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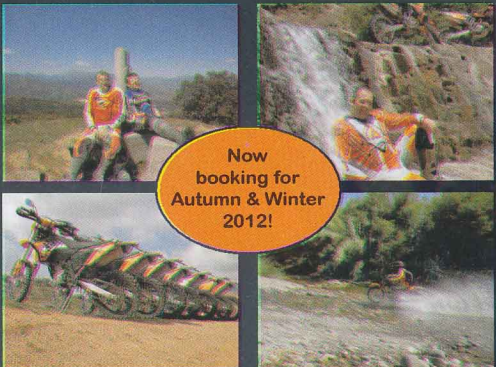
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TRAIL



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

AUGUST 2012 No. 408 EDITOR: FRED ELLISON



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 bmfliaison@trf.org.uk 22 Ford Lane, Allestree, Derby DE22 2EW
LARA Rep:	David Giles	01332 552288 lararep@trf.org.uk 22 Ford Lane, Allestree, Derby DE22 2EW
Sport & Recreation Association Rep:	Dave Tilbury	023 80618937 ccprep@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

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	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

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TRF AGM

**Sunday 11th November 2012,
10.00 a.m.**

Lecture Room, Heritage Motor Centre,
Banbury Road, Gaydon, Warwickshire
CV35 0BJ. Tel: 01926 641188

All members are welcome, please bring your TRF membership card with you. The first 80 members to arrive will get free entry into the museum.

If you have any motions for the meeting or changes to the Memoranda & Articles then please post them to me at the address on the inside front cover. Any changes need a proposer and a seconder.

If you would like to stand for one of the national office roles, please let us know in advance.

I look forward to seeing you there.

Polly Cody, TRF Secretary.



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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 Gerald Andrews
Near Slieau Freoaghane, Isle of Man.

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 PRESS RELEASE ...

A Call To Arms!

An attempt to ban trail bikes from key routes in the Peak District National Park could be the start of a drive to eliminate motorcycles from the National Parks altogether. At a recent public meeting hosted by the Peak District National Park Authority, elements of the anti-trail bike brigade made their desire to banish all forms of motorcycling only too plain.

The TRF has organised a protest ride on August Bank Holiday, which will see trail riders and others demonstrate to park bosses and the public what might happen if the Nimbys get their way.

"Organisations such as the 'the Peak District Green Lanes Alliance' often tell us that while we are welcome in the National Park they do not want us riding off-tarmac, even though the routes we use are agreed by all to be vehicular rights of way," protest ride organiser Mike Irving told MCN.

"So, on August 26, Bank Holiday Sunday, we intend to recreate the trail riding experience on tarmac".

"We will travel using tarmac lanes only to the key points of the Park's green lane network, including Long Causeway and The Roych, which they are seeking to ban us from. The TRF Code of Conduct will be observed, which includes a 25 mph maximum speed limit, we will also stop for horses, slow right down to first gear for walkers and make frequent halts to admire the views".

"We will ensure that the car parks at the ends of these iconic green lanes are filled with

motorcycles, whose riders will be enjoying the lanes on foot for a change. This may make using the car parks difficult for other visitors, but at least their eyes and ears will not be sullied by our motorcycles on the lanes".

"Likewise, the presence of large numbers of motorcycles on the Park's roads travelling at 25 mph or less, will give residents and other visitors a foretaste of what life in the Park will be like if the 20 mph limits for rural roads postulated by The Council for the Protection of Rural England and others are actually introduced. It will be slow and frustrating for people, but it will only be for one day."

Mike added that everyone was free to join: participants didn't have to be TRF members or even motorcyclists.

"Whether you've got a trail bike, a road bike, a 4x4 or a car, you are welcome to come along and join in. We only ask that you are road legal, and prepared to observe the TRF Code of Conduct, including the vital 25 mph limit, while you are enjoying the Park," he said.

"Our message to all who visit or live in the Park is to come and join us for a day's responsible protest. Our message to those who want to ban us from the Park is to be careful what you wish for."

You can find more details of the ride and view the TRF's Code of Conduct at www.trf.org.uk If you can't get the details from the website just ride into the Peak District on Bank Holiday Sunday.

RoW UPDATE

I would like to open this month's RoW update with some pertinent information to all members of the TRF. Some of you may not be aware that through our association with the Green Lane Association (GLASS) members have access to an online national record of vehicle routes 'Trailwise'. This resource allows you as a member to register with the online system and then search the records for routes of interest to you, on your doorstep, or in far-flung parts of England and Wales. For those techno geeks you can do this through any mobile device with internet connectivity, so GPS mobile phones can be very useful to trace a little used route across the UK.

PEAK DISTRICT NATIONAL PARK

At a recent meeting of the Peak District National Park to discuss the management of Roych Clough and Long Causeway members spoke and made valid points. All were, as we expected, ignored and a decision has been made to proceed with formal consultation on the introduction of two permanent TRO's banning all MPV's from these routes.

Now it is up to you to act if you want to prevent this further injustice to be imposed on you and your recreation. There are various ways you can do this. Firstly put fingers to keys and send an email to the board members, <http://www.peakdistrict.gov.uk/looking-after/npa/members> or better still send one to your MP <http://www.writetothem.com> and a copy to the board members. You can, if you live within the Peak Park, contact your local councillor and ask them to support your rights. Finally if you prefer more direct action, as our

French colleagues do, then there are things that you can get involved in to show your feelings on these matters.

DORSET MAP SCALES

We await the court's decision. Hopefully by the time you read this, the decision will be known and we may have notched up another victory for all of you.

On the subject of Dorset see Dave Tilbury's account (overleaf) of the "political shenanigans" with applications to downgrade two 40ft wide BOATs to footpath by the local Parish Council in Dorset, yet another victory for common sense and the TRF.

DEVON TRF FIGHT AGAINST UCR CLOSURE

Bouchland Lane or the R7124, a part tarmaced and part unsurfaced unclassified county road in Devon has been the subject of a pending permanent TRO excluding all vehicles from its use on the unsurfaced part. Despite the valiant efforts of local members, ably assisted by some non-members, the decision to make an order was made by the Local HATOC in March of this year.

