu traffic management was still necessary at the two junctions we crossed. Riding in convoy up the winding drive way to Aldern House our decision to tip off the authority that we'd be coming proved to have been a good one. They'd actually set aside one whole tier of their car park just for us which made parking so many bikes rather easier than it might otherwise have been.

Having dismounted and walked over to the entrance steps leading to reception the mass of riders stayed outside while Mike Irving, myself and our hastily appointed "official" photographer Mick Ellison went in to deliver an open letter of grievance. The letter called on the authority to "recognise trail riding as a legitimate recreational activity and to end the threat of criminalisation on Chapel Gate and elsewhere. Having met the authority's Head of Democratic Services and been assured that our letter would be passed to members for consideration at a forth coming committee meeting we returned to the car park confident

that our voices had been heard!

As groups of riders left, many heading back out to do a few more lanes, there was time to reflect on the day. Overall it was a huge success and while it would be naïve to assume that one day of protest could change the world there's no doubt that we sent a powerful message to both our opponents and the National Park Authority.

Of course there is still much to be done in the Peaks. Decisions made in the next six to eighteen months will profoundly affect the long term future of trail riding in this area. Local TRF activists continue to battle hard for our right to ride in their back yard and for that they deserve our praise and gratitude. In the coming weeks and months we will doubtless be called upon to support their excellent work again but for now at least, I think we can allow ourselves one small indulgence and celebrate the 24th of April 2012. The day the TRF raised it's voice in the Peaks!

Richard Sugden, Eastern Area RoW Advisor

CCM 230

- Any Good?

I recently purchased a CCM 230 new for a bargain price. I also run a Honda CRF 230, which I love for its simplicity and reliability. They have a low centre of gravity and a large, powerful torque for their size. Unfortunately, you can't buy them new any more, so you would have to find a pre-owned one that's been imported, and you would have to register it, which is a bit involved. Also, they seem to have basic lighting, okay for daytime use only. BUT I recently passed by a car showroom that had a new CCM 230 stood up between the cars, and I had to go and have a look.

I was impressed. This is a British-built and registered copy of the Honda CRF 230. Almost all of the parts are interchangeable with the Honda, and there are some very nice extras that the Hondas never had. For example, the CCM 230 has a rear disc brake, full lighting inc. digital speedo, indicators, pillion pegs, a choke lever up on the handlebars, and there is also a kick-starter for flat battery emergencies. But these bikes don't have the Honda kudos, and can be bought new for a fraction of the price of a well-used Honda.

Why is this? This bike was new, unused old stock, and had been in the car showroom for a very long time, possibly even a couple of years or more. The salesman explained that they had bought a job lot of six or seven bikes, and this was the last one left, that for some reason had not sold like the others did. Possibly the colour (black and white).



CRF 230

It was offered to me at an unbelievable low price for a brand new bike, if I took it as seen, complete with dead battery and stale petrol. I am impulsive, and I take risks, so I was back the next day to buy it and take it away. Next morning I had to investigate if it was really a bargain or not. The battery had been stood for a couple of years, and it wouldn't recover, even after being on charge all night. However, it started on a kick-start easily. Next problem was its reluctance to rev cleanly, so I drained out the old petrol, which looked fine and clear, so I kept it in a can. But, as soon as I put the new fuel in, the engine came good almost instantly. Phew!

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After fitting the new battery a few days later, it started instantly and effortlessly. There is a reason these bikes are so cheap to buy compared with the Honda CRF, and here comes the compromise – poor quality tyres, cheap Chinese plastics, and what seems to be very poor pre-delivery inspection. For example, on this one, the kick-start lever had been fitted but not tightened properly, and the exhaust tube was almost touching the airbox in one place. Also, the footbrake rest nut had not been set properly. All very easily sorted if you are just the slightest bit mechanical, though.

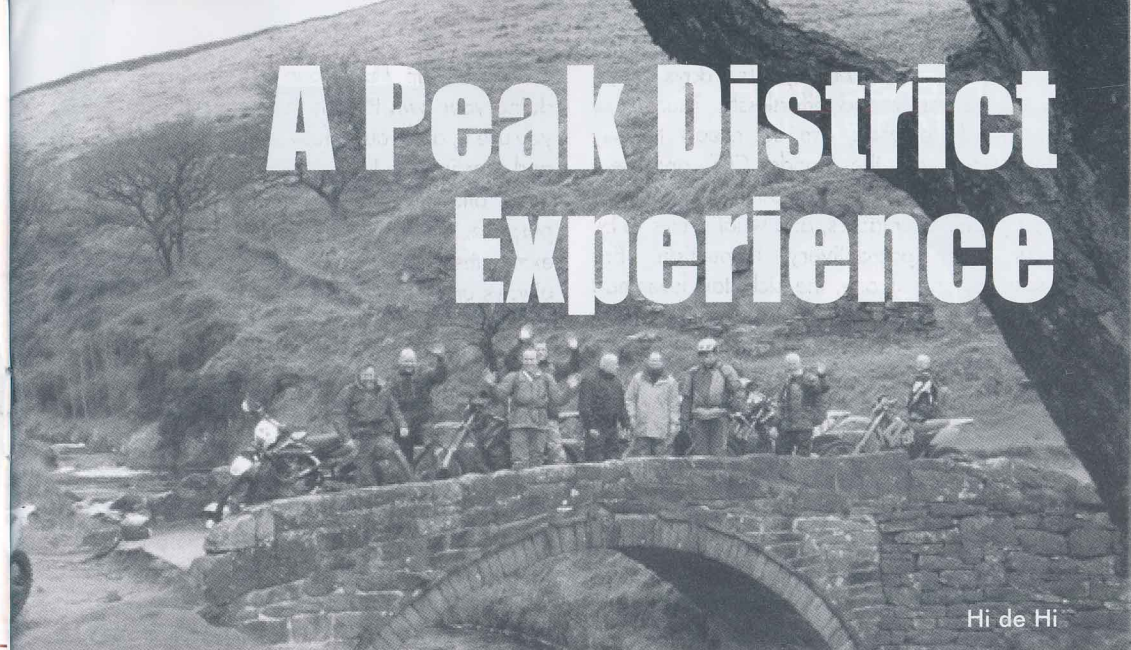
These bikes are put together in England, and this is where the quality control lets them down (how sad is that!). The engines come over already assembled and tested, and I don't think there'll be any problem with them.

