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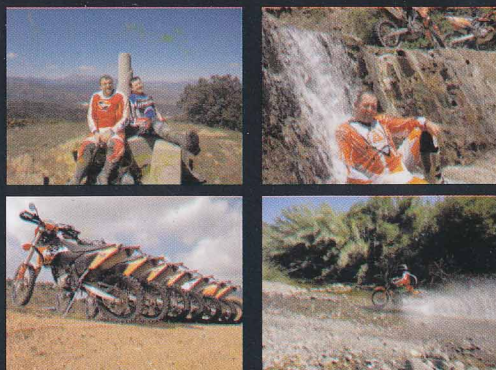
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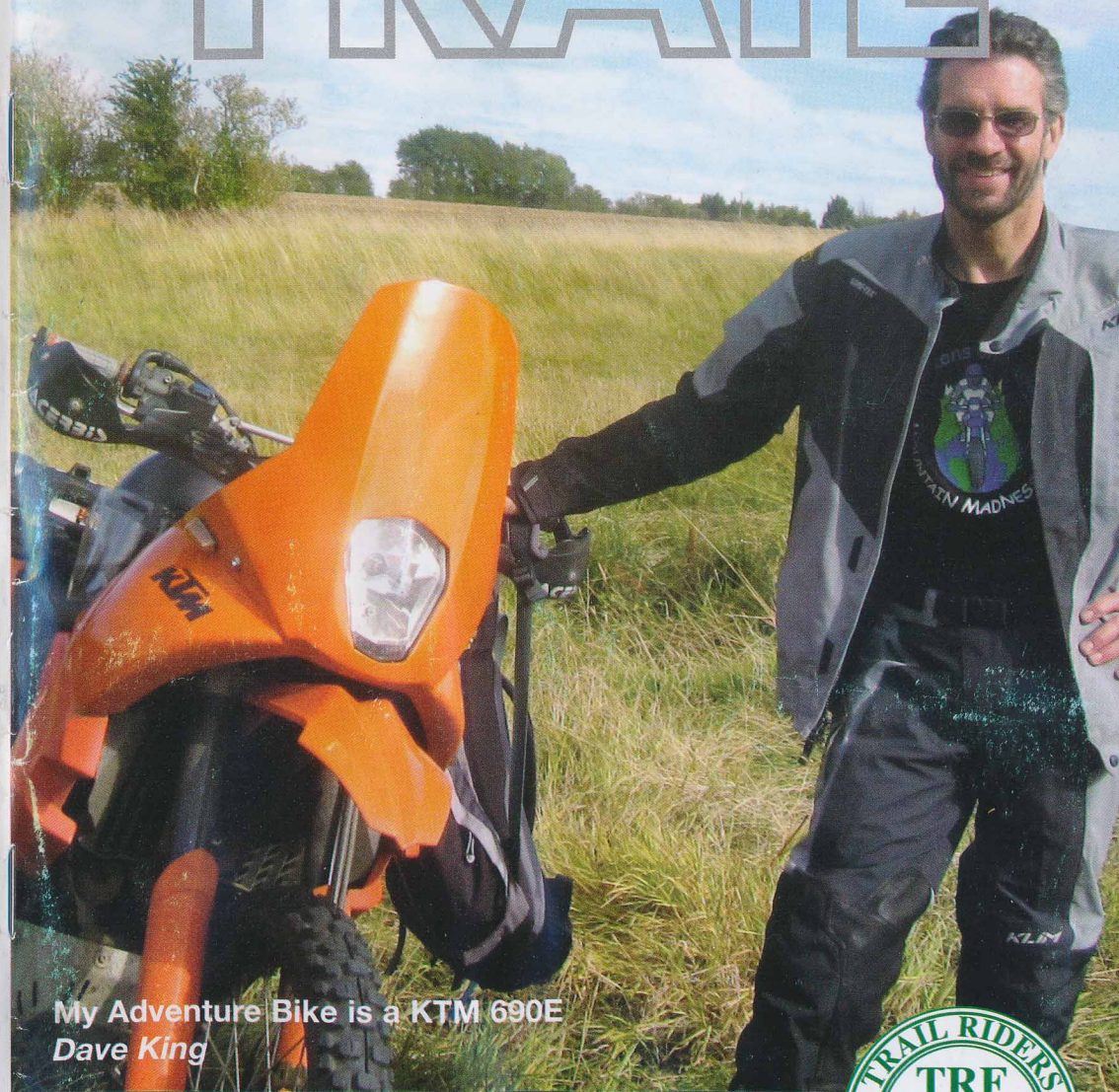
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TRAIL



My Adventure Bike is a KTM 690E
Dave King

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

OCTOBER 2012 No. 410 EDITOR: FRED ELLISON



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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

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South & South West	Dave Tilbury	See above for contact details
Eastern	Richard Sugden	01354 651390 home@rslsugden.fsnet.co.uk 122 Station Road, March, Cambridgeshire PE15 8NH
East Midlands	Robin Hickin	See above for contact details

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Members Classifieds: Bikes, Riding Gear etc **FREE OF CHARGE** Enclose membership number.
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EDITOR

Lots of things to do this month:

1. Attend TRF AGM (The Member Meeting), Sunday 11th November.
2. Get some Campaign Training with Robin Hickin page 4.
3. Take photos for the TRF Calendar Competition.
4. Object to the Peak District TRO page 6.
5. Peak Protest Ride Dates 21st October, 25th November, 30th December see page 8.
6. Buy your Christmas presents from the TRF Shop. Order Form page 28 or online.
7. Support our advertisers.
8. Write an article or letter for TRAIL.
9. Make sure you support our local events which brings me round to Ribble Valley Groups first attempt at organising a social evening with a guest speaker - tickets still available for what promises to be a very entertaining evening.

