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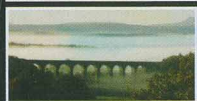
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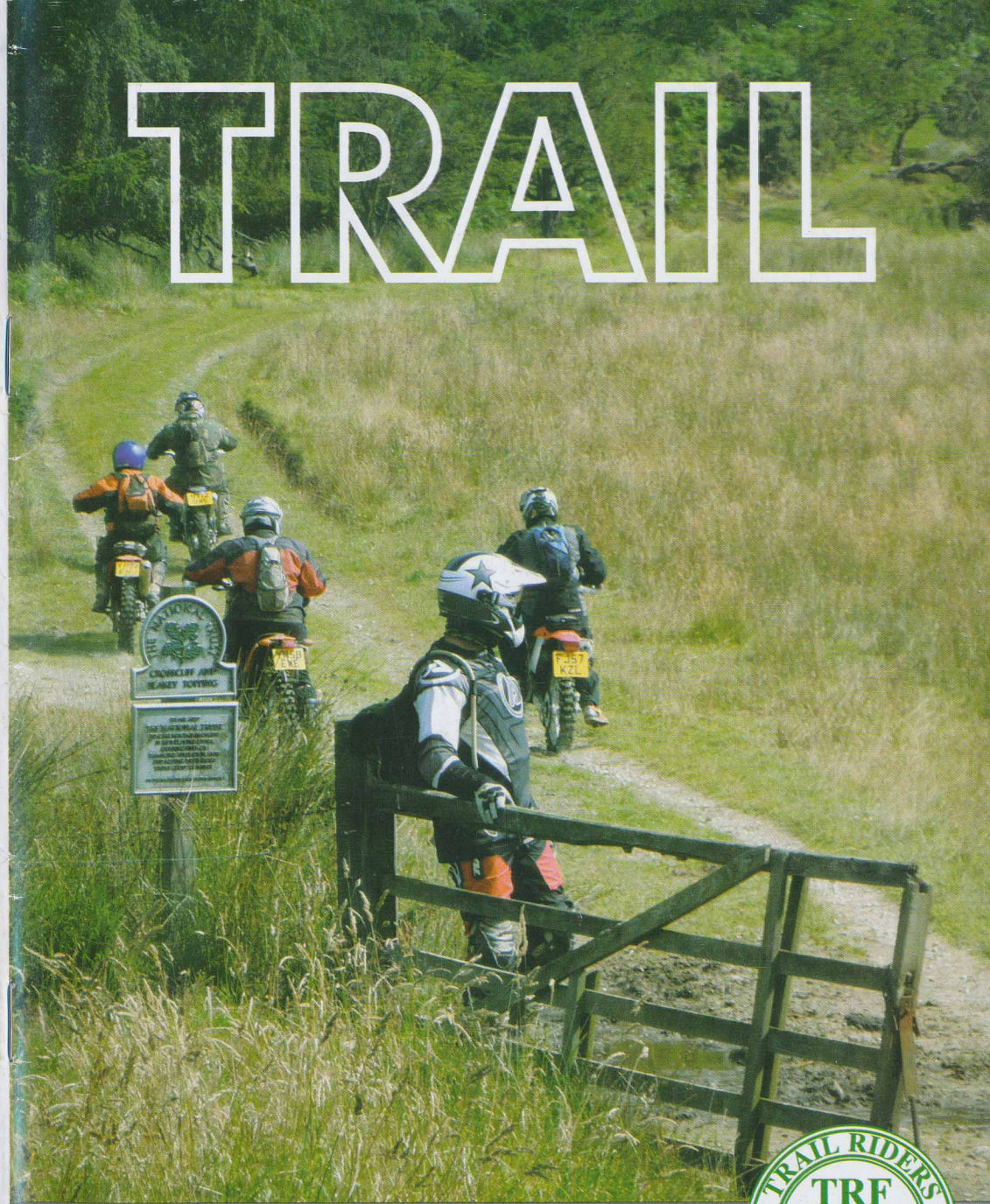
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# TRAIL



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

SEPTEMBER 2012 No. 409 EDITOR: FRED ELLISON





# Peak Protest



## EDITOR

### CALL TO ARMS IN THE PEAK DISTRICT

(see page 14)

The first ever demonstration by TRF members was supported by hundreds of motorcyclists. As you would expect it was a peaceful demonstration. Let us hope that it had the desired effect. If not, the next demo will perhaps have to be bigger and more disruptive.

**Local officers** of the TRF should have received a form 'A Survey of Highway Authority Performance', it is **imperative** that this form is completed and returned so that the TRF can collate and use this information in the fight to maintain the rights of countryside access for motorcycles.