To sum it all up, I believe that if you don't mind doing your own PDI on the extremities before you use it, and you're fully aware that the tyres and plastics are lesser than the Honda, it's a good bike. Good looking, lightweight, dual purpose, and a bargain price, with many extras the Honda has never had. You could always upgrade the tyres and the handlebars at a later date if you still like the bike. And if you don't like having to wash the bike off every time you bring it home, if it didn't cost you much in the first place, then perhaps you don't need to bother!

Any comments? Have I got it right?

Robert U'Ren, Devon

Ed: Anyone know if the plastics are interchangeable?



A Peak District Experience

Hi de Hi

Aspire

It's back... D Day Rideout 2012 in aid of Aspire.

The 5th annual D Day Rideout weekend is once again being organised by GBriders.com and EuroKclub.com. This year we'll be going across on the Friday and staying until Sunday morning. A fantastic route has been mapped out for the riders to enjoy on the Saturday.

This is not only going to be a great weekend of riding on your bike and meeting up with other bikers, but you will also be helping to raise vital money for Aspire, a charity that provides practical support to people with spinal cord injuries throughout the UK to ensure they can lead fulfilled and independent lives. We'll be going out by EuroTunnel on various trains on the Friday and returning on Sunday afternoon. Tickets cost £70 per bike, this will include your EuroTunnel ticket and a donation to Aspire. (Hotel reservations are separate and further information can be found at www.gbriders.com)

Please sign up as soon as possible at www.aspire.org.uk/bikers If you've signed up already, thank you! Can you please forward this information to anyone you think may be interested in joining us.

If you have any questions about Aspire, or on how to sign up please call 020 8420 6706 or email bikers@aspire.org.uk If you want to find out more about the event and talk to others taking part please visit www.gbriders.com

Rob Lawrenson, Event Manager

Aspire – supporting people with spinal injuries

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T 020 8420 6706 W www.aspire.org.uk

Registered Charity no. 1075317

Scottish Registered Charity no. SC037482

Harry and I were invited down to the Peak District by a contingent of the Welsh TRF Group, whom I had previously trailed around North Yorkshire.

We booked into a Farmhouse B&B next to the Neolithic site of Arbor Low. Called the Stonehenge of the North, it was an interesting spectacle but nothing like Stonehenge. The stones were plentiful but prostrate, an omen of things to come.

Arriving on the Friday evening we arranged to meet Derek and Terry at the Royal Oak, Sparklow, some three miles down the road, at eight o'clock for dinner.

The farmer's wife was a keen cyclist and provided us with a couple of mountain bikes (front suspension and disc brakes). An opportunity not to be missed plus there was an old railway cyclepath direct to the pub from near the farm.

Off we went, taking three or four hundred yards to sort out the gears. Harry taking the lead, yours truly drafting all the way. Harry's competitive spirit kicked in on sight of another pair of mountain bikers and the pace increased. Boy did I deserve a pint after that run.

The smell of the meals, and a Road Kill Menu to die for, made us order our meal early. (Apologies to Derek and Terry). Us older guys (me anyway) don't like to eat too late due to nocturnal indigestion and the consequent loss of sleep.

Harry had a Yorkshire Pudding stuffed with "Goodies for Carnivores". I had a Half Pheasant and Wood Pigeon with Mash/Black pudding and Spinach, covered in a creamy, red wine sauce. I thought I tasted a hint of badger. Fantastic. This pub had a team of young chefs with bright ideas. Well worth a visit.

Derek and Terry arrived and they told us the plan for the ride and we passed a pleasant evening chatting about trail riding.

As we left in the dark it was raining. By the time we cycled back to the B&B, along the chalk railway line, we looked like a pair of Barnacles, white from head to foot. The next morning our dried out rain gear could stand up on their own, so we took them outside and shook off the white crust.

We met up with the rest of the group, at nine o'clock, next morning for what turned out to be an eventful ride.

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www.peakdistrict.gov.uk/vehicles

Thank You

PEAK



More signs than a motorway

repeated his catch phrase "Measure Twice: Cut Once" several times to stir things up, we were on our way again.