The TRF have been watching this with interest as it is the first case where a direct request for a TRO from a land owner has been actioned by the Highway Authority and resulted in a TRO being passed. After four months of consideration the Devon CC Highway Authority have agreed to proceed with the implementation of the order and the route will be closed as of the 22nd of August. We are, with our legal advisers, in the process of

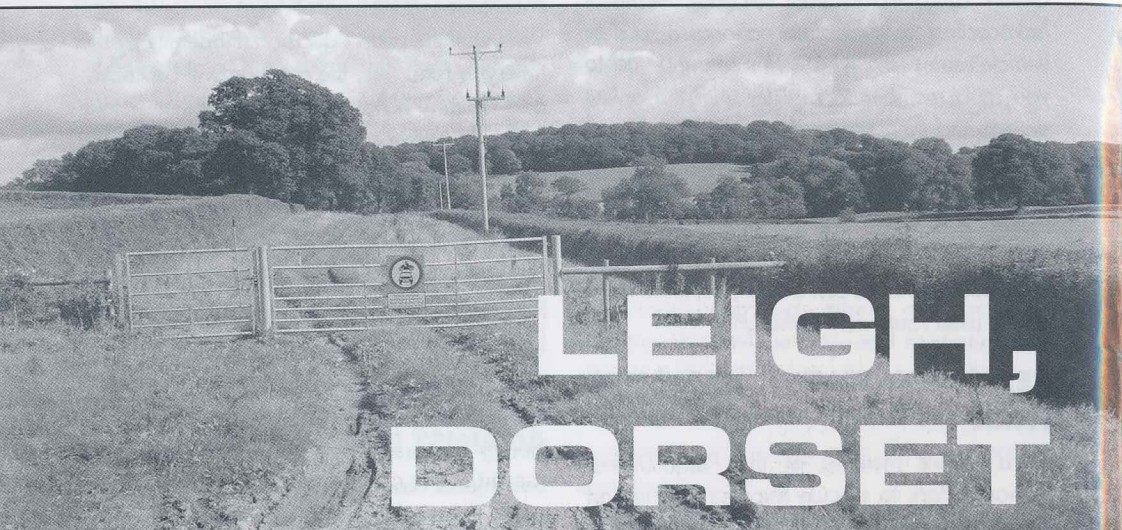
reviewing this case pending a possible legal challenge in the High Court.

FINALLY A REQUEST TO ALL GROUPS

Please, if you don't yet have a copy of your Highway Authority's List of Streets (LOS) from before the commencement of the NERC act in May 2006, can I urge you to ask for a copy

either by request or if necessary under Freedom of Information. The importance of this is that all the roads on the LOS are exempt from extinguishment of their vehicle rights and, unless they are also recorded on the Definitive Map, are legally useable by motor vehicles.

Any feedback on any of these issues please send to Robin.row@trf.org.uk



LEIGH, DORSET

Some years ago I attended a meeting at Dorset's County Hall concerning the repair of two BOATs, Longbridge Drove and Bolters Drove. At that meeting the Parish Council said that they didn't want the routes repaired but wanted them closed to MPV and they were preparing an application to downgrade both routes to footpath. At that meeting the TRF warned that such an application would be vexatious and pointed out the hurdles that would need to be overcome for a successful application of that nature.

In time the Highway Authority went to repair the routes and the locals protested with such force that the County backed down. Following a series of TTROs the Parish made application to show both BOATs on the definitive map and statement as footpaths. This application didn't

sit in the heap along with all outstanding Schedule 14 applications but was fast-tracked to committee stage in a matter of weeks - not the usual years. I'm not one to speculate, so I'll make no suggestion of political shenanigans behind the scenes. Nor will dignify by mention at any length of the vile calumination from a certain short and rather unattractive MP at village halls in the area.

Despite the Officer's recommendation "That the application be refused," the Members of the Committee decided otherwise and the Order for footpath was duly made. As might be expected the TRF objected and a Public Inquiry was held at Leigh in November 2011.

At this point allow me to expand a little on the generalities of such matters. The definitive map and statement (DM&S) is held to be correct as

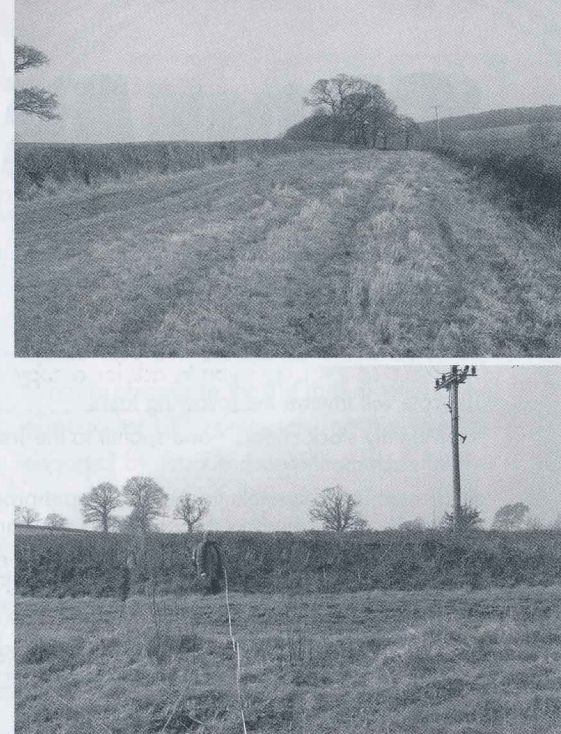
to the rights depicted within it. If a right is recorded - you can exercise it. One can make application (Schedule 14, WCA81) to add a missing route or upgrade to a higher status an existing route and all that is required is for the applicant to demonstrate, on balance (which could be a low as 51% : 49%), that the higher rights exist. One can also make application to show a highway at a lower status than is recorded but there is the obstacle of the presumption that the rights shown on the DM&S are correct. Thus, to downgrade a recorded route there is a need to produce new and cogent evidence of a mistake that led to the recording of the original status. The applicant cannot rely on a review of old evidence.

In this matter the Parish relied on the 'fact' that there had been no Justices Certificate of Completion found for the route, therefore, they assert, that the route did not legally come into existence. They further argued that the Inclosure Award that created the rights was not fully complied with insofar as the required width of 40 feet was not in all places achieved, thus invalidating the Award.