I have been bouncing a question around in my head for some time now. That question is: What is an Adventure Bike? I have come to the conclusion that any bike can be an Adventure Bike. It is down to the individual to find their own adventure and bike that suits. What kind of bike did you or do you intend to use? Answers in the form of a letter or email to the Ed

*Fred Ellison*

Editor



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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 John Robinson "This way  
Gentlemen", Newgate Foot*

**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**

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## STATIONERY & LEAFLETS

Keepers of Stationery:	<b>Debbie Hutchinson</b>	Leaflets & Membership Forms
	<b>Fred Ellison</b>	Letterheads & Compliments Slips
Display Equipment:	<b>Leo Crone</b>	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	<b>Tim Stevens</b>	01547 529946 Offa's Road, Knighton LD7 1ES
South & South West	<b>Dave Tilbury</b>	See above for contact details
Eastern	<b>Richard Sugden</b>	01354 651390 home@rlsugden.fsnet.co.uk 122 Station Road, March, Cambridgeshire PE15 8NH
East Midlands	<b>Robin Hickin</b>	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 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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## SUPPORT RIDING IN THE ISLE OF MAN

Richard Colquitt in the Isle of Man is asking for the help of all who ride or support riding in the Isle of Man.

There is a petition on the Manx Government website asking for votes to close or keep open the 'upland' tracks we all use and enjoy.

Even if you haven't been on one of our superb trips to Foxdale, please PLEASE take one minute to cast your vote – it's a simple single tick in a box.

There is a counter on the site, and the votes are very evenly split at present. Also, the numbers are in hundreds, not thousands, so every vote counts.

Please go to: [iomantoday.co.im](http://iomantoday.co.im)

Click on Sport, then click on 'New Look Manx', then look on the right of the page where you can cast your vote.

Pass it on – ask all your friends who love the I o M to vote to

**Do it today!!!**

Many thanks.

## MCC EXETER TRIAL

Entries have opened for the Exeter Long Distance Reliability Trials, organised by the Motor Cycling Club (established 1901), which will start at 19:31 on Friday 4th and finish on Saturday the 5th January 2013.

As well as being open to members of the Motor Cycling Club this event is also open to members of the Vintage Motor Cycle Club, Army Motorcycling Association and Morgan Three Wheeler Club who hold an ACU Trials Riders Registration. There are classes for British Bikes, Solos less than 450cc, Solos over 450cc, Sidecars and Three Wheelers.

There are three starting points for these classes: Plusha (near Launceston), Cirencester and Popham Airfield (near Basingstoke).

Competitors converge on the Haynes Museum in Somerset and then follow a common route, tackling 13 Observed Sections and 3 Observed Tests, to the Finish at Torquay; overall the route is 270 miles long.

There is a shorter, less testing route, of 150 miles and 13 observed sections & 3 Observed Tests for competitors in class O, which starts at the Haynes Museum.

Entries close on 16 October. For an entry form email: [keelings@keintonman.fsife.co.uk](mailto:keelings@keintonman.fsife.co.uk) or send a stamped addressed C5 envelope to the Secretary Exeter Trial: Tim Keeling, Jacobs Ladder, Queen Street, Keinton Mandeville, Somerset, TA11 6EG, 01458 224082.

New members are welcome, membership forms are available on the website or contact Tim.

This morning I have sent three emails asking my local authority (Warwickshire CC) for simple information about 1) the renewal of a temporary traffic regulation Order, 2) A locked gate on an Unclassified County Road, 3) The illegal erection of gates on an unclassified county road. It took about 30mins. As a resident and council taxpayer I have a right to expect my local authority to act on the information I have provided to them and get these matters resolved.

Can I ask you what have you done in the last month to further the objective of the TRF where you live? Keeping Roads and ROW open for all to use is a matter of numbers. The more of you who complain the more action will be achieved, you can do it, you know you can.

## Peak District National Park

Peak District National Park will be carrying out a consultation exercise in September on the permanent closure of Roych Clough & Long Causeway to all motorised traffic. You need to respond to these consultations as a member of the public and through your TRF local group. The consultation will be advertised at [www.peakdistrict.gov.uk/consultations](http://www.peakdistrict.gov.uk/consultations) and in the local press, it's up to you to make your views known.

Thanks to all of you who turned out to support the fight to keep these routes open and your physical presence will, I'm sure, have been noticed. So if riding your bike is the way you want to express your views then there are things that you can get involved in to show your feelings on these matters.

## Dorset Map Scales

Still we await the court 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.

## Devon TRF Fight Against UCR Closure

Just to confirm for those of you in Devon TRF, I have confirmed support for a legal challenge to this order and on the advice of our legal advisers have authorised the issuing of a High Court challenge to this Traffic Regulation Order. There will be more details once the challenge is duly made, and we can present further information from the statement of claim, and any response from Devon CC. It would appear at this stage that DCC have ignored their legal duty to satisfy the wishes of a landowner.

## Powys Section 56

Not only do we sometimes have to fight the prejudice of elected officials but in this case the magistrates' decision seems to us to be wholly irrational, more than wrong on just one narrow point. Powys CC spent some £19,500 on legal costs to prevent the section 56 being supported by a magistrates order, when this amount of money could have been used to repair at least one of the routes and open it up again for use by the public.