After Stanage Edge I saw a rider dismount and throw his bike into the heather. Not Clive again? Yes this time a rear tube puncture.

All the banter from the first incident rekindled another entertaining half hour mainly at Clive's expense. Many an old wound was opened up in retaliation all done in the "Best Possible Taste".

We had four seasons' weather in one day, sleet, rain and sunshine. Fortunately the weather was kind during the breakdowns.

After the restart Clive was riding relatively slowly, he had strained his groin but nobody offered him a massage. Once again the lanes started to flow by.

Trouble really does come in threes.

At Three Shires' Bridge (Cheshire, Shropshire, Derbyshire) John (Chairperson TRF Wales) keeled over from a standing stop. At a corner on a steep ascent I did the same. It was just one of those days.

Later on in the day an approaching horsewoman flagged us down. "Are you TRF?" she asked "Yes" we replied.

"Did you not see the 'Massive Blue Notice' at the start of the lane?"

"No" we replied. "It is a Voluntary One Way System, to benefit all users" she said. "OK" we replied "we will pass the message on".

When we got to the top of the lane there was a small post with a blue circle on it. Sure enough it advocated a one way system.

This is the section on the Pennine Bridleway

between Hayfield and South Head. Visiting trail riders please note.

(Also note that they have changed the name from The Pennine Way to the Pennine Bridleway. Presumably so that in the future it will be forgotten that this is a vehicular route and "Bridleway" will imply a Restricted Byway, several of which have already been introduced recently on routes that were open to vehicles in the Peak District. I call this "Closure to vehicles by stealth".)

On a happier note the ride was a great success with plenty of "Cracking Lanes" to fill out a day.

We all met at the Royal Oak again for an evening meal, most ordering Game Pie.

When the food arrived the Landlord took a photograph of the group. Guess which one did not get his Game Pie until later!!

Fifteen minutes later everyone was happy. The rain was teeming down but we were all fed, watered and warm.

Harry and I left for the B&B, in the van this time since he was hobbling along.

At ten o'clock, as I was slipping between the sheets (in a separate bed I might add) Harry

said "Did you pay the bill?".

Mortified I said "No, I forgot". We had walked out of a very busy pub without paying for our meal.

I rang Derek but his phone was switched off. So I sent him a text to see if he had covered the cost or if I had to go crawling to the Landlord with abject apologies. Derek and company had done the honours and covered us.

Next morning we drove down to meet the group as they assembled for the day's rideout. It was "chucking it down" and 3°C. Derek refused to accept the "balance of payment". I did not blame him. I would not have opened my jacket in that downpour. My reputation was saved (and my wallet).

Cheers Derek and Co. I will repay you when we meet at the summer camp in Farndale and thanks for a great ride.

John Robinson T&NYTRF Group
(aka Enid Blyton)

P.S. I think they are going to invite us to join them again nearer Christmas. I overheard one say "It will be a cold day before that pair join us again".

On the first steep, rock strewn, descent Harry politely slowed down for a dog walker and promptly keeled over sideways twisting his ankle as the bike pinned him to the deck. Bad news, his gear change foot was injured, back heeling the gear change lever was the only option left.

Half way through the day and a hundred lanes later, just as he was feeling better, we entered a steep climb and Harry had to dab with his injured foot. He turned white with pain and I though he was going to pass out. That was the end of Harry's trip as he insisted on returning to the B&B via the tarmac by himself. Having his ankle checked out by the local A&E, a soft tissue injury was diagnosed so he resigned himself to no riding for a few days, if not weeks.

Fifty metres down the same lane Clive's throttle stuck open. An hour later, with the help of a Brains' Trust of several riders, plus a passing walker with an interest in motorcycles, the guy with the mostest i.e. namely Mike: the mobile parts department: not to mention Paul, who



Teessiders back in I.O.M.

Well it's April again and we are on our way on a calm night's ferry crossing with a few new members to our what's now Teesside TRF annual trip to the I.O.M.

Friday 9am it's off along a sun-drenched sea front on the way to fill up at Onchan, with Dave C. on a roll with his 2 stroke. Then up to the Creg triangle for the first few trails, up to Windy Corner then after a quick stop and photo head over to Black Mountain, finding a TRO on one of our favourite routes because of tree disease. Dinner time at Peel saw a deeeeer fuel stop for Paul B., a long story.

Peel Harbour for a light dinner stop, Robbo trying out the famous Peel kippers, then we went onto the even more famous Slabs which Robbo went up first and clean, the rest of the gang followed. After a rear tube change on Jag's bike we next moved to the Planks, only to find a small change/restriction to the normal route. To finish off the day we headed back

over to the Liverpool Arms trails (on the way back I received a message from BMW Mark to say he wanted to join us????). Sure enough at 22.00 another Teessider joined us.