Fred Ellison
Editor



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LYNDON (PYNDON) POSKITT**

Tuesday 6th November, 8.00 p.m.
at
The Brown Cow, Chatburn, Clitheroe

Tickets £5.00 to members
£7.00 non members or on the door
Contact Ian O'Brien: 01706 219971

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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 Dave King
My Adventure Bike is a KTM690E

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 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.

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.

Ribble Valley TRF An Audience with Lyndon Poskitt

Tuesday 6th November 2012, 8.00 p.m.

Contact Ian O'Brien for further details 01706 219971.

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.

NOTICE BOARD

SUPPORT RIDING IN THE ISLE OF MAN

Please note the link supplied in last month's TRAIL was incorrect. Several people have queried this. The correct link is: <http://www.iomtoday.co.im/news/isle-of-man-news/new-look-mgp-plans-revealed-1-4802863> This is only a web poll but it's always good to air your opinions so it's worth registering your vote.

TEESSIDE & NORTH YORKS GROUP AGM

Tuesday November 20th 2012

Free Pie and Pea Supper for all card carrying members. Come along to the Ranch House and volunteer your services for a position of your choice.

New blood is required on the Committee. Chairperson, Secretary, Treasurer up for grabs. Training/advice given to willing volunteers. **Your Group Needs You!!**

Email nominations to johnjurob@ntlworld.com

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.fslife.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.

Trail Riders Fellowship Campaign Training

18th November 2012, Motor Museum, Gaydon

A programme for members of the Trail Riders Fellowship to develop their links with Government to get things changed. This workshop is aimed at those of you who have to interact with politicians and other officials on a local or national level.

Expected outcomes: A refined approach on how your organisation deals with political figures, both elected and in the civil service by increasing understanding of the political world and how to work it.

Prior to the day

To ensure that the information provided is as current as possible, we would ask that the TRF provide the trainers with details of who is attending, where in the country they are from and a short briefing on current national issues. This will also mean that we can be sure to research the right politicians in depth, for example individual council leaders or senior members of the Local Government Association.

Proposed Agenda

9.30 Introductions outline day, ask each participant what they want to get from Government and what interaction they have at the minute.

10.00 Why bother lobbying and talking to politicians and the civil service? (brain storm)

- What do they want from government?
- How does it affect them?

10.30 How Government works

- House of Commons
- House of Lords
- Local Government, the Local Government Association and the Local Government

Information Unit

- Civil Service and Special Advisers
- Group exercise imagining issues which could be dealt with at each level, feedback together*

11.25 Ways to work with politicians

11.40 Applying this to your work, pick two examples where you need to work with government

(use handout to help them define issue, what they want, evidence to support it, who are the key influencers, how and who should approach them, by when)

12.30 Lunch

13.15 What makes a good meeting with a politician?

13:30 Role play with politician
Practice meeting with feedback on how effective each session was, do in pairs.

14.00 Draw common learning theme together and revisit earlier sheets, reflect how they may approach things differently

- Incl what makes a successful visit
- Interacting with difference levels of government

14.20 Split into groups and develop action plans on issues based on campaigns model and handout.

15.20 Feedback and compare ideas.

15.40 Conclusions and lessons from the day including places they can go for further information and support.

16:00 End

For those who are interested in attending and wish to reserve a place for themselves please contact Robin Hickin at row@trf.org.uk

ROW UPDATE

Peak District National Park

The consultation is now open for the proposed permanent vehicular TRO's on the Roych and Long Causeway is advertised at www.peakdistrict.gov.uk/consultations it's up to you all to make your views known. This consultation can not be ignored, it is the first stage of removing your right to access legal routes in the Peak District National Park a committed aim of the Peak Park Board. Representation will be made at a national level but all local TRF members, and those of you who use this beautiful area must voice your objection or lose your rights.

The second set of proposed TRO routes have been identified as Chertpit & Leys Lane and Brushfield-Upperdale. These will be the next ones so if we don't object we will lose these too.

Devon TRF fight against UCR closure

It would appear at this stage that DCC have ignored their legal duty to satisfy the wishes of a landowner and made a TRO at Bouchland Farm. High court papers were served on Devon County Council last month and it would seem that the council wants to take the case to the High Court in due course. I fear that this will cost Devon Council Taxpayers many thousands of pounds to support a local landowners desire to have this road closed. If you live in Devon you might want to ask why your Council Tax is being used in this way.

Powys Section 56

Court proceedings are now underway and full disclosure of evidence has been ordered to allow the defence to examine all the facts, some of which were withheld in the magistrate's original case.

This legal battle is likely to cost £50,000 to protect us from the injustice of temporary TRO's just being extended and our rights eroded and the LA's not repairing routes closed in this way. LARA have set up a fighting fund to protect against any possible costs in this case and are asking for contributions to their Fighting Fund. If you or your Local Group 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.