The TRF, GLASS and LARA are supporting an appeal to the Crown Court after magistrates in

Powys decided that by the introduction of a Temporary Traffic Regulation Order, it suspended the duty of the authority to repair, to vehicular standard, two byways and an unclassified road in the county. Many of you will know these routes, Water Break its Neck at New Radnor and Moelfre City to Llanabister Road the two byways, and an unclassified road CR127W which have been Temporary TRO'ed now for more than seven years. Powys County Council argued that in one case the route was not out of repair even though the reason for the continued extension of the TTRO

was that the route was "unsafe for users". LARA are setting up a fighting fund to protect against any possible costs in this case and are asking for contributions to a possible £50,000 bill. If your local group has some spare funds and would like to pledge some money through the TRF Fighting Fund to help fight this case then in the first instance contact me and I will direct your enquiry to the appropriate person. Any feedback on any of these issues please send to me at row@trf.org.uk

Robin Hickin

## COPY FOR TRAIL

**COPY DEADLINE:** The first Tuesday of the month.

**COPY:** Via email, typed or handwritten (please try to make it legible!) to The Editor, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG, email: editor@trf.org.uk, fax: 01254 887999.

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

**CAPTIONS:** Please caption your photos!

**EMAILING:** It is best not to place too many images on one email document.

**WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?**  
*Don't let this put you off, send it in and we'll sort it out, handwritten or otherwise.*

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

# '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

**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

**Treadlightly Ambassador Training Dates**

Sunday 28th October 2012, Oswestry. Sunday 25th November 2012, Salisbury.

Contact robin.hickin@treadlightly-uk.org for more information.

**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](mailto:editor@trf.org.uk),

Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, BB7 9DG.

It's time to get your entries in for the

# CALENDAR COMPETITION 2013

JANUARY							FEBRUARY							MARCH						
S	M	T	W	Th	F	S	S	M	T	W	Th	F	S	S	M	T	W	Th	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7	8	9	10	11	12	13	14
8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
22	23	24	25	26	27	28	29	30	31											
29	30	31					26	27	28	29				25	26	27	28	29	30	31

MAY							JUNE							JULY						
S	M	T	W	Th	F	S	S	M	T	W	Th	F	S	S	M	T	W	Th	F	S
		1	2	3	4	5	1	2	3	4	5	6	7	1	2	3	4	5	6	7
6	7	8	9	10	11	12	8	9	10	11	12	13	14	8	9	10	11	12	13	14
13	14	15	16	17	18	19	15	16	17	18	19	20	21	15	16	17	18	19	20	21
20	21	22	23	24	25	26	22	23	24	25	26	27	28	22	23	24	25	26	27	28
27	28	29	30	31			29	30	31					29	30	31				

Post your photos or send your high resolution digital images to:

**The Editor, Fred Ellison, Sheepcote Farm,  
Moor Lane, Wiswell, Clitheroe BB7 9DG.**

**Email: [editor@trf.org.uk](mailto:editor@trf.org.uk)**

## ENTRIES BY 3RD DECEMBER 2012

Please note the TRF reserves the right to use all entries in furthering its objectives.

# A Spot of Guidance...

As a contractor for the TRF I deal with a good number of image files from members in relation to the variety of issues I deal with. These images could be photos, scans of documents or the output from their favourite application that they choose to work in. These image files come in a variety of formats and sizes and this has prompted me to offer a few words of advice that could assist us all.

To obviate problems I offer the suggestion that when scanning make sure you output to either a JPG or PDF file. The same applies when saving files that you have edited in applications like PaintShop Pro, Photoshop, GIMP, or whatever. As a guide, if it is text make it a PDF - if it is a photo make it a JPG.

Another reason that a file might be of little use is down to the number of pixels per inch - or the resolution of the image. More precisely - the lack of DPI or resolution. It could be that your camera is set up to take low resolution images; it could be that your scanner is set up for 72 dpi; it also could be (and commonly is) that you use a programme to send your images by mail that thinks you want to send a small file. The result is all the images you took in the Record Office end up on my computer

as such small low resolution files I cannot read any text.

OK, 72dpi looks fine on your screen so you send it via email. The email programme is set to 'reduce size for email' and it arrives on my desktop at 25% of the size it left yours. I zoom in to read the text and all I see is a blur.

Being an ancient anorak I can often overcome most of the 'problem files' I'm sent, but that is time consuming. So much easier to get it right from the start. I can deal with most, but if I'm putting the digital files onto a CD for PINs, local authority or our legal team I have to spend time converting the exotic file types to the common ones. Did I tell you about the monumental mess Wiltshire Council made of handling digital files for the Chute Public Inquiry ....?

So, if you are gathering digital files for a BOAT claim or to fight a TRO, or .... make sure your camera is taking high resolution images (Fine) and that your scanner is set to 300 dpi, having done that when attaching files to an email, ensure that you are sending 'Actual Size'.

## Teesside & North Yorkshire TRF

# Summer Camp

Another Year has flown by and the Summer Camp was upon us with a new venue overlooking Ryedale, in the National Park. The hospitality tent was raised and the arrival of trail riders from all over the country was eagerly awaited.

Most people arrived, some with their families, on Friday evening, parked their vehicles and raised their tents.

The weather was fine with "April Showers" as the fifty odd riders assembled for the Saturday ride out.

This is the first year we have had an embarrassing excess of Trail Guides. With six riders per group we were left with two guides and not enough visitors to guide. So we teamed up the spare guides and off they went and had a lovely day out, devoid of responsibility.

I took a group of "recovering, injureds and bad backs" on a tourist route. One guy had not been out for twelve months on his trail bike and was feeling the strain by mid-day. The weather was kind as we skirted round a thunderhead, heading towards Scarborough.