SATURDAY

After a late night we made our way over to Crosby up to the start of the Millennium Way. By the time we had reached the top of the rocky rough off Camber Climb there were a few red faces with a few cooked breakfasts trying to make a comeback!!! Next we did a few miles on the TT road track to link up with Windy Corner then a few trails down to Laxey where Paul B. had a rear puncture; once this was repaired it was off to the Agnish Mines for the new lads to see the pre 65 trail sections and to note something for Julie. On our way back down the trail Jason was readjusted by a sticky out rock that sent him down a hillside followed by his KTM upside down. Johnny said "it was best to keep rolling". Next, off to the hard rocky climb up to the Ramsey Hairpin which caught a few people out. We then headed over to Kev, Ian, Vince and my favourite trail now it's been reopened then back down to King Ores then doing the TT course again and up the Pre 65 Black Mountain course where Jag, Paul B. and I saw a Harrier bird hunting for the third year running. We then headed back down the planks (Keith's favourite trail) then back to the powerwash and petrol ready for the last day. Jason was then put in charge of the evening's

entertainment as he's never stuck at making decisions and a good night followed.

SUNDAY

At breakfast the lads were asked what they wanted to do. The decision was made to fit in as much as possible so off up to crack around as many as possible with Johnny, Paul, Ian and Vince all taking turns leading. We ended up doing another 100 miles until we got to the

pipeline road at 14.30ish and I was almost out of steam. We called it a day. 300 miles in 3 days, no breakdowns or injuries, 2 flat tyres and lots of spill thrills and a right good time had by all.

A big thanks to Elaine from the Cubban House and to say Keith, Mark, Steve and Jim you missed a cracking weekend.

Paul, 76
Teesside TRF



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Metal Wire Death Trap Update

This month I ave bin mostly!

Well folks this month I ave bin mostly dealing
with the police and council.

As many of you will have read, about my
episode with some wire and then further
troubles in the East Budleigh area. I have been
regularly emailing the council and the police to
see what could be done about this.

I was pleasantly surprised by the actions of
both the council and police who have taken
these matters extremely seriously, especially
after Steve Marcus informed the newspapers
where I made the front pages of my local
newspapers. Ah infamy, infamy, they have all
got it in for me.

Anyway both the council and police have been
out and inspected the lane. They have spoken
to the landowner and all the local residents,
who of course all claim total innocence and
interestingly enough are all claiming that they
knew the route to be a UCR. The police also
are in the process of writing their own press
release, but did say in the local paper that,
"This is obviously very dangerous. We have no
way of knowing if it is malicious or somebody
is just not thinking. The public cannot take it
upon themselves to close a road; only the
public rights of way officer at DCC can do
that".

The police have said that if any of our
members come across instances of this sort
then they should contact the police as soon as
possible, take photographs and note down

details where and when etc. They have also
said that if they know soon enough they can
send out a CSI team, to try and get evidence,
although I personally think this highly unlikely.

I shall be contacting the police again in the
near future, as I have found that having a
good working relationship with them to be
extremely favourable. Also to see if they have
any further news. Should you encounter any
problems and not wish to have dealings with
the authorities then please contact me at,
gruffgowl@yahoo.co.uk with all details,
photos etc. Please inform me of any problems
that you encounter when out on the lanes, so
that I can keep a note.

Remember that what we do is a perfectly legal
pass time and that if we are not breaking any
laws then no one has the right to stop us. Ride
Free, Ride Safe, but most of all Ride.

Gruff, Devon TRF



British Motorcyclists Federation

Update on anti-tampering

MEP Bill Newton Dunn recently put out a message to his supporters. See relevant extracts below:

REGULATION OF MOTORCYCLES

The First Reading on the EU motorcycle regulation is delayed while a First Reading agreement is sought between the two legislative chambers, Parliament and Council. It is not possible, therefore, to predict when the vote in the parliament will take place.

The Commission proposal is to consolidate many existing EU laws about motorcycling into one regulation and to bring it up to date with new aspects. It is a Regulation, so there will be no vote by MPs in the Commons. The proposal contains good parts such as requiring manufacturers to advertise the carbon dioxide emissions of their bikes, and also to give bikers immediate access to repair and maintenance information (which they do not have at present), so they can go to any garage in future and reduce their costs.

In the other 26 member states of the EU, the

proposal raises little controversy and therefore is highly likely to pass into law throughout the EU including the UK.

The contentious aspects are:

a. the anti-tampering proposals : the parliament's committee wants to extend the Commission's proposal so that there would be no illegal tampering with motorbikes at any time in the bike's life. I understand that many UK bikes are tampered with by their owners in order to increase their speed above what the manufacturer intended and in some cases above what the law allows.

b. the ABS requirement to stop locking of brakes. It would add several hundred pounds to the cost of each motorbike but make them safer.

c. the possibility of unknown later additions to the regulation (which the parliament would have the right to approve or reject).

This proposal is becoming an interesting case study in how to lobby and how not to lobby. The BMF gave me a calm and personal briefing.

WWW.TRF.ORG.UK

TRF WEBSITE & FORUM

PLEASE TAKE A LOOK AND SEE WHAT YOU THINK AND SAY HELLO ON THE FORUM. WE WILL BE PLEASED TO HEAR FROM MEMBERS WITH ANY FEEDBACK OR IDEAS FOR CONTENT THAT YOU MAY HAVE.

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

Northumbria TRF Forest Ride 2012

7th July 2012

Now in its 5th year our Forestry Commission forest ride is bigger and better than ever before. Last year's ride was enjoyed by all and even with the dry weather there was something suitable and challenging for all riding abilities. We are still finalising the route with the Commission but there will be 40-50 miles of riding with approximately only 4 miles of tarmac with the rest being fire roads and forest tracks.