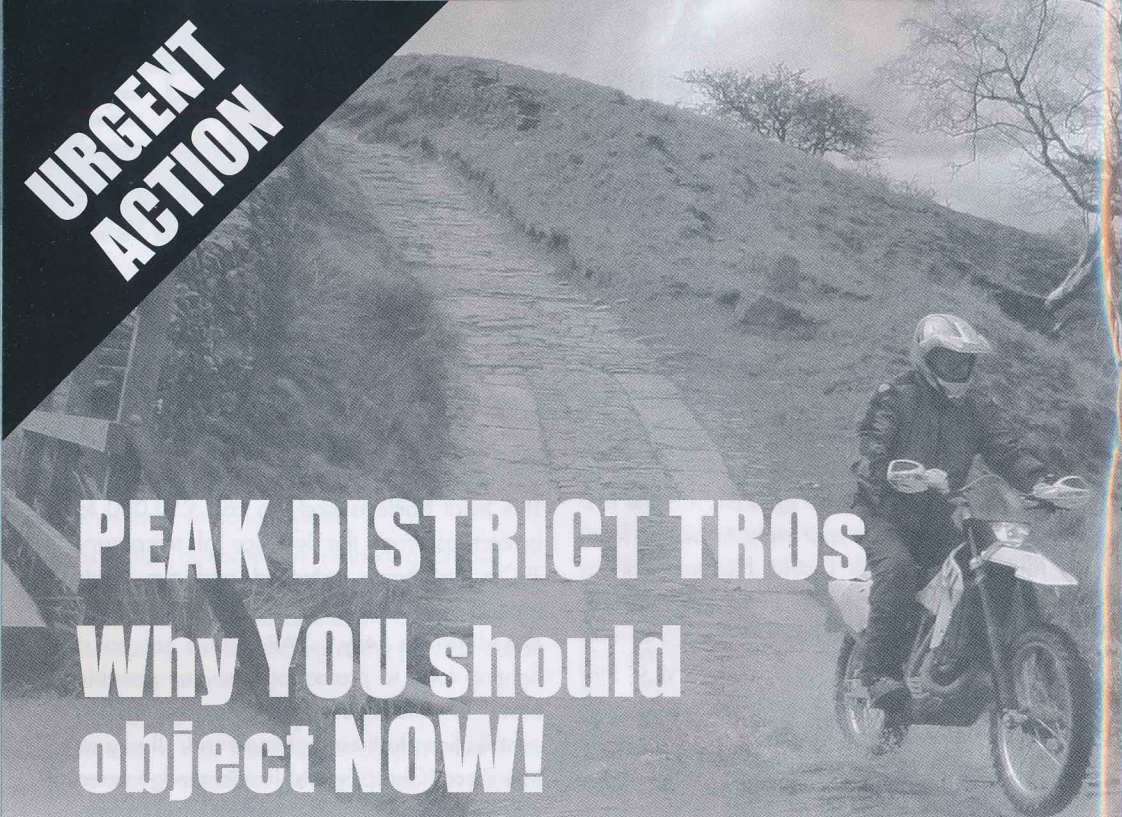
PLEASE NOTE THIS IS OF NATIONAL IMPORTANCE TO YOU ALL

Dorset Map Scales

Hot off the press the Judgment was handed down on the 2nd October and I am sad to say we were not able to convince the High Court of the injustice of Dorset County Council's interpretation of the 1981 WCA and the effect of NERC on this DMMO claim. At this time we are considering an appeal so I can't make any formal comment on the case. No doubt others will be crowing about their success, but as with the original Winchester case an appeal could be successful. Time will tell.

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

**URGENT
ACTION**



PEAK DISTRICT TROS

Why YOU should object NOW!

Elsewhere in this edition of TRAIL you will see a notice giving details of the current TRO consultation in the Peak District. The proposal made by the Peak District National Park Authority, if adopted, would ban all recreational motor vehicle traffic from the Roych and Long Causeway green lanes in the northern part of the national park.

This proposal is not just unreasonable in the sense that it's grossly excessive but perhaps more importantly it must be seen in the context of a new and more aggressive anti vehicle strategy adopted by this authority. A strategy that aims to undermine the green lane network and drive recreational vehicle users out of the area all together.

If this sounds like paranoia then think again! In a recent BBC TV interview (Tales from the

National Parks), Jim Dixon, Chief Executive of the Peak Park Authority, was challenged as to why the authority were not closing green lanes to motor vehicles. His reply was most revealing. Mr Dixon said,

"I can see members taking a different view. It is possible that we could so reduce the scope for off roading in the National Park that there would be a lot less off roading in the future" (or words to that effect).

Quite how they would achieve this reduction in "scope" he didn't say but I don't think it's too hard to put two and two together and make four, do you?

To this end it's worth pointing out that not only are the Long Causeway & Roych proposals the first two TROs of a batch of six that the Peak

Park are currently processing but in turn those are the first six of twenty four "priority routes" earmarked for "management" action. This does not include the existing, so called, experimental TRO on Chapel Gate either.

Of course traffic management is not in itself controversial. There are problems arising from recreational vehicle use in the Peaks and as responsible users we have a moral duty to work constructively with the authority to try and resolve those problems. Indeed many local trail riders and green lane drivers already do this through the Peak & Derbyshire Vehicle Users Group (PDVUG). However, none of these problems justify blanket bans on these or any other routes. Management does not mean banning legitimate recreational activities or criminalising otherwise law abiding members of the public.

That is an abuse of power, especially when the motive is so plainly political. Compromise is not only possible but would most likely be effective. Unfortunately despite the TRF's best efforts our compromise proposals have been dismissed with little more than contempt.

Of course Long Causeway and the Roych would be lanes worth fighting for in their own right even if this wasn't part of a wider battle. They are not only arguably the finest lanes in the Peak District but must surely be among the finest lanes in the whole country! They are truly iconic routes and the loss of either to a permanent blanket closure is unthinkable and frankly should not be tolerated. We need to act now and act decisively.

There are over three thousand members of the TRF and no reason why every single one shouldn't email/write to object to these closures! If we did that (and this means YOU too) then we would send a message to this

authority and all the others who are watching and learning that our collective voice simply can no longer be ignored.

There are other things we can do as well but there's no doubt that a simple objection is the easiest, quickest and most obvious action. An action which every single one of us can be part of but don't delay! By the time you read this in TRAIL the consultation will have only a few days left to run (it closes on the 2nd November). Do it now, please!

You don't have to live or even ride in the Peak District to object (although if you do please say so). Don't worry if you've never written an objection before, it's not a test, no one is marking your spelling or going to criticise you for it. You can write as much or as little as you like. Just make sure that you include, in your own words, that you're a trail rider and that you object to the proposed closure. Include your name and address and ask that your object is acknowledged.