After six weeks of rain, the going was remarkably easy, mainly due to three days of sunshine prior to the camp.

We said hello to the Alpacas and retired donkeys at Keeper's Cottage before launching off Silpho Moor and making for the coast.

We passed a group of twelve 4x4s, having a family picnic in a field. There was a 4x4 Rally based at Robin Hood's Bay.

Then Vernon, an experienced rider, had a dab on a lane and twisted his foot. Since he already had a dodgy back, he decided to leave the group and make his way back to the campsite by road.

We had an uneventful return leg via the coast and my sweeper, Paul, kindly took the group

back to the campsite once we were within striking distance, saving me a ten mile loop.

The barbecues were blazing away as the Saturday Night Social began.

Thanks go out to all the sponsors who donated prizes for the raffle and the raffle team who ran the event. A great success, as usual. Conversations (and beers) flowed into the small hours.

Unfortunately I had a wedding invitation on the Sunday (not mine I might add), one I could not decline, so it was up early and down to the campsite to sort out the groups. As usual the "Morning after the Night before" was tangible. Bodies were slow to assemble although a couple of keen groups had already departed for the day's ride by the time I arrived.

Again a surfeit of run leaders, (shows growing

confidence in the newer members), who were willing to guide a group. Many thanks to them for the camp relies on these volunteers.

All the groups were away by ten o'clock on another fine day. No major breakdowns, no major injuries so a good time was had by all.

Many thanks to Richard Dodds and his family for organising the event.

Quite a few riders told us how much they had enjoyed the weekend and thought we might think about running two events per year.

However the logistics and time involved is too great so remember to book early for next year's event.

A final thank you to all the riders who prepared their bikes so well and supported this event.

Best wishes John Robinson  
on behalf of the T&NYTRF Group



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# A CALL TO ARMS IN THE PEAK DISTRICT

**Proposals to close two Peak District lanes to motors on the grounds of Amenity and Natural Beauty could lead to a blanket ban in every National Park**

What has the Audit, Performance and Resources Committee of the Peak District National Park got to do with the future of trail riding?

Sadly, quite a lot, for it was at an APR meeting on Friday 20 July 2012 that members of the TRF and their friends, from other recreational motoring groups in the Peak District, realized that said committee had buckled under pressure from the various 'anti' groups in the area and was intent on imposing permanent Traffic Regulation Orders on the Roych and Long Causeway.

Unable to find any objective justification for this draconian move, the ARP Committee had instead seized on the purely subjective reasons of 'Amenity' and 'Natural Beauty'. It appeared to the TRF members in the room that the decision had actually been taken the day before, during a site visit to the lanes in question, and whilst a six-week public consultation period was to follow, that would be no more than a 'rubber-stamping' exercise

to protect the Authority from a legal challenge by the TRF.

Suggestions from vehicular users that alternative methods of managing vehicles on the route should be considered were dismissed out of hand. It was clear to us that the PDNPA was now hell-bent on the progressive banishment of vehicles from the park. The gleeful reaction of the antis was something to behold.

To the TRF members present, the meeting was a game-changer. We realized that the traditional approach of being co-operative, positive and helpful was no longer effective. We needed to reinforce our alliances with other vehicle users and bring home to the PDNPA the message that they could not ban us without consequences.

If we weren't welcome on the unmade roads of the Peaks, then, for one morning, we would stick to the tarmac and do our best to recreate the green-laning experience there.

On August Bank Holiday Sunday hundreds of bikes supported by some 4x4s met up in the park and begun traveling the tarmac lanes at trail speeds (20 to 25mph) holding up traffic on the main roads, and adding to the normal bank holiday traffic.

Further disruption was caused by occupying car parking spaces, benches and cafes, distributing leaflets and generally making it difficult for the visitors and residents alike to find a space. Throughout the morning and into early afternoon the action was effective and we achieved our objectives, which included extensive coverage in the local media. The police said there were no significant incidents during the day that could be associated with us.

TRF members manning a stand at an agricultural show in the area the following day were pleasantly surprised to find that the action had been welcomed by many in the local rural community, who have their own issues with 'nimby's'.

I felt it was a good turnout considering it was a Bank Holiday Sunday, but in reality it was only a fraction of what is going to be needed. You can be sure that if we are banned from these two lanes on the grounds of Amenity and Natural Beauty, then there is little to stop us from being banned on similar grounds from all the lanes in every National Park.

I don't know how many TRF members ride in the National Parks, but I suspect it is a lot more than that turned up on Sunday. If we want to keep the lanes we will have to fight for them and it will require everyone to put in the effort. We have more days pencilled in for September 9 and 23. Rod Jackson and the WYTRF will continue with leafleting in the

Edale area every Sunday, and we need other groups in the Peaks to make a similar commitment to maintaining a presence in other tourist hot-spots.

In discussions with Manchester group it was suggested that all trail-riding groups should ride the roads between lanes at 25mph to disrupt traffic flow while in the Peak District.

There has been a flurry of other suggestions and activities in the days since but these have to be firmed up, because there is no point

going at this half-heartedly or leaving it to the hard-worked few.