In summary the TRF countered by arguing that only one Justices Certificate had been discovered in Dorset for all of the county's highways; that the absence of the certificate was not itself evidence that it did not exist, but merely that one had not been found; the fact that these routes existed on the ground (for the most part in excess of 40 feet wide and where less only by inches) demonstrated that the Award had been carried out and that we can rely on the presumption of Regularity to assume that all was properly done.

The November 2011 Inquiry was adjourned and over the Christmas period the Inspector sought written representations regarding one section of Longbridge Drove, close by a ford. The responses the Inspector received prompted her to re-open the Inquiry in May 2012.

On the first of August I received the Inspector's decision. The Order is not confirmed. The routes remain as BOATs, albeit that one of the



parties may yet seek a Judicial Review to quash that decision. This is a 28 page decision, so Inquiry matters are not skipped over lightly. The Inspector does look at just about all our substantive points (bar one) and case law we submitted, commenting positively. Better still the Inspector looks at the logic of the Inclosure process creating routes that are around 40 feet wide if some small defect in the execution of the work were to render the Act and Award useless to both landowner and public alike.

The significance of this small win should not be underestimated as the TRF faced the GLPG, with the Parish being represented by one from GLEAM's top table. Whilst I'm sure all TRF Members will offer thanks to those equestrians, cyclists and trail riders (not one 4x4 user, despite all the damage to the two BOATs in question) who turned out to oppose this Order the effort put in by the Dorset TRF Rights of Way Officer, Dave Oickle, was Herculean and must be recognised. All the more so, because in October he is doing it all again.

Dave Tilbury

'Shop Assistant' Required

To look after and run the TRF shop - web based.

The role will involve the following tasks;

- Monthly stock checks - and submit to the Treasurer at the end of each month/each quarter.
- The ability to be able to source relevant products for the whole membership, cost and compare P&L.
- Look at monthly special offers advising the membership through the home page of the shop, the TRF Forum and TRAIL.
- To encourage local groups to take stock and sell at local group meetings and events, along with suggested selling prices.

Ideally must have basic experience in IT, programming and the ability to reconcile month end reports based on sales and profit, etc.

Must have a free space to be able to store stock boxes.

This is a volunteer position and general expenses will be paid, postage, mileage to and fro Post Office if out of way, etc.

If you are interested in taking this role on please drop Debbie a line via email - memsec@trf.org.uk



FORTHCOMING EVENTS

BMF Tailend Show Saturday 15th - Sunday 16th September 2012.

East of England Showground, Peterborough.

Somerset TRF Exmoor Ride Day Sunday 21st October, 2012.

Entries now automated online at <http://www.somerset-trf.com/exmoordays.html>

Any queries: mark@bagborough.co.uk

TRF AGM 2012 Sunday 11th November 2012, 10.00 am.

Heritage Motor Centre, Gaydon, Warwickshire CV35 0BJ.

MAKE SURE YOUR EVENT IS LISTED

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

Guidance for TRF Members seeking legal challenge of a Highway Authority decision, be it a TRO or a definitive map issue.

The TRF were founded to support trail riders, a function still performed today albeit with changes that reflect the world around us. Back in the old days it was a question of claiming unrecorded routes and defending those riders prosecuted for riding them. Today it is more about retaining the limited access we have post NERC Act 2006.

Today the TRF are dealing with an increasing number of Judicial Reviews of decisions made by local authorities that negatively impact on our recreation. In simplistic terms, if the man in the street would consider the decision daft, the chances are it is open to being Judicially Reviewed and quashed by the Court. I would assume that all TRF groups have examples of a highway authority decision that they think is grossly unfair and then turn to the TRF's 'management' for help. What those groups do not realise is the huge amount of work entailed in dealing with such requests, largely due to a

lack of information provided by the group.

What is obvious to the TRF group will not be obvious to TRF contractors or the lawyers engaged by the TRF, hence the need for the group to submit a full report with the request for help. The Judicial Review process places time constraints on those seeking to overturn a decision by a local authority - 21 days - and so the premise is that the group will start amassing the information as soon as they see 'the problem' heading their way, thus being prepared and allowing the legal team the maximum time to advise and (if appropriate) lodge papers with the Court.

What the TRF needs from any group seeking to overturn a local authority decision is a report that sets out, in chronologic order, the events leading up to the decision. That report might be in the form of a table but it will need supporting documents appended. I offer an example below:

Date	Detail	Document
20 Sept 2010	TRF made aware of Parish Meeting - closure of green lane discussed	A1 - parish minutes 20-09-10
7 Feb 2011	Parish makes presentation to RoW committee	A2 - CC minutes 07-02-11
21 Feb 2011	TRF meets with CC	A3 - notes from CC meeting 21-02-11
14 Mar 2011	TRF takes photos of green lane	PR - images of lane in Mar 2011
13 Dec 2012	CC Consult on stopping up green lane	A4 Consultation

Etceteras.... I'm sure you get the idea. Note that not only is the record in date order but the copy documents are also numbered in sequence so that the legal team can easily and quickly turn to the right piece of paper. And, if they drop the bundle it can be put back into order.

You may see this as a lot of work for a group of people who joined the TRF simply to ride, but if you want to continue riding green lanes then it is a job that needs doing. In truth, done as above, from the outset, it is not a lot of work - it is simply recording what goes on. To make it easy, start when the alarm bells first ring. To try and retrospectively do the job, once the Order has been made is doomed to failure. Emails and letters will be lost and recollections

distorted over time. Hold in your mind the premise that if you mention it in the report you should append some evidence to back your assertion. If you are appending a document, then mention it in the report.

If you need further inspiration to chronicle events as they happen, thinking that you can leave it to the last minute then take heed. In a matter that recently crossed my desk I printed 690 pages. Your 'job' is unlikely to exceed 50 pages - but you won't know this until it is complete.

Remember:

To fail to prepare is to prepare to fail.

Dave Tilbury

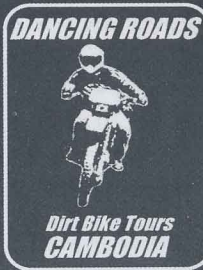
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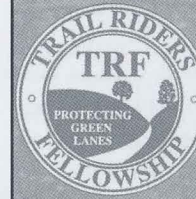


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For Further Information Please Visit:

www.somerset-trf.com



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Planning a trip next year? Read on...