Remember, National Parks are a national resource, what happens in National Parks is therefore of national importance and demands a national response. These are our lanes, we are prepared to share them but we should never be prepared to lose them. The future of trail riding is in YOUR hands!

Objections should be emailed to: long.causeway@peakdistrict.gov.uk and roych@peakdistrict.gov.uk

Alternatively, you can write to, Rights of Way, Aldern House, Baslow Road, Bakewell, Derbyshire, DE45 1AE.

Richard Sugden
Eastern Area RoW Advisor

• • • PRESS RELEASE • • •

Save the Best Lanes in the Peak District for All to Use

The Trail Riders Fellowship is asking countryside lovers, riders and drivers to protest against plans by the Peak District National Park Authority to close 25 of the finest old roads in the Peak District to motor vehicles for ever.

A consultation has opened on the first two routes, Long Causeway (a vehicular route between Redmires and Hathersage) and the Roych, an ancient road which is misleadingly described by the PDNPA as being part of the Pennine Bridleway for use by horse riders, walkers and cyclists, when it is in fact a route with acknowledged full vehicular rights.

We need all motorcyclists and 4x4 drivers to take part in the consultation, no matter what part of the world they come from. Just email a few simple comments to the PDNPA before 2 November 2012 to:

Both long.causeway@peakdistrict.gov.uk and roych@peakdistrict.gov.uk

For maximum effectiveness please keep your comments brief but please include the following:

"The action by the Peak District National Park

Authority to attempt to manage legal recreational vehicle use by closing rights of way and unsealed lanes is highly discriminatory to one minority group of users and visitors. This is directly against the Park's own strategy of welcoming all users to enjoy diverse recreational activities."

You could also question whether spending, as they plan £100,000 on banning us is sensible, or whether the cash could be better invested in maintaining the routes for all to use. The National Park spends a fortune repairing paths that have been worn out by walkers.

Remember that hundreds of trail riders gave up their bank holiday to protest against this: an action that was widely reported in the media. Now it's your turn to show your support, so please take a few minutes to send an email.

You can find out more about the NPA's plans at <http://www.peakdistrict.gov.uk/>

You can find out more about the TRF at www.trf.org.uk

Ed: Please forward this press release to anyone who you think might use it.

WWW.TRF.ORG.UK

TRF WEBSITE & FORUM

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

TRF members need to be aware that in order to access the Members' Only Areas, you will need to ensure that the email you use to register your account on the website is the same one that we have for you on the TRF database. If you have any queries or difficulties please contact it@trf.org.uk or web@trf.org.uk

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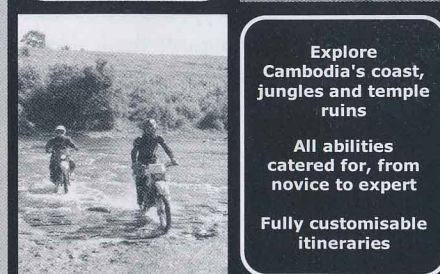
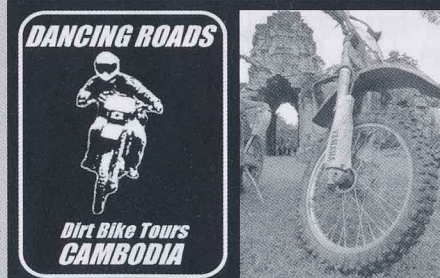
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TRF SPECIALIST MEDIA RELEASE

PEAK PROTESTERS WILL RIDE AGAIN



Trail-riding and 4x4 driving protesters are set to return to the roads of the Peak District in protest against plans by the National Park Authority to close 27 iconic lanes in the park. Members of the Trail Riders Fellowship (TRF), 4x4 drivers from all over the country and local enthusiasts operating under the umbrella of the Peak District Vehicle Users Group (PDVUG) are inviting motorcyclists and drivers to join them on four 'slow driving days' on Peak District Roads on 21 October, 25 November and 30 December.

The 'Back to Tarmac' days follow a successful day of action on August Bank Holiday Sunday, during which hundreds of motorcycles and 4x4s were driven slowly around the park.

Protest organisers hope to highlight to locals the unintended consequences of a green lane ban for vehicles.

A spokesman said: "We enjoy pottering about the countryside, using legal unsurfaced rights-of-way on our bikes and in our 4x4s. If we can no longer enjoy this

experience on legal rights of way, then we will recreate it on tarmac roads.

"The Peak District National Park has allocated £100,000 of taxpayer's money to fund its ban. PDVUG and the TRF believe that this money could have been better spent improving facilities for all."

The motorcycles will travel no faster than 25 mph with the 4x4s going far slower, taking in many of the tourist sites of the National Park.

"Anyone who feels strongly about the rights of riders and drivers being taken away by an unelected body is free to join us," the spokesman added. "You don't need a trail bike or 4x4 to take part, any licensed vehicle will do."

More details will be published as the protest days approach on www.trf.org.uk

For further details, contact Richard Simpson 07812 402021

Our picture shows some of the riders who took part in the first protest: they'll be back!

Ed: Please forward this press release to anyone who you think might use it.

Objectors. At risk of Costs?

As trail riders we can get quite cross when a Highway Authority decides to make an Order to downgrade a BOAT to bridleway or footpath. In the heat of the moment we object. The Highway Authority may then write back with words to the effect of 'We invite you to withdraw your objection to the Order. Failure to do so will expose you to an award of costs...' etc.