The ride will start from a quarry on the edge of the forest at 10am. For those travelling from further away there is a field near Hexham which is available to camp or caravan on the Friday and Saturday nights (bring your own tent or caravan, food, refreshments, beer, BBQ etc). Toilets provided.

For those choosing to camp/caravan there will be the usual Friday & Saturday open air bevies & banter with a raffle on Saturday night.

Good evening out with other like minded folk (families welcome).

£45 per bike for those riding and camping (no charge for non-riding family members) and £40 per bike for those just riding.

YOU MUST BOOK IN ADVANCE FOR THIS EVENT

*To book your place for this forest trail ride complete the booking form and post to:
N Gilbert, 2 Dipton Close, Hexham, Northumberland, NE46 1UG.
Each rider must complete and send in a separate form.*

For further information you can ring Steven or Nic on 07841 116749 or 07940 133871

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

Please do not send cash

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

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

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

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

BOOKING FORM

RIDERS DETAILS

Complete accurately and in CAPITAL LETTERS

Name:

Bike (Make, Model & Registration):

Preferred ride (please tick):

Easy (mainly forest fire road with short forest tracks)

Moderate (forest fire road with longer forest sections)

Challenging (forest fire road, forest track, some off track)

Riding & camping £45 Riding only £40 (please circle your choice)

Address:

.....

..... Postcode:

Email:

Tel No. (preferably mobile):

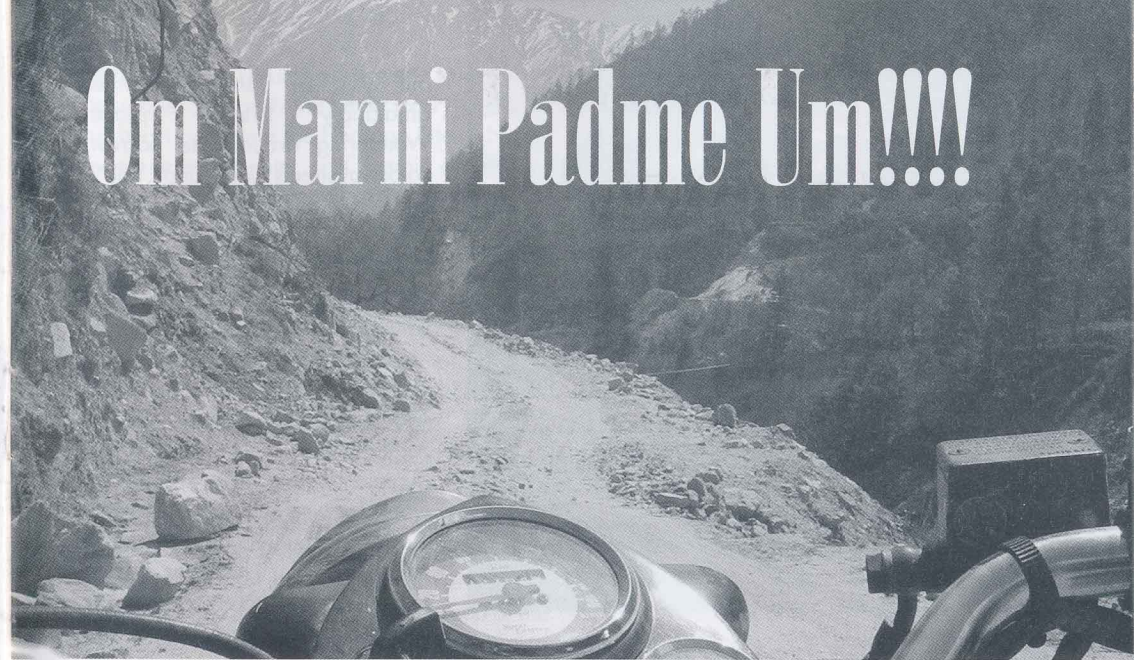
By returning your booking form you are agreeing to abide by the following terms & conditions:

- All rubbish must be taken home
- I agree it is up to me to supervise my family and take full responsibility for them.
- This is NOT a competitive event and there is a maximum speed in the forest of 15 mph
- I confirm that any vehicle that I use will comply with the highway regulations, be fit for road use and that I am licensed to ride it.
- I confirm that the exhaust will be a standard part of the machine (original part supplied by the manufacturer) or after market unit which is as quiet as the original unit. I also confirm that the silencing is effective and baffles are intact. Please note, if we believe the machine is too noisy, we will refuse to include you in the run.
- That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this fun weekend.
- I will NOT take part if I have any doubt about my ability or the safety of the venue.
- I will read and be bound by and comply with any safety instructions issued by the organisers.
- I further agree that I shall not seek to claim against the National TRF, the Northumbria Branch of the TRF nor their officials or the land owners connected with the fun weekend in respect of any damage to my property or injury I sustain whilst riding off road in the forests how so ever caused, and whether by negligence or breach of statutory duty of the said bodies or persons.
- I also hereby AGREE that if any claim for compensation is brought against you or the organisers or officials or entrants or owners of the venues because of my actions I WILL INDEMNIFY AND REIMBURSE any sum which you may be required to pay as a result of such claim.