CRF'S ON TOUR

Like all good ideas it started in a pub! There we were, in the winter, discussing where to ride this year with various ideas being batted backwards and forwards when Richard suggested we contacted a guy called Klaus who we had met on a trip to Romania in 2008. Klaus had described to us his exploration of the mountains south of Santander, the Cordillera Cantabrica, and what fantastic tracks he had found and that he was planning to set up a business leading like-minded people around the area. We had taken his email address and thought nothing of it until last winter. Richard was duly volunteered to make contact and check out the latest situation, if anything!

Fast forward: Klaus had set up a business with Kjeld in Santander and were well up and running, gave a very reasonable quote for 4 days' guided riding with 5 nights' accommodation, all meals and would be pleased to see us!

Klaus and Kjeld are a couple of Danes, very experienced in the world of extreme Enduro having competed in the Erzberg, Roof of Africa and Romaniacs, just to name a few well

known events. They now play a big part in the organisation of the Romaniacs and the Sea to Sky event in Turkey. Their company, named ATG Explore, www.atgexplore.com, not only arranges trail guides but a whole host of other adventure sports as a visit to their website will show. Kjeld (pronounced Kell) organised our trip and accompanied us every day as Klaus was tied up in Romania with preparations for this year's Romaniacs.

Six of us started off with good intentions but it was only four who actually made the trip in the second week of May through various reasons. This was a pity because we thought we had the travel arrangements cracked. Nick mentioned that he was thinking of replacing his truck with a Sprinter 3.5T drop side with crew cab so we said that he could come with us if he brought his truck as it had space for six bikes and 6 riders plus kit which promised a very cheap ferry to Santander from Plymouth. As it was 3 travelled in the truck with 4 bikes, all CRF 230s, as Jon decided to drive his campervan and his wife would join him after we came home. He had his Beta Alp on the campervan, just in case he spotted some likely lanes somewhere....

We arrived at San Vicente de Toranzo about 30km south of Santander, meaning we had driven about 40 miles from Ivybridge! The hotel which Kjeld had arranged was easily found and we met up with him. The scenery looked promising as all around were mountains and we were in a valley. Lunch was provided, the usual 3 courses including wine for 8, way to go....!! As our trail guiding wasn't scheduled to start until the next day we decided to do some exploring as I had some maps which seemed useful, so time to put the theory to the test. So bikes off, kit on and we were ready to rock.

Up the road 200m, turn right and into a dead end, whoops, looks like my maps are out of date, there should have been a bridge over the river, never mind there must be a way round somehow...

After a few false starts we found the bridge and then it all fell into place, oh ye of little faith! The tarmac petered out and the gravel track began climbing steadily, we took a left track and no gravel only dirt and rocks. Yesssss!!! Still climbing, heading to a distant peak and suddenly WHOAAA.... was that a vulture gliding past??? Yes it was... fantastic. And so it continued up to the peak at about 850m when we all stopped, took in the views from the sea to the snowy peaks of the Picos and the endless lanes snaking off in all directions. We were all laughing like a bunch of kids in a sweet shop, this was GOOD!! (and we were still following a track on the map).

What now? It was mid afternoon, the sun was shining (mid 20s), the only way was up of course. The map showed a track following a ridge linking several peaks so off we went full of the joys of Spring until we reached what appeared to be a simple climb. In reality it was very steep, surfaced with loose grapefruit sized rocks, more like a 200m long trials section. It was a wake-up call but we made it,



arms pumping and sweating profusely and still laughing. This was VERY GOOD!!

One of the basic laws of physics is "that what goes up must come down" and after a couple of hours of unfettered delight we turned back towards the hotel and downhill. After some of the downhill stretches, we all agreed that we were glad we weren't going the other way! You know how it is, you're leaning back as far as you can go, caressing the brakes so as not to lock the wheels on all that loose stuff and you are still gaining speed with really gnarly looking rocks coming up far too quickly, white knuckles, heart pounding, sweating, forgetting to breathe, etc, etc..... Anyway we all bounced our way down, more by luck than skill in my case, with no bad mishaps and we were all still grinning!!

So back to the hotel with about 30km covered in about 2 hours or so, about 80% + off road, what could be better?

Evening meal came and went, the usual 3 courses with wine of course, well we had worked up an appetite! The hotel also owned

the butchers shop next door so needless to say, the meat was good and so was the fish. Next morning Kjeld and Michael turned up and we all fettled the bikes ready to depart at 10am. Kjeld rode a GasGas 300 and Michael a KTM 400. Kjeld asked if we had mousses and when we all said no suggested that we used higher tyre pressures. We were all using MT43s on the rear and a motley collection on the front so we duly hardened them up. Just as well as things turned out... Michael is half Spanish/German and his local knowledge of trails is amazing. He guided us for 3 days without looking at a map or SatNav once, only pausing for us to take a breather, photo opportunity or ask if we fancied the next leg to be technical or scenic. What a star!!

Off we went on what was to be a trip of about 90km along an amazing collection of tracks through forests and over mountain tops. We briefly covered some of the tracks we had ridden the previous afternoon and then went further, much further! At around lunchtime we descended into a little village with a café and lunch was arranged by Kjeld. Yes, you've guessed, 3 courses with wine or soft drinks.

It was a struggle to get going after lunch, portions are generous in Spain and the temperature was upper 20s but we hadn't gone far when cruising along a gentle track we turned a corner and bang, straight into a steep rocky climb! We were in business again.... And so it went on until we arrived back at the hotel, tired and happy and ready for that 1st cold beer. The fuel station and jet wash was a few hundred meters up the road so we were ready to go in the morning without messing around getting fuel etc.