My advice to members is that costs in definitive map matters are about as common as hens teeth. We have recently had an Inquiry for such a downgrading where the applicant sought the downgrading of two BOATs to footpath because they could not find a 200 year old document. The Officers recommended that the Order not be made - the Members fast-tracked the Order. The applicant claimed that the BOATs could not have become vehicular highways because the width was not 40 foot, as per the requirements of the Inclosure Act. The routes were largely over forty foot, falling below that figure in just a couple of places by inches. Unreasonable or what?

This Inquiry ran for three days, fuelled by a group calling themselves GLPG, and over that time no new and positive evidence of error (the required standard of evidence for the removal of a public right) in recording the BOATs was adduced - just smoke and mirrors. The TRF applied for costs and didn't get them.

By all means object to such Orders. Do not be intimidated by threats of costs - you are entitled to object. 'I use this route and I object to the downgrading to bridleway' is NOT unreasonable. If I object to some distant downgrading, as I do from time to time, I make it plain that I do not intend to present evidence at a public Inquiry, but that I am happy that

the matter is dealt with via written representations. This demonstrates that you do NOT seek an audience at Public Inquiry, thus you are not party to the escalation of expense to the Highway Authority.

It may be that you simply want to object. You have no evidence to offer, but you feel strongly, for what ever reason, that the BOAT should remain as a BOAT. In such cases I would recommend that you gather some facts before writing and express a reason for objecting and conclude your letter by saying 'as a user of this route (or similar routes, as appropriate) I object and ask that this letter is made available to the Inspector should the matter go to Inquiry'.

If there was a change in the way applications for costs are dealt with and they became more common then I think it is 'the other side' that would need to worry more than us. One objector to a BOAT Order once told an Inspector that the route was a "permissive public carriageway" so could not be classed as

Essex is Best

"Survey of Local Authorities"

I have six returns so far, indicating that Essex is the best highway authority as far as we are concerned - thus far. Sadly six returns does not pay back the effort the TRF have put into this survey. Come on TRF Groups - it won't take you five minutes to complete. To counter some of the rubbish that comes our way we need facts, only YOU can provide them."

Dave Tilbury
TRF RoW Co-ordination - contractor,
Area South

a public vehicular highway. Once the laughter died down

The bottom line is that most BOATs went on the definitive Map & Statement through reclassification of RUPPs or Schedule 14 applications. The evidence has been tested within the last 44 years and if there was an

error the time to challenge it has passed. If someone now wants a definitive map modification Order (DMMO) the bar is set quite high - and rightly so. If you object - then do so. Do not be intimidated by the highway authority's nasty little letters.

Dave Tilbury



Last year we had a stand at **Motorcycle Live**, the UK's main bike show and it proved so successful that we will be taking one again this year. Most of that success came from the help and enthusiasm of the 20 odd volunteers that helped man it for the 9 days that it was on.

Can you help this year?

Entry to the show is £16 per day but we have free tickets for anyone who is prepared to work

on the stand - obviously the more people there are, the less time you will need to be on it!

Get a friend or two involved to share the travel costs and it's a brilliant and cheap way of seeing the show.

Email me on marketing@trf.org.uk or text me on 077912 730294 if you want to come and please don't forget to say which days you can do.

Jack Knight

FUNDURO

South West Practice Tracks & Bristol TRF are holding their second fun enduro on the 4th November 2012 at Keysham, Bristol.

This is a brilliant venue offering everything that you want from an enduro with hard and easy routes to suit all abilities. However, more technical than your usual enduros with some steep climbs and descents in a private woodland and open fields.

Advance Bookings: £25 TRF Members, £30 Non members (£30 TRF members, £35 Non members on the day)

For an entry form email deanallentr@gmail.com

Event to be run under the I.O.P.D. insured by Zurich

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
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29	30	31					26	27	28	29				25	26	27	28	29	30	31

MAY							JUNE							JULY						
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29	30	31					24	25	26	27	28	29	30	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

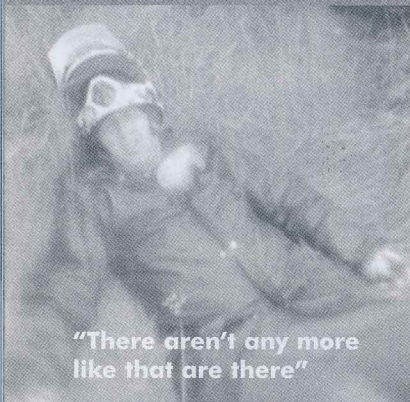
ENTRIES BY 3RD DECEMBER 2012

AUGUST							SEPTEMBER							OCTOBER						
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23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30	31

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



Pre prep



"There aren't any more like that are there"



Out in the wilds



Go on Bri!

10 Men, 10 Bikes and an Island

Bristol TRF Isle of Man Trail Riding Week 2012

Wow, what a place. It has everything from rocky climbs to soggy mud filled lanes enough to satisfy even the hardest of trail riders. To add to that it also has the pleasant sweeping trails that we all long for from time to time.

Back in 2011 I organised a trail riding trip, there were only 6 of us, it was a bit of an experiment but its something I had longed to do for a while. I always remembered the trail riders I could see from the track whilst sat on my sports bike at the TT and they always seemed to be having a great time making their way across the wide open spaces that the Isle of Man provides. Riddled with challenging terrain, yours for the taking, what a place.

2012 August the 26th the second trip I had arranged. We departed, 2 vans, 10 bikes and 10 weary looking riders. It was 06.30 am Sunday morning and we were on our way. In front of us we had a 3.5 hour journey to Heysham to catch the ferry.

Waiting in the queue with all the other vans, bikes and cars eager to board the ferry (a word of warning, if you do decide to take a trip across, don't take spare fuel with you as they will take it off you at the port, there's plenty on the Island anyway). The crossing was fair, not too choppy, so we settled down for a bevy or 2 in the restaurant.