More effort is needed in the Peaks and it requires someone local to organize and coordinate the actions, as I find it difficult to do all this being based in Cambridge and with minimal local knowledge. So if there are local volunteers to help me with planning and execution, I would appreciate it. Please contact me via the TRF forum.

Mike Irving, Cambridge TRF

## ●●● TRF PRESS RELEASE ●●●

Hundreds of motorcyclists supported by 4x4 drivers took part in a 'Back to the Tarmac' protest day in the Peak District National Park on Bank Holiday Sunday.

The riders were protesting at proposals to ban them from two popular vehicular rights of way in the National Park.

Organiser Mike Irving of the Trail Riders Fellowship said: "Groups like the Peak District Green Lanes Association are constantly telling

us that while green lanes are for all to use, they don't want us to use them on our bikes.

"So, for that morning, we recreated the trail riding experience on tarmac, riding along as we would on the trail at a maximum speed of 25 miles an hour while admiring the views.

"Instead of riding the green lanes, we parked up, which made things difficult for those who drive cars and normally park at the start of these routes.

# THE CALL TO RIDE

As we rode into the Turkish village of Seki, the wailing from the minaret of the local Mosque began the call to prayer for the dedicated muslim followers.

The three of us pulled up outside the local lokanta (caf'e), time for a break and something to eat. We had been riding the trails from Fethiye to Seki, about sixty kms apart, probably a few more by the scenic route. We had avoided the tarmac as much as possible!

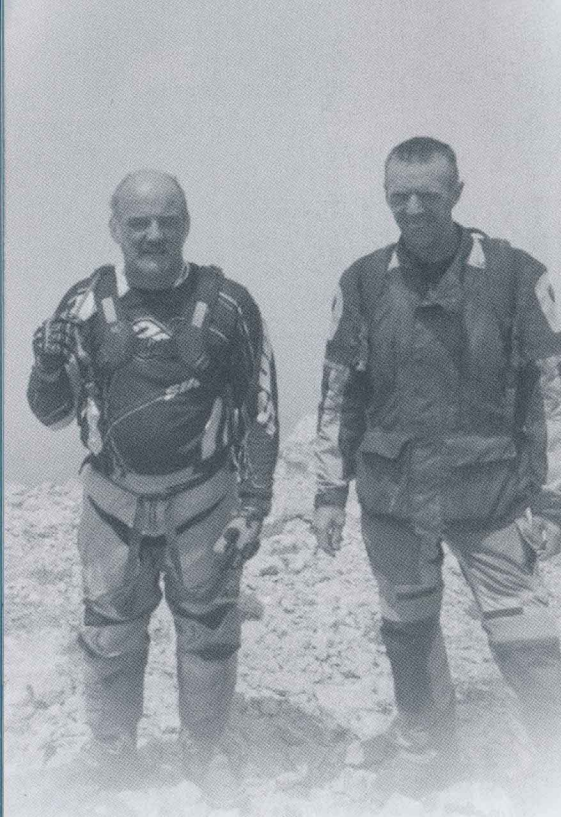
rural community that our action, although it caused inconvenience, wasn't unwelcome," Mike Irving said.

"I think that many local people are sick of being dictated to by a minority of individuals who appear to have far too much time on their hands and find many traditional Peak District activities: including farming, quarrying and trail riding; not to their taste."

Richard Simpson

Seki is a real old Turkish town with only the odd tourist, unlike Fethiye where we are much more common! We sat down at the table and as the waiter brought us a meal of chicken, rice, peppers and salad we chatted about the riding we had experienced on the way.

Once we had left the apartment in Fethiye,



The smell of wild garlic mixed with pine attacked our sense of smell as we slalomed through the forest. Pine trees are abundant up to about 1500m then the hardy juniper tree takes over. After riding through burnt scrubland and skirting the harvested farmer's fields it is pretty surreal to come across so much greenery.

Kitted out in all the gear it's also great to experience the temperature drop from 40c plus at sea level to a relatively comfortable 30c as you get close to the summit. Make sure you bring a camelback especially if riding in July/August.

If you are not a great lover of the high temperatures then trail riding in Turkey is best experienced in spring or even winter; especially when the snow has settled on the tops of the mountains. Riding down from wintry conditions to sea level and sunshine in the space of a couple of hours is unusual to say the least!

Ascending the mountains out of Seki the tracks became relatively busy. The three of us were looking like leftovers from the Dakar rally. It seemed crazy to be passing locals on run of the mill scooters and the old Jawa motorcycles loaded with shopping returning to their nomadic shelters which we were to come across on the next plateau! These guys could get anything round the tracks; family saloons and even large vans!

The vista before us, as we levelled out at about 1700m, was stunning. Mountains several hundred metres higher surrounding us and the enormous Lake Girdiv in front of us. The lake looked to be split in two with a track nearly touching both shores. We decided to ride across and see if it was possible to ride through the water for the last few metres. No luck - it was far too deep, no problem though as it gave us the chance to circumnavigate the

myself Ralph and our guide Chris soon hit the unsealed roads and tracks of the Taurus Mountains.