Day 2 dawned bright with the promise of heat to come and so it turned out. We headed off in a different direction and covered 120 km on the most varied and perfect trails imaginable with Michael never missing a turn and Kjeld as back marker. The 3600 views from the mountain tops were stupendous across the big

lake and over the "canyonlands". The only downside was one 300m stretch of uphill deep and sticky mud on a hard clay base. We can testify that high pressure MT43s are total crap in those conditions. After much heaving and sweating we got through and suggested to our guide that we would prefer rocky trails. We had an unplanned occurrence when Jon, who was obviously riding along looking at the many cattle roaming semi-wild, noticed that one was calving and in distress so Nick was alerted who has experience in these things and proclaimed that she was having problems and "something should be done". Kjeld and Michael looked nonplussed, obviously none of their other customers had noticed anything like this before and Nick was all for rolling up his sleeve and getting stuck in up to his armpit.... The rest of us were secretly getting our cameras ready for the money shot! Anyway, the cow was having none of it and her horns were more impressive than any of our handlebars so we decided to find a farmer and let him deal with it. A detour down into the valley found somebody who knew someone who probably owned the animal so we left them to it.

Soon we stopped for lunch at a seemingly deserted café by the lake. To our surprise, inside it was packed with Spanish having a fine old time. We were uncertain about going in as we were well lagged with mud, dust and sweat (you know what I mean?) but they waved us in, all smiles, and produced bin liners for us to sit on to keep the seat cushions clean. Imagine that happening in the UK? No, I can't either, even in my wildest dreams. The food was fantastic but just too much of it (a common occurrence on this trip) we all hate wasting food but just could not cope with it all.

Thankfully we had a fairly gentle start to the afternoon ride as we were well stuffed and Kjeld had to get his footrest welded back on. The other side came off two days later!! What was all that about then? We eventually got back to the hotel at about 1945 hrs totally

exhausted. On one long loose rocky climb my arms locked up and I could barely hang on, operate the clutch or throttle. Could we last another two days??? I couldn't manage the 3 course evening meal, still stuffed from lunch, the others fared better.

We lasted!! Days 3 and 4 were a blast, same mix of trails as before but in different areas and different cafés for lunch with more amazing food. Alex was the guide for day 4 as Michael was booked for some ski guiding in the Picos on that day. He also had an extensive knowledge of the area. The trails varied from fast flowing gravel tracks at altitude to narrow technical tracks in valleys and woods. Loose rocky climbs and descents, narrow goat tracks traversing steep mountain sides where I was so intent on where the front wheel was going that I didn't appreciate the views. Stream crossings, tracks washed out by storms, high altitude grassy meadows, you name it and we did it with nobody telling us to clear off!

We saw a few shepherds and cattle/horse minders; one said that a wolf had been spotted the week before. There were lots of cattle with big horns and herds of horses wandering around freely. There were a few gates of the wire variety. Vultures and eagles abounded and the weather was good with just a bit of mist on the last day.

The CRF 230s performed brilliantly all week with no problems nor punctures whatsoever and they used exactly half the fuel that the KTM and Gas Gas did. Maybe a factor was that we Brits were all trials riders?? On one "practice" climb of particularly steep loose rock Kjeld and Jon seemed to be trying to outdo each other and there was an unsubstantiated claim that Jon had got furthest up the hill round the corner. Result!!!


The time to pack up and go home came along all too quickly and we settled up our hotel bar bill, 33 Euros for 4 people for 5 nights, yes, no mistake!! And one night we ended up

sampling the range of aguadiente they had on the top shelf. Purely as a digestif you understand! Unfortunately we had to travel back from Bilbao to Portsmouth as Nick had commitments at home, which was a little tedious but the crossing was smooth and sunny.

Would we recommend anybody else to go as we did? Certainly. We are full of praise for the calm and efficient way that Kjeld looked after us, nothing was too much trouble and he went out of his way to tailor the rides to our requirements. The bliss of riding freely in countryside you can only dream about in the UK cannot be overstated. If you are interested, get a quote from him for what you want, kjeld@atgexplore.com you will not be disappointed.

The following week was almost a write-off, so tired and aching. Jon met up with his wife and was last heard of checking out some trails on the French - Italian border. Way to go!!

David Bell



could make reasonable progress - a nice end to the day's trail riding. On then through Douglas, past the TT grandstand and down the hill where the TT riders would be flat out having just launched themselves off the start line. When you see the course in the flesh and think the riders start without any warm up or sighting lap and in no time are flat out between walls and kerbs plunging downhill at, I guess, about 200mph, you realise just how totally committed (barking mad?) they must be. God bless them.

Memories of McGuinness et al fade as we battle with the traffic on the road to Ballasalla and decide to do a lap of the Billown circuit so that it is fresh in our minds when we come to spectate. Then it is on towards Port Mary breathing in the sea salt air as we take the coast road before turning off and into Port Erin. After a shower and a beer for the older members, and a quick kip for the youngster, we head off in the van towards Castleton arriving at Ballakeighan corner just in time to see Michael Dunlop absolutely "on it", missing the kerb on the exit by millimetres before hurtling up the straight as if being chased by the devil himself. Another lap and the race was over so we wandered a couple of hundred

yards down the straight towards the start/finish, positioning ourselves on the entry to the bend just before Ballakeighan corner, where the bikes would be flat out at the end of the straight before rolling off for the left hander. The sight and sound of 30+ bikes passing so close you could touch them, is amazing. The pressure wave as they pass literally rocking you back on your heels, causing you to steady yourself in their wake. The next race for 600cc machines was dominated by Ryan Farquhar and Jamie Hamilton who just could not get past his team mate. Amazing riding, they were never more than a few feet apart and often not a fag paper to separate them. After a couple more races it started to spit with rain so we walked back to the van to miss the main exodus and head back to the hotel for a bite to eat and a couple of pints before calling it a day.

Thursday dawned bright and after the obligatory Full English we were soon back on the bikes, warming up with the same introductory lanes as yesterday before moving on to ride the trails around the plantations south of St Johns and over towards Douglas. By mid-morning the sun shone from an almost clear blue sky and it really felt like summer had finally arrived. At the end of a steep, narrow and nadgery descent, punctuated by several gates, the sweat was pouring off us and Hugh needed a cigarette to catch his breath!

Wanting to catch the final race session in the afternoon we turned at the outskirts of Douglas and headed back, arriving at Castleton Corner just as the bikes were lining up on the start line for the 600cc race. With a limited view we took the opportunity of the break between races to walk across the fields (not exactly a leisurely stroll in MX boots and still wearing half our riding kit!) to spectate at Stadium Bends. Awesome! As you can see from the pics, it is so easy to get right on top of the

action - thank heavens the H&SE (Health & Safety Executive) have yet to discover the Isle of Man! In the Superbike race we watched Guy Martin lead Michael Dunlop until about lap 4 when he took him up the inside into Stadium Bend. He made it look so easy and by the final lap had a commanding lead, having set a new lap record at over 113mph!