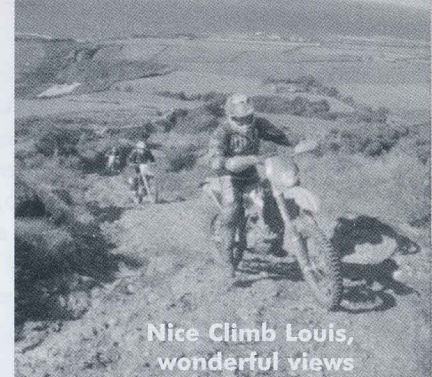
3-4 hours later you could see a silhouette of the island through the mist so we grabbed our belongings and made our way up top to watch this few thousand tonne

ship manoeuvre itself onto the off ramp, back to the vans and we were soon on our way to Foxdale.

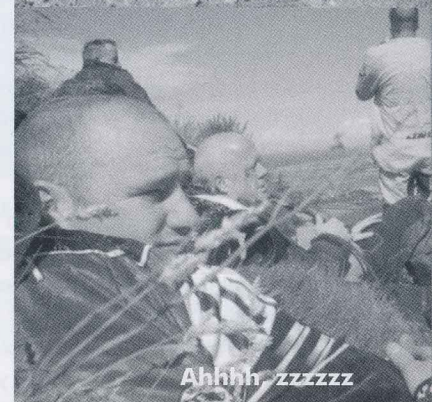
We were staying at the residence of Richard and Suzanne Colquitt otherwise known as Enduroman. You will see them advertised in the TRF magazine with well presented rooms, showers or baths, a full double garage with tools, bike lifts, boot and clothe dryers and a lovely cooked breakfast every morning if you want it. A nice friendly pub and garage just down the road, what more could you ask for?

We settled into our rooms pondering whether or not to go out that evening, the fact is we were weary after the journey and the rain was lashing down, so we decided no, we would make a fresh start in the morning.

Monday morning rain still lashing down. We dressed ourselves up with all the wet weather gear we had and off we went. I was the map reader, a virgin map reader may I say, so the pressure was on me to get us to the first lane. I remembered this lane from the previous year where it had taken so much energy out of us we had to stop half way up for a breather. Not this year, we were already soaked. The lane was quite wide at the entrance but soon turned into an uphill deep rutted gully. Where at times you had to walk and crouch with the bike below you, you had no option but to follow the rut. At the top end of the lane some of the guys had succumbed to even more of a soaking having had to leave the bikes for a good lie down *Ed: the bike or the riders?* to catch their breaths, "hope the rest of the lanes aren't like this one" one of the guys asked, "not too many" I replied, leaving him with something to think about!!



Nice Climb Louis, wonderful views



Ahhhh zzzzzz



Steep



Fix it on the move

To be really honest the rain did not stop all day, we had completed several lanes including a really muddy forest that had a few of us twitching at times, a great challenge for the less able members of the group, but as is always the case we all helped and encouraged each other and it was a good first day on the Island, we had much more to come.

We arrived back at Enduroman which is well positioned in the small village of Foxdale, well placed for trail riding. Tumble dryers full of wet gear, some of the gear was quite smelly, no names mentioned, but you know who you are! So for the rest of the week everyone tried to ensure their gear wasn't put in the drier with the "smelly gear".

Richard Colquhite will also act as a guide for a fee, but is quite happy to provide advice if required, you have to be careful as there are several sites of special scientific interest, so ensure you map read correctly, but the white signs are always welcoming when you come to a trail that allows motorcycles, its almost as if they are saying "come on then, use me".

For the rest of the week we had dry and sometimes sunny weather, we had ridden on lanes with spectacular views across to Ireland, you could almost see around the whole island, from North to South or East to West, we had climbed slippery rocky sections to deep boggy

mud, I think the fact that you are allowed to use these lanes brought out an enthusiasm I had never seen in some of the guys because over here riding these lanes is normal. As long as you follow the rules you will not have a problem, the locals accept you and are very friendly, after all this is the Isle of Man !!

I could go on all day about the Island, all I can say is there was challenge enough for everyone, you will find extreme or easy routes, the choice is yours, just remember this is where David Knight sharpens his skills. The terrain we rode appears on a lot of his videos.

My thanks to Ritchard and Suzanne who are always so helpful and welcoming and to the guys; Dean Allen, John Rawlings, Louis Burman, Glen Summers, Dave Arndell, Paul Mainstone, Bry Lacey

Mart Ridler and Trevor Brooking for making the week a good one and so here's to the next one (already reserved).

I will let the pictures do the rest of the talking for me (thanks to Dean Allen for the fotees), and if you do go I can almost guarantee, you won't regret it.

Contact Richard and Suzanne at "Enduroman" on 01624 803003 or Mob 07624 496020.

Email, enduroman@clagmooar.com

Martin Burman

My KTM690E, with long-range tank and Metal Mule panniers, in Mongolia



What is an Adventure Bike?

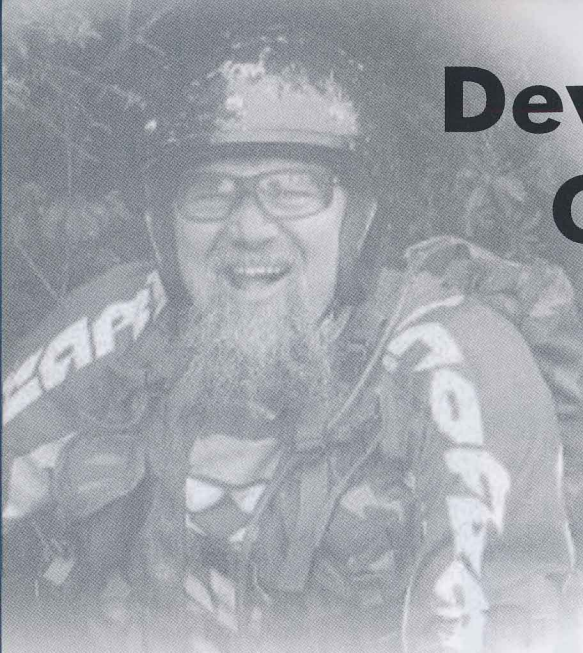
I was glad to see the question in September's issue of TRAIL because it is a subject that is close to my heart and has been for over thirty years. There are actually two answers, both equally valid.