Climbing the dusty open tracks, of which there are so many, it's a trail riders' dream. The Turkish equivalent of our Forestry Commission is a big concern here, and a lot of the trails are graded keeping them passable for the farmers/locals etc. Now, this might sound like it makes the riding too easy but not so, these graded tracks are great for a bit of faster stuff, but for anyone who likes it harder there is loads of choice. Not only are we allowed on these trails but there is no objection to deviating from them, which we soon did! Riding up through a dry rocky river bed proved pretty testing, but according to our guide its even more difficult in the winter when the water is flowing!



lake and enjoy the the scenery. A large stork gracefully took off from the water and flew parallel to us for a few hundred meters. You can look but you can't touch, seemed to be the message as it soared higher. Cattle were grazing and as we we started to descend we came across more of the nomadic dwellers mentioned earlier, living under their plastic roofed shelters. They had all they needed up here with fresh water, their animals and even vegetable patches here and there. This is the way they live to escape the heat at sea level. Then, come wintertime; they pack up and move lower.

The KTM's we were riding certainly live a hard life. Chris swears by them, and he keeps them well maintained. All the bikes have done over 2000 hours; the oil is changed weekly and consumables replaced as necessary. As we were descending down a particularly rocky trail it felt like I'd been in the gym all day with the workout my arms and legs were getting! Nothing wrong with the bikes' suspension if they can cope with this on a regular basis.

During the four day's riding with Chris we had a couple of problems, though nothing major as they could have happened with any bike but both are tales worth telling.

During a particularly knarly wooded section with large rocks to negotiate, my front brake went!! Nothing there at all! Luckily Chris had stopped at the bottom of this section and

turned around to watch/laugh at my attempt to ride down. I signalled that I had no front brake and he came back up. Upon inspection we noticed all the brake fluid had gone. We found that the nut on the brake hose had caught a rock and come loose dumping fluid all over the tyre!

This was a seriously steep section, and on this occasion, Chris had no brake fluid in his spares kit. No problem!! We swapped bikes and he shouted "Follow me, there is a village about 3 miles from here we will find a garage".

He shot off down the track at what seemed to me his normal pace, very fast!! Even with no front brake! As we reached the valley floor, riding down a dusty street past a little market/shop and a few houses, we noticed a garage. As we pulled up the proprietor came out; he spoke no English. We spoke limited Turkish but between us and sign language he understood we required brake fluid.

Within a few minutes of him making a phone call a van pulled up and the driver offered a bottle of brake fluid!! What service! By that time the village grape vine must have been working overtime as we had a crowd of spectators. From young lads to village elders, they all wanted to know what was going on? We answered question by mime and a little Turkish as we replaced the brake fluid and bled the brakes.

Once we had finished we asked how much we owed them. By this time a local that spoke good English had turned up. He translated "Nothing my friends, just do a wheelie!!" Well I'm rubbish at them but Chris certainly isn't. "Oh you want of those do you?" he said before riding off in the opposite direction. He did a lovely controlled sitting down wheelie. The locals' faces lit up. I said "wait, the best is yet to come." He came back down the street standing on the pegs with the front wheel in the air for at least 100 metres. They absolutely loved it, cheering and waving as we rode out of town.

The amount of trails around this area is almost unlimited, from fast wide open trails to little more than goat tracks, rivers, rocks; its all here. On one occasion we reached the height of 2400m and could have gone higher but it was too late in the day. You do also need to take extra fuel on some of the routes due to the distances involved.

We were having a great morning's ride on my last day out, when the front end started to wash out. I pulled over and noticed the front tyre was flat.

We had a spare tube so found some shade and set to work; using one of the larger rocks as a bike stand. Front wheel off and tube and tyre nearly back on we heard a hiss as the partially inflated tube was ripped again! With no patches Chris decided it was just as easy to ride down to the village of Uzumlu to get a replacement tube.

I decided that this was the best way to slow him down. I could stay on his tail as long as he had a flat tyre!!

Once inside the garage three young lads, aged about 11, 14 & 15 I would guess, couldn't wait to get their hands on the bike. They had the wheel off and supplied a

replacement tube in no time. Their technique for replacing the tyre was unique, as they pushed the tyre back on to the rim using their bare feet!! Who needs tyre levers?

Once finished, they supplied us with tea and would not accept anything for their labour, just charging for the tube (Father was in the background overseeing all this). Guess what? As we were leaving they also gave the universal wheelie sign, Chris, once again, obliged!

So, there we have it. A short summary of my experiences of riding in Turkey. There are plenty more tales; the coolness of riding up through clouds and then once the summit of the mountain has been reached looking back down on them. The clouds give the impression that you could jump off the mountain and play on a bouncy castle. The wildlife varies from large tortoises crossing in front of you, to massive Turkish sheepdogs chasing you down the trails. There are even birds of prey, wolves and bears I'm told in some areas.

The people are welcoming, always giving you a friendly wave as you ride through the villages and the hospitality in the cafes/restaurants - just great. Chris has lived here for seven years now and is like a human sat nav! Even if guided tours are not your cup of tea, you could ride independently here and have months of fun exploring. Wild and official site camping and cheap accommodation is available once you leave the main tourist areas.

The only downside I noted is the cost of fuel; makes the UK seem cheap. It still wouldn't stop me coming back though even if they doubled the price of petrol. Do it now before everyone discovers how good Turkey is.....