Back at the van, bikes safely loaded and riding kit stashed away, we had one treat left in store.....a dip in the Irish Sea. Strangely there were no other swimmers enjoying the bracing effect of the water! As we sat in the bar later (with an Irish contingent in the background proclaiming "there's only one Michael Dunlop" every 5 minutes) we could not believe

the variety and beauty of the Isle of Man countryside; the fantastic trails; breath-taking road racing and of course just how lucky we had been with the weather which, incidentally, reverted to type when we docked at Heysham - persisting down all the way to Banbury. Ah well, we were thankful for our 2 days of summer.

Gerry Andrews

Thanks to:-

Manuela Beis for her help with the early research for the trip.

Patrick Robinson for his insight into the trails on the island.



Guy Martin leads Martin Dunlop (eventual winner) into Stadium Bends - setting a new lap record at over 113mph



Connor Cummins into Stadium Bends

Connor Cummins rounds Ballakeighan

YOU TOO CAN BE AN 'ADVENTURE BIKER'!

Trying the Honda NC700xdc

Once upon a time there were motorcycles of a type known as 'tourers'. People took them to all sorts of places and along all sorts of roads, including those without any tarmac or asphalt. After a while, those clever people in Japan brought out some beasties generally called 'big trailies', and other people rode these to far-flung corners (e.g. Middlesbrough) and up mountain passes like the Stelvio.

Then along came a television programme called 'The Wrong Way Round' [no, no 'Long'. Ed] where a nice young man called Charlie, and his actor friend Ewan, rode BMW GS's, wore sand-coloured designer riding suits, and spent hot nights in a yurt, allegedly surrounded by armed guards. 'Adventure biking' was born, and to be a proper adventure biker, well you just have to have a proper 'adventure bike'. BMW seemed to have almost perpetual custody of the concept and most of the sales, with the other manufacturers just nibbling at the edges. Charlie and Ewan obviously just nibbled at the edges too, because before long they were off again on 'The Long Way Down', which is how, I am sure, Dave Tilbury described the passage of his shrimp balti at the weekend.

Honda currently have several bikes in their adventure range, including the venerable Transalp and Varadero, together with three of the 'new breed': the Crossrunner, Crosstourer and the NC700. You might look at these and think 'that is a road bike and a big one at that

...', but you are obviously not entering into the spirit of things. If you want to go and sleep in a yurt along the Golden Road to Samarkand, then you must do it properly.

The NC700 has had a mixed reception in the motorcycle media. Its fate was possibly sealed (into a lead-lined coffin) by stories that the motor used Honda Jazz car technology, it is not particularly fast, doesn't pop wheelies, and does a commendable MPG. It is also available in xdc model form with the self-changing 'dual clutch' transmission. I have a car with similar (but not dual clutch) transmission and I was interested to see how this would work on two wheels.

Newcastle Motorcycles kindly loaned me their new Honda NC700xdc test bike for a day, and I took it for a lap of the mining villages of western County Durham, all with poignant war memorials, with a leg out to the top of the Stanhope to Egglestone road as well. It really is a decent bike. The self-shifting dual-clutch transmission is spot on: you can only just feel and hear the shifts (which I guess is engineered-in intentionally) and after a while

playing with the manual override paddles (like a Shimano 'Rapidfire Plus' gear shifter) I let it get on with the job itself. Computer beats thumb. It shifts smoothly on steep and tight bends (e.g. out of Stanhope towards Bollilhope) without falling into a hole between ratios. It also has a big cupboard thing where the tank should be, and you apparently put petrol into the rear mudguard.

The coupled brakes are more than adequate at legal minor road speeds using the foot pedal alone. Plenty of feel, and apparently it has ABS as standard. I didn't take it off the blacktop, but the foot pedal braking was progressive, and the centre of gravity very low, not least because the two pots are inclined down well towards the horizontal. As a relatively short-legged, nearly six-footer (at least until age and nagging started to shrink me) I had no bother planting both feet flat down.

The engine is just right (at least up to 70mph; I didn't go faster) and you know that it is a parallel twin with balancer shafts from the occasional rough-and-grumble patch low down. But, hey! Two cylinders are more than enough for Real Men (and Real Women too, of course) and the low-end grunt is impressive, although I am reliably told that it runs out of steam at 'continental speeds' quite noticeably. And it has a handbrake. Don't laugh: it makes

parking on the prop-stand so much safer, and no doubt there's someone who will perfect a handbrake turn for use in Tesco's car-park.

What is even better is the fuel consumption. Dave (shop owner) says he has topped 90mpg on a run, and judging from my miles, the amount of fuel it started and finished with, and what I put in, he cannot be far from right. It is comfortable, stable, has a low centre of gravity, and you can actually see things other than your elbows in the mirrors. For the money, and all round, this is a pretty decent motorbike. Is it a big trailie? No. Do all the technical bits work? Yes, and it rides like it has had a lot of test miles before production. Could it go along stone roads? Yes. Could you pick it up when it falls over? Probably? No worse than a KTM Adventure, or similar, in that respect. Does it make me want to change my name to Charlie and wear a sand-coloured suit? Not really. Would I like one? Yes. Would I sell my Dominator, and take out a loan? Maybe.

The manual version is OTR at £5,850, and the dual-clutch at £6,700. There are, of course, deals to be had. Try Graeme Clark at graeme.clark@newcastlemotorcycles.co.uk (who just happens to be my son-in-law and no, I am not on commission here).

Alan Kind

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LANE UPDATE

You may recall articles in the April and May issues of TRAIL. There has been more on this lane.

I arranged for the local paper to do an update, they sent a photographer along whom I met at the end of the lane.

He was amazed to see so many people working away half way down and seemed very impressed that we were all volunteers. He took loads of photos and the next day David Beasley, the reporter, contacted Mark Fishwick for more information.

Please see below the article and I have to say we are all delighted with the positive image it shows.