I have read, understand and agree to comply with the terms and conditions.

Signature: Date:

Om Marni Padme Um!!!



Nepal continued...

Before we left Mustang, we were privileged to visit a family shrine in the basement of a house in Kagbeni. The massive cellar room contained a carved, wooden Buddha, eighteen feet high, elaborately decorated and surrounded by family portraits. Astonishing to behold in what appeared to be a relatively poor area. This shrine had been tended by the same family for over three hundred and fifty years. The village itself could be traced back to the third century.

Om Marni Padme Um, a Buddhist chant, was top of the "pops" in Nepal. Some of the old folks played or chanted the Mantra all day. (www.youtube.com/music, those interested in the full traditional version). Calming or maddening depending on your mental state.

On our bikes again we headed for Pokhara, a hundred miles of off-road down the valleys to rejoin the tarmac.

Near Tatopani we passed a helicopter by the side of the road on the dry river bed loading up supplies for an attempt on Annapurna by a group of climbers.

Then passed Jomsom Airport where light

aircraft flew trekkers to and from Kathmandu.

Strange isn't it. Trekking companies and trekking clubs were objecting to road improvements into the Annapurna Range because it would detract from their enjoyment of the "wild environment". Reminded me of home. These rich foreigners spared no thought for the indigenous people who welcomed the roads so they could get their crops/goods to market and increase their standard of living. Another example of a selfish lobby group influencing local politics.

Mind you I can remember my nephew spending three days trekking up to Machu Picchu only to find a car park at the top full of tour buses. He said it took the edge off his achievement.

Harry and I helped ferry a couple of the abandoned bikes down the valley since some of the group found the off-road sections too much to handle and erred on the side of caution taking to the 4x4. This gave us some extra mileage on the shuttle service. Great fun!!

I must say I was impressed by the resilience of



hill town of Tansen. Another amazingly friendly place. Wandering around the narrow, colourful streets Harry and I had a lovely encounter with a family of shop keepers. The son knew enough English to ask questions about where we were from and where we had been. Selling you something was far from their minds.

The Nepalese appear to be Anglophiles. I think the Gurkha Regiments must have spread the word, for we could do no wrong. I was presented with a garland as a memento of our encounter. It is no exaggeration to say twenty minutes in their company and you

felt part of the family.

Soon we were on wide, tarmac roads leading to the honey pot of Lumbini near to the Indian border. The temperature had risen into the thirties.

This World Heritage Site is sacred to all Buddhists and the ruin that is Buddha's "Birth Place" was atmospheric in terms of its devotees on their Pilgrimage.

The ancient tree, nearby, surrounded by a million prayer flags and Monks from all over the world were impressive.

What I did find objectionable, even obscene, was within this site of hundreds of acres of land were multimillion pound Temples built by every country in the world that had a Buddhist community. Germany, Australia, Canada, Vietnam, etc, etc.

In a country where poverty was the norm here was enough wealth to support any number of humanitarian projects that would have raised the standard of living of the ordinary people. Something was lost by this development which resembled no more than a theme park for tourists. Sad!!

On a brighter note Harry managed to

persuade a rickshaw driver to take a passenger seat with me while Harry pedalled his heart out round the Heritage Site. If Nepal ever wanted to enter an Olympic cycle team these rickshaw guys would win hands down. Talk about tough guys!! Seven stone, wet through and could move mountains. (Tourists).

Next stop Chitwan National Park and a Riverside Hotel. A walk into the village brought me face to face with an elephant strolling down the centre of the main street. I had forgotten how large elephants were. The next day was a rest day and elephant rides were on the cards. Gulp!!

We climb the loading ramp and stepped aboard the beast. There were about twenty elephants taking tourists round the "jungle walk". These rides supported the upkeep of the elephants without which the villagers would not be able to feed and maintain the herd and their breeding programme.

We saw crocodiles (up to fourteen foot long) as we crossed a river. Rhino, deer and monkeys were roaming the forest/jungle.

People were invited to wash the elephants in the river after the rides. Not wishing to be covered in elephant snot as they sprayed water with their trunks over the helpers I declined the invitation. I also decided not to take the canoe ride in the afternoon, as the

temperature rose to thirty five. (Who said Chicken??)

Besides, by now, I had experienced Delhi Belly. An explosive episode that put me in touch with my feminine side, standing at the loo for the next five days was not an option but born out of fear and trepidation. I wondered why all the guest houses and hotels had walk in shower/toilet areas. Absolutely essential!!

In the evening we attended a concert at the Tharu Dance Theatre. The dancing was a cross between morris dancing and Kendo performed by twelve dancers in a rotating circle. As the tempo increased the number of blows to the head and body increased in number and direction. To stay alive they had to fend off the blows (www.youtube.com/musicThuru stick dancers). Amazing.

The ride back to Kathmandu was a wonderful, hair-raising experience. When we started to climb a six thousand foot pass I looked up and saw a line of heavy lorries backing up a couple of thousand feet above us. When we caught up there was a traffic jam a mile in each direction caused by a lorry with a puncture.