Paul 'Tigerman' Crowley

# THE LANE WITH A WIRE ACROSS

As many of you will undoubtedly know there have been a few incidents on this lane. To briefly recap, a wire across, a length of 4" x 4" angle iron, a seven foot length of 1" x 1" solid steel bar and numerous pieces of wood and foliage.

After many talks with the police and council, the police doing door-to-door talks and the council contacting all the people involved and explaining the status of the lane. Also two separate newspaper stories about the problems that are occurring. The problems continued to occur, so a decision was taken for the TRF to step up and clear the lane. Step forward the Wackmiester and his happy band.

As the Wackmiester was assembling his band of followers, I was in another meeting with the police and council. It seems so weird actually inviting the police into your home, even though you know you haven't done anything wrong. Sorry, I digress. After an extremely positive meeting, it was agreed that the council would clear the lane, (they did not know of our plans at this point) and erect new unmetalled road signs. The police would continue to monitor the situation as, unless someone was actually hurt, they could not really do much to help. One other thing that I felt it was important to these talks was that I was able to get permission from the police and council to erect signage from the TRF. After much to-ing and fro-ing the wording was decided upon. Something of

which I am particularly proud.

**Lane cleared and cared for,  
by the Devon Group of the  
Trail Riders Fellowship  
For the benefit of all  
Please take care and respect  
This Unclassified County Road**

What we hoped to achieve by all this signage and lane clearing was twofold. Firstly we hoped that by actually clearing the lane, it would make any obstruction easier to see and therefore reduce the risk of someone being hurt. Secondly after talking to Richard Spurway, the man from the council, he stated that nine times out of ten, as soon as any signs go up, anybody with any interest gets on the phone to the council, to find out what the hell is going on. So, in effect, by putting up all this signage we are hoping that the miscreant who is causing the obstructions will hang himself by phoning the council and complaining vociferously. Don't hold your breath, but at this stage I am willing to try anything rather than someone get hurt.

Any way the council came and finished clearing the lane on Tuesday the 24th of July, only a week after the Wackmiester crew had done all the hard work. They also erected the posts for the unmetalled road signs. Later that

afternoon I went down to the lane and affixed small signs with the wording as above to the two posts and then further down the lane I put in a small post of my own, to which I attached an A4 size sign. These signs have stayed there all week as I ride the lane each day on my way home from work. So you can imagine my surprise when riding home today to find that the post and A4 sign that I had put in had been forcibly removed and thrown into the field. Don't worry dear reader for in a jiffy I had replaced the post and reattached the sign. These ne-er do wells cannot keep the TRF down.

Watch this space for further news.

And finally,

I got home tonight to find the Exmouth Herald newspaper waiting for me with an excellent piece detailing the work that we were doing and a picture showing the lane being cleared.

Ride safe, Gruff



# THE FORUM

## ARE YOU INSURED?

Last year I rode the Arbuthnot Trial and at sign on was asked if I had insurance that covered the event. As I was unsure I paid out £9 for the day with them.

I have just received my entry for this year's event and the subject once again reared its head but this time I had the time to check and a call to Carol Nash went in.

Yesterday I was told no I am not covered for 'off road' or 'green laning'. Hum! Not sure that can be right. I then called our Chairman Peter Fancourt only to find that he had had the same problem some 18 months ago and in

fact changed companies. Even then he had to get 'a bit forth right' with the new company before they saw sense. It seems that they have no idea about where we ride and it all gets lumped in under the banner of 'off roading' and therefore say that we are not covered.

I have been back to C/N today and all is now sorted and they are going to put it in to writing to me saying that I am covered.

So, before you get stopped by a member of the constabulary and asked to produce your insurance I would recommend that you ring up your insurer and ask the question.

Good luck, John Grew



British Motorcyclists Federation

## Government Plays Musical Chairs But Where Now For Motorcycles?

With final responsibilities in the Government's reshuffle still to be announced\*, the British Motorcyclists Federation have today expressed their concerns over the future of the Ministerial Review into motorcycle driving licence testing.

Set up in 2010 by the previous Roads Minister Mike Penning, himself a motorcyclist, the review should have been completed by Christmas 2010 and although some research has been signed off, the review is still to be completed.

Speaking today, Chris Hodder the BMF's Government Relations Executive said: "We are now two years into what was supposed to be a six month review. While we are pleased for Mike Penning in gaining a promotion to the Northern Ireland Office, he was the minister who ordered the review into the motorcycle test shambles and it's thanks to him that we have even got this far. Now he's gone we hate to think what priority this will get."

With recent staff changes in the DfT, the BMF

also warn that it also means that there is now no one senior from the DfT, either civil servant or minister, who was involved at the outset of the review, a review set up to address a revised testing regime that had seen new tests introduced by the DSA and hundreds of test centres close.

In noting Mike Penning's promotion, the BMF also says that he was a breath of fresh air, someone who understood motorcycling and tried his best to get motorcycling matters heard at the highest level. For that the BMF is thankful.

\* Note: While the new Ministers announced at the DfT, Patrick McLoughlin, Simon Burns and Stephen Hammond, are known, it is not yet known who will have the portfolio for motorcycle matters.