As of 1st August posts have been put at each end of the lane in readiness for 'Unmetalled Road' signs and it has been further cleared by the council

Mark has put TRF signs on the posts (with permission). He has also put his own post with TRF information on half way down the lane. It's interesting to note that this post and sign has been destroyed several times by 'someone', we can guess who!

Mark keeps putting another one back up and we hope to catch whoever's vandalising it.

Steve Harcus,
PR & Media, Devon Group.

Budleigh Salterton

Ring

Booby-trap lane cleared

FIFTEEN bikers have painstakingly cleared part of a 'booby trapped' leafy lane from dense foliage to help prevent injuries to walkers, horse riders, and cyclists.

On several occasions over the past three months wire and metal pipes have been laid - and camouflaged - across a public lane connecting Frogmore Road with the B3178, between Otterton and East Budleigh.

In March, East Budleigh motorcyclist Mark Fishwick narrowly escaped colliding with a potentially deadly length of metal wire, strung between two trees.

And in May a 15-year-old schoolboy was thrown from his bicycle after colliding with a metal pipe in the same place.

In both instances the booby traps were difficult to spot because they had been laid in a 200 metre section of the quarter-of-a-mile long lane where the foliage had overgrown.

The bikers, from the Trail Riders Fellowship, came from Budleigh, Exmouth, Exminster and Newton Poppleford.

Mr Fishwick, also a keen bird watcher said they cut the foliage back by hand because of the ban on using electric cutters during the bird breeding season.

Mark, 48, of Vicarage Road, said: "We have several incidents over the last few months, and the latest was a bit of steel pipe, firmly fixed on either side about 12 inches off



▲ Members of the Trail Rider's Fellowship cleared a green lane near East Budleigh. The trail riders worked through the evening in order to clear the track so bikes and horses are able to use the route. Picture by Alex Walton. Ref exv 7364-29-12AW.

off the ground and then disguised with leaves.

"The reason I wanted to clear it was because we don't want anybody hurt and there is a riding school (Dalditch Lane) nearby and they use the lane on Tuesday nights.

"Imagine if they had been coming back at 9.30, 10pm, when it was

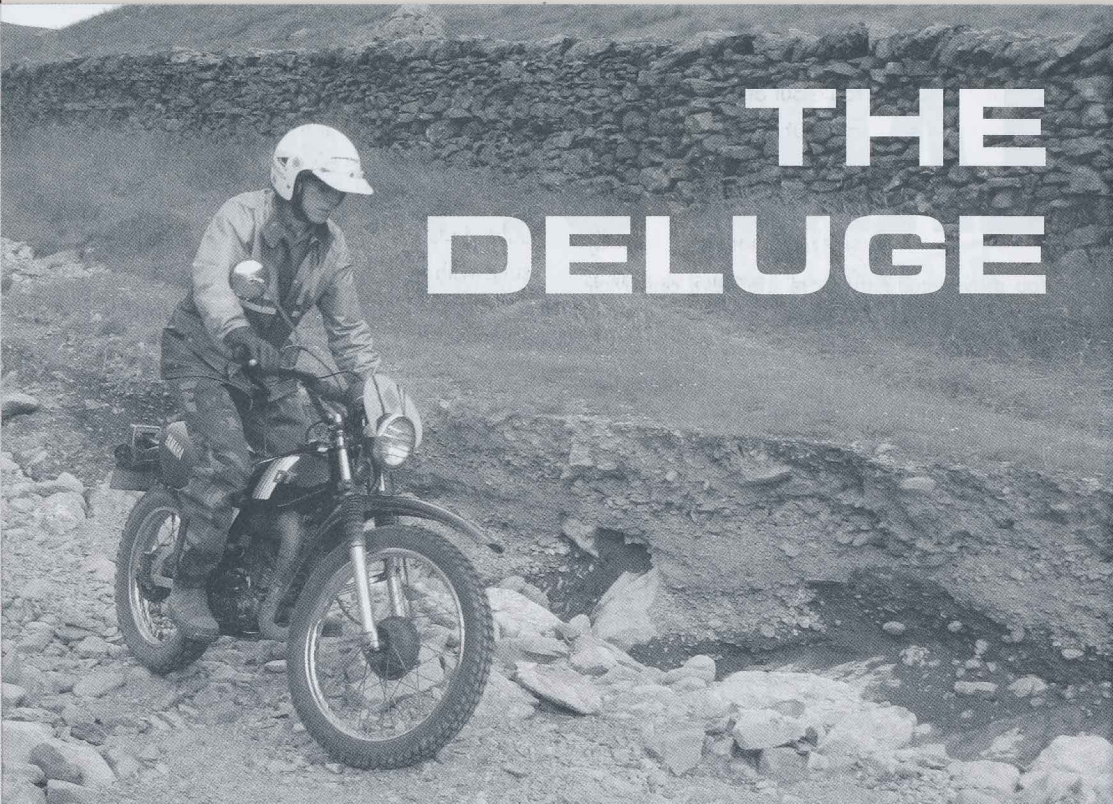
just getting dark and the injury the bar would have caused to a horse."

He said that every time one of the bikers removed the pipe it was put back. And on every occasion the police had been informed and this week he had a meeting with the police and the county council's rights of way officer.

He said: "We know it is some-

body local and the pipe was put up between 7pm and 9pm on Friday because it was checked at 7pm and nothing was there.

"It was well disguised and covered up so somebody intended to hide it and wanted somebody to hit it. We hope by clearing some of the lane users of the lane will see the danger before they hit it."



THE DELUGE

On June 28 Geoff and Robert Wilson, Roger Harris and I went to inspect the recently completed repair work on Breast High, the excellent BOAT off the A6 north of Kendal, heading over to Bretherdale. We saw that a very good job had been made of it by Cumbria Highways, not just resurfacing but serious drainage work as well.

For lunch we stopped at the Old School House in Tebay, and whilst we were there the heavens opened, it went dark and the electricity failed. We didn't think we'd ever seen rain like it, and when there was a slight lull and we went out to carry on, the water was running down the road and half way up the spokes on our wheels.

I went home as my kick start had broken; a difficult ride in torrential rain and through

floods which were nearly 2 feet deep, past stranded cars and with a good view of a train which apparently took 18 hours to get from London to Glasgow.