Now these roads are not the best in the world and are given to collapse without warning. Here we were stuck in between two sets of overloaded trucks.



There was no room on the outside or the inside to pass so we were squeezing through the middle, one lorry at a time, horns blasting. Boy was I glad when we got out into some empty road. Every moment I was thinking "If the road gives way we are all gonners!!"

On the outskirts of Kathmandu we encountered the build up of traffic: motorcycles, cars, trucks, buses, taxis, (cows, goats, dogs roaming free), pedestrians and the incessant sound of horns. Trucks and some

buses had Italian air horns (banned in the sixties in England) but they at least stood out from the rest and gave you adequate warning that something big was approaching.

The Yak and Yeti Hotel was our final hotel in the centre of Kathmandu and our home for the next couple of days as we said goodbye to the bikes.

More of the City Tour next time.....

John Robinson, T&NYTRF Group.

THE FORUM

GOOD TO MEET YOU

Dear TRF

We were out on a family visit to Lake Vyrnwy in Wales today. By chance, we stopped and made friends with the TRF. Lovely bunch, we are all thrilled to have met you and our kids will not forget the brief time they spent with you and your machines.

Keep up the good fun and we look forward to seeing you in the Shropshire/Wales area again. If you ever need some free lodgings then just turn up with your sleeping bags and beer and put your bikes in the barn.

All the best Stef, Hayley,
Frank (7) & Jacob (5)

AND JACK SAID...

We have just come back (the East Midlands group) from a long weekend in Devon and it is so lovely to meet people who are friendly and don't seem to mind you being there. If there

were more like these, the world would be a better place. The sort of routine antagonism that we find on our doorstep in the Peaks just breeds resentment.

Jack Knight

ILLEGAL TRAIL RIDERS IN CASTERTON, CUMBRIA

Recently trail bikers have been seen in our area riding on a public bridleway known as Fellfoot Road, Casterton. I see from your website that your organisation encourages responsible riding in the countryside but I wonder if you have any means of helping us to prevent this kind of trespassing which is damaging to the surface of the lane and dangerous to walkers. Thank you,

Claire Wildsmith

on behalf of Casterton Parish Council

Ed: If you are riding in the area please keep an eye out and pass on this message.



pennineprospects

working in and for the south pennines

Documenting Bronze Age Carvings

Volunteers have been driving forward a fantastic project to monitor and document Bronze Age carvings on Rombalds Moor, in the South Pennines. In a race against time, with the approaching ground-nesting season, members of the dedicated team were out in all weathers to complete over 200 stones before sections of the moor were closed.

Volunteers at work. Pictured are (from left to right) Libby Judd, Tony Parrott, Peter Butler, Mike Short and the photograph was taken by Barry Wilkinson.

For more information on the Watershed Landscape's CSI Project please contact Louise Brown on 07582 101691 or at Louise.Brown@pennineprospects.co.uk

Carol Longbottom



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, Sheepecote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG, email: editor@trf.org.uk, fax: 01254 887999.

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

CAPTIONS: Please caption your photos!

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Don't let this put you off, send it in and we'll sort it out, handwritten or otherwise.

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GASGAS PAMPERA MK3 2002. T&T. Well maintained & in good cond. with new parts fitted & spares. Getting harder to find. Regrettable sale. £1750. **YAMAHA WR250F** 55 reg. V. good cond. & smart looking bike. Comes with FMF Q pipe & standard. Rentals, B/plate, f/guards. New c&s. T&T £2000. Tel: 07920 183033 (West Midlands).

3 BIKE TRAILER Tipping Chassis, ramp with anti-slip surface, spare wheel - never used, suspension, jockey wheel, breakaway chain, full protected lighting & number plate, galvanised steel body, hitch lock, little use in good cond. Extra tie down points fitted, 400kg payload. Cost over £750 when new. <http://www.wilmond.co.uk/trax.htm>. No sensible offer refused. Tel: 07860 913646 Peter.

YAMAHA SEROW 2003 8500 miles, MOT to April 2013, currently on SORN. New 520 'O' ring chain & sprockets. Super Trapp power pipe plus std exhaust. Many spares, tyres etc tidy bike, no rust. Reason for sale, senility setting in. £1295. Tel: 015394 33470 (Windermere).

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

BETA RR400 low mileage, good tyres. MOT & taxed for 12 mths from April. December 2005 bike. Brush guards, new battery. Email me for pics - trev.birkbeck@gmail.com. Great bike but looking for something a bit lower. Based in North Yorkshire. £1950. Tel: 01765 658486 or 07836 342312.

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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 Seven Wives, Ramsey Road, St. Ives PE27 5RF.

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 Bluebell, Heversham - 1 mile N of Milnthorpe on the A6.

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 Cross Keys, The Green, Hatfield Peverel, Essex CM3 2JQ.

GLOUCESTER James Osborne, Tel: 01531 822728 1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

HERTFORDSHIRE Ken Marshall, Tel: 01438 312602, marshall.k@sky.com 2nd Wed, 8.30pm, Shire Park Social Club, Shire Park, Central Drive, Welwyn Garden City AL7 1AB.

HIGH PEAK & POTTERIES Steve Hyde Tel: 07931 728956. 1st Thurs, 8.30 - 9.00pm, The Foaming Quart, 5 Frobisher St., Norton Green, Stoke-on-Trent, ST6 8PD.