The first, as you concluded, is that any bike can be an Adventure Bike. Indeed, the less obviously suitable the bike, the potentially greater the adventure. Nick Sanders rode around the World on an R1, Ted Simon did the same on a 500 Triumph twin, Lois Pryce rode the length of the Americas on a Serow. They all had fantastic adventures. The second is a category of bike, dreamt up by bike manufacturers and journalists because labels are convenient for them. An Adventure Bike, to them, is a bike that is designed to be capable of long distance touring, including at least moderate off-road use. When I started doing this kind of thing in the early eighties, they were just referred to as big trail bikes.

With regards to choice of Adventure Bike (according to the second definition), my first was a BMW R80G/S and I have had a wide selection since then. In 2009, my girlfriend and I rode around the World and we spent a long time before that analysing all the candidate bikes on the market. We wanted bikes that could easily cruise at motorway speeds when required, could carry a moderate amount of luggage (we tend to travel light anyway), and could easily handle rough tracks, river crossings, sand and mud. At the time, we each had an F650GS and I had an R1200GS but the conclusion we both reached was the best bike for the job was the KTM690E. In the event, we were proved right and the 690s did a fantastic job. Three years later, they each have around 40,000 miles on the clock and are still used for trail riding.

Dave King

page 17



Devon's Man Gruff is all heart 97.1 96.4

Devon TRF Member Mark (Gruff) Fishwick just won't let go, despite several attempts by an otherwise unknown local assailant to block his local lanes, he's gone national.

In his most recent coup he got a rare interview on Heart FM for Devon with Wendy Buckingham as well as a page on the stations website (see below).

After liaising with local DTRFG officers and RoW contractor Dave Tilbury, Mark was

interviewed with the result broadcast during regular news bulletins. During his 3 minutes on air the lad from East Devon came across very well. Managing to highlight the benefits to all users and firmly towing the TRF stance.

The full interview can be heard on Heart FM's website or at <http://www.heart.co.uk/exeter/news/local/devon-lanes-booby-trapped/>

Well done Gruff!

Devon Newsletter October 2012

Devon Lanes Booby-Trapped

Lanes around the East Devon village of East Budleigh are being turned into potential death-traps by a mystery saboteur.

Wire has been stretched across the lane, widths of iron and steel have been hidden along the path, branches have been stuck out to catch riders and even barbed wire has been coiled into the lane.

The latest incident happened this weekend when a cyclist was caught by cut branches draped into the pathway.

Postman Mark Fishwick of Vicarage Lane had a narrow escape earlier this year when he spotted a stretched wire at head height just in time to stop.

HONDA CRF



Owner profile

Mario is Chairman of the Herts TRF. Taking up trail riding only a few years ago in his mid 40s simply to keep up with his kids, he now considers himself a barely competent novice and looks for ease of ride and ease of ownership over ultimate performance.

The Bike

As a Honda fan I own a range of Honda CRFs including the kids' CRF50, CRF70 & CRF100 as well as my own CRF230f. I have owned the CRF250 R & X but found them excessive for laning and too tall for my 5ft 10" height compared with the seat height & ease of ride of the CRF230F. I am keeping my eye open for a CRF150 to fill the gap in the fleet. I do like the idea of more power but have the BMWs for that.

The CRF230F does most of the hard work for me with a low centre of gravity and makes me look better than I am whilst on higher bikes I would fall off higher, faster and harder.

My friends agree with me and two have gone on to get their own CRF230Fs again

with no problems or regrets whatsoever and have ended up with similar, albeit "smug", grins on their faces over the bike.

Costs

Around £3k to buy in road registered form.

It costs pennies to run with the bike holding its value extremely well. I had two but sold my spare bike (Aug 2012) for £2950 from an enquiry of the Herts TRF website with the world and his wife after it.

Regular Servicing & Maintenance

Oil changes are regular and don't even need a filter as it a reusable mesh. I use Castrol for £26 for 4 litres and it takes 1 litre /per change which I do at least 2 times a year.

Chains and sprockets are also bought for pennies from wemoto.com but I have only ever needed one front sprocket for £7. and a set of brake shoes for my CRF100 for £10 which I fit myself. I did buy a cheaper pattern part for £6 but they were made to such poor tolerances I wasted an hour trying but failing to fit them.

Lesson learned and now would only buy brands including EBC or genuine.

Fuel consumption

It uses so little fuel it is silly to measure.

I just rode the 70 miles from Newmarket to St Albans flat out on the A roads and motorways and struggled to put £5 into it!

Pootling around I estimate around 60+ mpg is easily attainable if not a full 100 MPG claimed by others due to slightly low gearing keeping the bike revving high to get to a cruising speed of 60/65.

Repairs & common faults

None whatsoever. This is a simple low tech bike built for emerging markets that simply go on & on. This is one of the few vehicles that is really deserving of the title "bullet proof".

Recommended mechanics

Yourself. My bike is new, little and lightly used and requires basic maintenance that I can easily do myself. I use the KTM centre in Hemel for tyre changes and part upgrades although I

do feel they don't take me seriously when I turn up with a Honda wheel.

However HertsMX are the local dealer and are very friendly and the obvious place to take a bike for jobs like the valve clearances on the CRF 250 as well as fork seals etc.