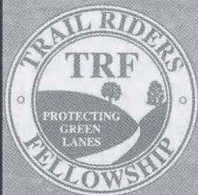
*Details on this and other BMF activities can also be found on our web site: [www.bmf.co.uk](http://www.bmf.co.uk)*

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Somerset TRF invites you to its latest non-competitive off road event within large private forests in the heart of Exmoor



The event is open to bikes, outfits & quads (Trials rear tyres only).

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(Please bring your TRF membership cards)

Advanced booking available online through paypal or credit/debit card at:  
[www.somerset-trf.com/exmoordays.html](http://www.somerset-trf.com/exmoordays.html)

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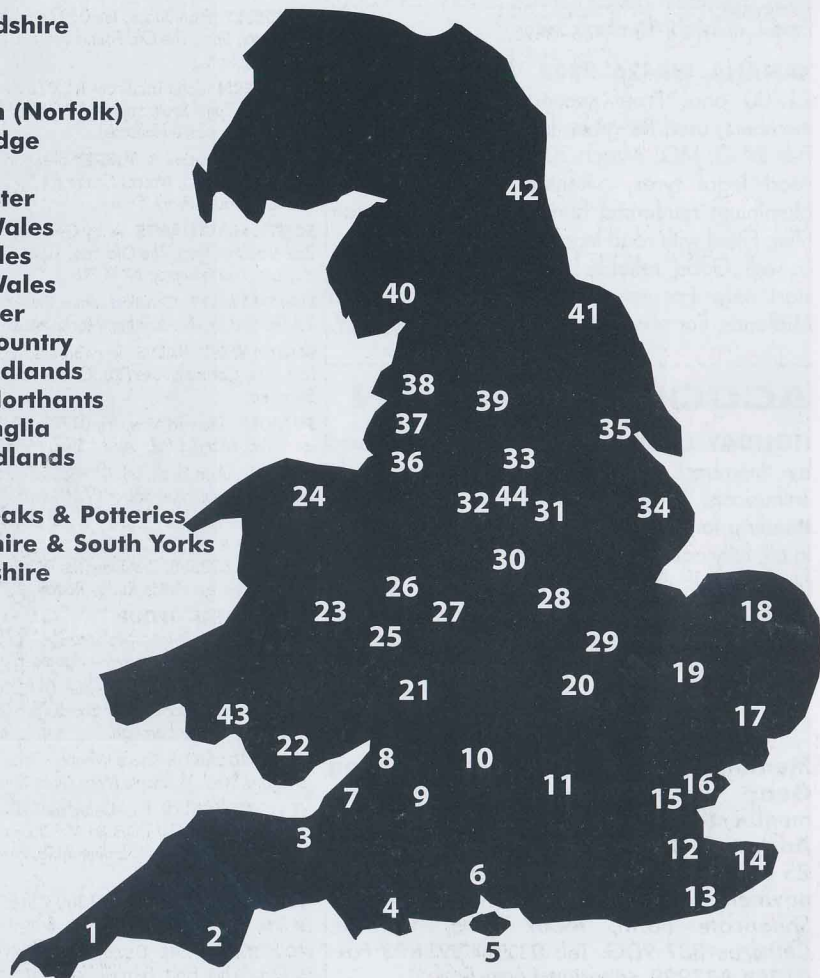
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# GROUPS

- AXE VALE** David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. dccjei@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: 07708 407061 4th Mon, 8pm, Portcullis, 130 High Street, Staple Hill, Bristol BS16 5HH.
- 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** Debbie Hutchinson, Tel: 07966 438907 2nd Tues, The Angel Hotel, Sprinckhill, 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, 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 oxford@trf.org.uk 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](http://www.virtualpeaks.co.uk)
- WEST ANGLIA** Mark Jones, Tel: 07825 142511 1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wallaston, 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: _____
	Card Number: _____
Membership Number:	Expiry Date: _____
Contact Number:	Sec Code: _____
Email Address:	Total to be debited: _____

Profits from each sale go towards the TRF Fighting Fund

## Injured In A Bike Accident?

Seek the advice of expert solicitor, experienced biker and fellow TRF member - Mark Lampkin.



Mark Lampkin  
Motorcycle Accident Solicitor

We are proud that most of our business comes from recommendations. We are motorcycle accident specialists and have years of experience. We don't need any gimmicks and simply offer you the very best in accident claims services.

- 100% Compensation**
- True No Win, No Fee**
- No Risk**
- \*£100 donation to TRF Fighting Fund**



british motorcyclists federation

Freephone 08081 782 110 [www.lampkins.co.uk](http://www.lampkins.co.uk)

*\*donation made when we take on your case - terms & conditions apply*

Lampkin & Co Solicitors - Corporate Member of the bmf. Regulated by the Solicitors Regulation Authority (SRA number 301 730)

[www.trf.org.uk/shop](http://www.trf.org.uk/shop)

## TRF SHOP

Remember to pay a visit to the TRF shop at [www.trf.org.uk/shop](http://www.trf.org.uk/shop)

where you will find a selection of:

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

All profits from each sale go towards the TRF Fighting Fund. Don't forget to check the website for offers and discounts.

For bulk enquiries or orders, please contact [shop@trf.org.uk](mailto:shop@trf.org.uk)

**Happy Shopping!**