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 John Gardner, Tel: 01695 622792 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, The Griffin Inn, Mold Road, Mynydd Isa, CH7 6TF. Ref SJ 257 638.

NORFOLK Terry Reeve, Tel: 0771 5013 665 2nd Wed, 8pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Steve Pickford, Tel: 01865 463626 steve.pickford@gmx.net 3rd Thurs, 8pm, The Gladiator Sport & Social Club, 263 Iffley Road, Oxford, OX4 1SJ, next to Ridgeway VW Garage.

PEAK DISTRICT Alan Gilmore, Tel: 01332 553246 1st Thurs, 8pm, The Joiner's Arms, Church Road, Quarndon, Derby.

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

SOMERSET Fran Bunce, Tel: 01278 662605 2nd Thurs, 8pm, The Old Pound Inn, High Street, Aller Langport.

SOUTHERN Colin Lindstrom Tel: 07818 404240 3rd Thurs, 8pm, Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords).

SOUTH LONDON & SURREY Steve Sharp, 0208 773 4204 8.30pm, 4th Wed, Nescot Centre for Sports Development, Banstead Road, Ewell, Surrey.

SOUTH NORTHANTS Andy Gerrard, Tel: 07803 600571 2nd Monday, 9pm, The Old Sun, 10 Middle Street, Nether Heyford, Northampton NN7 3LL.

SOUTH WALES Christian James, Tel: 01446 410073 1st Thurs, 8pm, Ty Nant Inn, Morganstown, Nr Radyr CF15 8LB.

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

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

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

TEESSIDE & NORTH YORKS John Robinson, Tel: 01287 623588. 3rd Tues, The Ranch House, Thoraldby Farm, Stokesley/Hutton Rudby Road.

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 info@wyrtrf.org.uk 1st Thurs RoW 6.30 pm, Main Meeting 7.30pm, 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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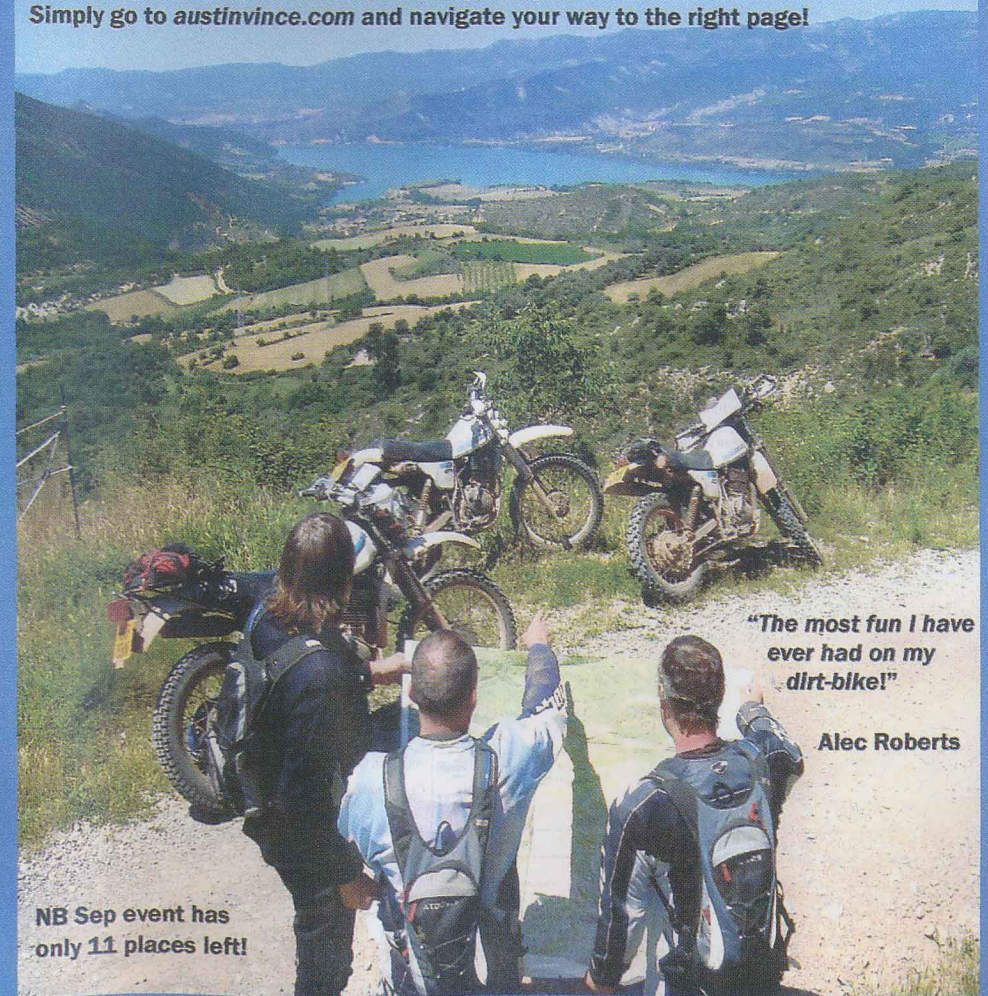
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