The others carried on trail surfing - the gentle curves of Ravenstonedale Moor looking more like sea than land, they said - but soon gave up and got home safely, with the rain stopped and maybe even the sun out, I'm not sure.

Anyway the upshot was that Breast High was significantly damaged only a few weeks after the full repair, but nothing like it might have been as the new drainage did as good a job as it could. Highways were so upset they've already fixed the whole lot again - already. It's now nice and smooth, if you can say that of a surface of loose golf - tennis ball sized stones! Much, much worse damage was done in

Longsleddale. The route out of Sadgill towards Kentmere was washed out to a 3 foot depth at the second gateway so a careful trail rider could still get through, but no chance for 4x4s. We erected LARA advisory signs, but already the Park have carried out repairs so that it's better than before - much to the annoyance of the mountain bikers who are complaining to the Rangers - yes, really - that it's not rough enough. They've been complaining about the new improved Breast High, too.

Whilst the main BOAT part of Gatesgarth survived very well, the UCR section out of Sadgill was trashed about 1.5 miles in. Once again careful trail riders can get through but I doubt 4x4s can, and anyway they won't be issued with permits for the time being.

There are probably a number more serious wash outs about the Cumbrian trails, so take care and report to me if you see anything of note.

Steve Pighills

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GOOD NEWS FOR CYCLISTS AND HORSE RIDERS?

EXTRACTS FROM BYWAYS & BRIDLEWAYS LETTERS PAGES

The law isn't an ass

Sir, John Sugden's proposition that use of a cycle or horse on a public footpath cannot be a trespass (*Can a user of a public footpath be a trespasser?* B&B 2012/1/3) seems to me to overlook the most important fact. This is that from the earliest time the law has made a clear distinction between a public footpath and a public bridleway (and carriageway, but for now that need not concern us). The only difference being that the bridleway carries a right of way for horse riders (and of course now bicycles also) and the footpath does not. John's proposition would make this an absurdity, because footpaths would carry the same rights as bridleways and therefore there would be no distinction between the two. It is absurd to have a law that makes a non-existent distinction, and it is a principle of law that every law must mean something.

Chris Padley, Market Rasen.

No ass he

Sir, Chris Padley's criticism of John Sugden (*The law isn't an ass*, B&B 2012/4/54) is wrong, and John is correct. For many years I have held in my published papers that it is not an offence to ride a horse and carriage over a

public footpath. When I read John Sugden's book *On the Right Track* (2000) I was pleased to see that at page 21 we both agreed on what the law is on this matter.

The law has been clear for the last 150 years. It has held that there is no summary means whereby a person may be convicted of committing a criminal offence by driving a horse and carriage over a public footpath. The authority is *R v Pratt* (1867) L.R. 3QB 64. Cockburn C. J. held that "it may be that it is a subject of reject, that there is no summary means of protecting such a footpath as the present; but it never could have been intended to make it an offence to drive over any footway".

The case concerned a person convicted by justices for driving a carriage and two horses over a public footpath. Other cases have followed Pratt (see *R v Simpson*, Berkshire J.J. 'Times' 23 January 1895 - cited by Pratt & Mackenzie 19th Ed. pages 188-9 note (c)).

Until the law is changed, whether the editors of the *Blue Book*, or Chris Padley, like it or not, it is as John Sugden says it is: not unlawful to drive a horse and carriage or a bicycle over a public footpath.

Colin Seymour, Bridlington.

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- 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 Wheatshaf, Maldon Road, Hatfield Peverel, Essex.
- GLOUCESTER** James Osborne, Tel: 01531 822728 1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.
- HERTFORDSHIRE** Ken Marshall, Tel: 07776 493343, marshall.k@sky.com 2nd Wed, 8.30pm, Shire Social Club, Shire Park, Welwyn Garden City AL7 1TW.
- 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, Blyadon, 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 oxford@trf.org.uk 3rd Thurs, 8pm, The Gladiator Sport & Social Club, 263 Ifley 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 Hallfords).

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 Rodyr 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@wytrf.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.



TRF Shop Order Form

	Cost per item	Quantity Required	Colour/ Size	Total
Conserving our Heritage Mug available in White, Green, Black or Grey	£ 4.25			
Protecting Green Lanes Mug available in White, Green, Black or Grey	£ 3.95			
Preserving our Right to Ride Mug available in White, Green, Black or Grey	£ 4.25			
Trail Riders Fellowship Mug in White, Green, Black or Grey	£ 3.95			
TRF Branded Stainless Steel Travel Mug	£ 4.25			
TRF Torpedo Pen*	£ 1.25			
TRF Wind Up Torch Keyring*	£ 3.85			
TRF Ribbon Keyring *	£ 1.50			
TRF Internal Window Sticker (12 x 5 on clear background)*	£ 3.75			
TRF Internal Window Sticker (24 x 2 on clear background)*	£ 4.45			
TRF External Sticker (30 x 2 on white background)*	£ 4.95			
TRF 2011 Sticker*	£ 1.00			
TRF 2010 Sticker*	£ 1.00			
TRF 2009 Sticker*	£ 1.00			
TRF 2008 Sticker*	£ 1.00			
TRF 2007 Sticker*	£ 1.00			
TRF 2006 Sticker*	£ 1.00			
TRF 2005 Sticker*	£ 1.00			
TRF Standard Polo shirt - Green in M, L or XL	£ 14.50			
TRF Standard Polo shirt - Grey in M, L or XL	£ 14.50			

Items marked with a* already include postage and packaging

Postal Charges: 1 item £2.50, 2 items £3.50, 3 items £5.00, 4 items £6.50, 5+ items £7.00

Or let me know beforehand and I can bring along to the monthly meeting or event.

Goods _____

P&P _____

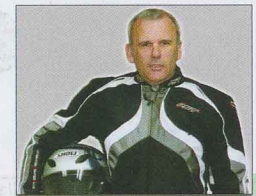
Total value of Order _____

Name:	Payment Details
Delivery Address:	I enclose a chq to the value of: _____
	Please make chq's payable to the TRF
	I wish to make payment with a credit/debit card
	Name on Card: _____
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TRF SHOP

Remember to pay a visit to the TRF shop at www.trf.org.uk/shop

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