Despite a few years of Honda ownership I have only recently found them!! and would certainly go back there for parts and my project upgrades having wasted time on duff web purchases in the past.

For my next CRF purchase, which I will buy new, I will be going straight there.

Upgrades completed

KTM folding mirrors & Brembo brake lever mirror bracket

20mm Handlebar risers (I am 5ft 10)

12v Power socket

Basic get home lighting

Horn for MOT

Rear reflector for MOT

Ultra small & light disc lock

MTB Water bottle & holder from Wiggle

Enduro bags front & rear

NGK Iridium spark plug

Work in progress

Handlebar project including heated grips, Higher Renthal bars and better GPS mounts

May fit the original Honda Power up kit

Michelin AC10s possibly in 110 width (+10%)

May fit a 1 tooth front sprocket

Red Renthal rear sprocket if I ever wear the original out

DID chain when it needs relacing

Specifications

Model: CRF230F

Engine Type: 223cc air-cooled single-cylinder four-stroke

Bore and Stroke: 65.5mm x 66.2mm

Compression ratio: 9.0:1

Valve Train: SOHC; two-valve

Induction: 26mm piston-valve carburettor

Ignition: CD

Transmission: Six-speed

Final Drive: #520 O-ring-sealed chain; 13T/50T

Suspension

Front: 37mm leading-axle Showa fork;

9.5 inches travel

Rear: Pro-Link Showa single shock with

spring preload adjustability; 9.0 inches travel

Brakes

Front: Single 240mm disc

Rear: Drum

Tyres

Front: 80/100-21 Rear: 100/100-18

Wheelbase: 54.0 inches

Rake (Caster Angle): 26°45'

Trail: 111mm (4.4 inches)

Seat Height: 34.6 inches

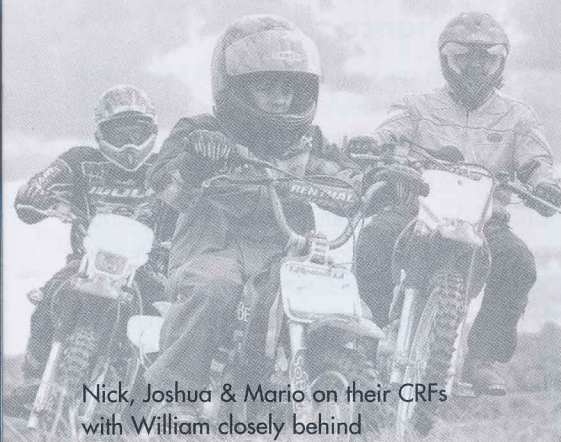
Ground Clearance: 12.0 inches

Fuel Capacity: 1.9 gallons, including 0.4 gallon reserve.

Mario Costa-Sa

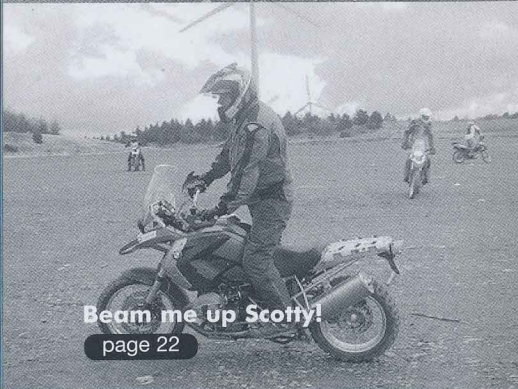
BMW Off Road Skills Level 1

Back in May Mike Irving, Cambs TRF chairman, and myself booked on the BMW off-road skills course level one for the end of September. We hoped it would give us more confidence to take our GS1200 Adventures on the trail. Three and a half hour journey by car down to our hotel in South Wales left us a couple of hours for beer and food before turning in for the night. Nine the next morning saw us outside the BMW Off Road Skills Unit in Ystredgynlais which is opposite the Tourtech Showroom on Woodlands Business Park. There were 13 of us doing the 2 day course 10 on GS1200s, 1 on a GS800 and 2 on 650s. Our instructors for the 2 days were to be Simon Pavey, six times a Dakar entrant, who finished 4 times, he also helped train Ewan McGregor and Charley Boorman for their



Nick, Joshua & Mario on their CRFs with William closely behind





Beam me up Scotty!

Long Way Round and Long Way Down Adventures; Gwyn Barraclough a Yorkshireman living in Cornwall who runs Trellesport and imports Trelleborge and Mitas off road tyres; Gary Taylor who works for the motorcycle charity Riders for Life. BMW insist that all the instructors have held international competition licences. We were then given the keys for our bikes which had indicators and rear seats removed and were fitted with Mitas off road tyres. The bikes were new in Feb 2012 but were looking a little trail weary. This was to be one of their last outings before being returned to the BMW dealer network and sold as ex off-road school bikes. After introductions we rode the short distance to the off road park which is also used for a stage of the World Rally Series, for product testing by Jaguar Land Rover and is also the venue for the famous Dawn till Dusk Enduro.

The level one course is designed for all levels of rider, from those that have never ridden on dirt. It kicks off with some basic exercises walking alongside the bike controlling the speed with the clutch, locking the rear brake from 25mph to a standstill, locking the front brake with the power on, turning in a small circle between 4 cones, completing an ever tightening slalom course. Linley Pavey, Simon's wife, was always on hand with a massive van containing spare bikes, bottled water, energy bars and fruit. After the basic exercises we were split into 2 groups depending on ability. Simon taking the less experienced riders, Mike and I were with Gwyn and Gary. At lunchtime we rode down to the Sarn Helen Community Centre for an excellent meal. Following lunch we did some trail riding around the 4,500 acre park. Five o'clock saw us ride back to the Business Park and then drive back to our hotel where we bathed, changed and made our way to the Abercrave Inn where Simon and the instructors hosted a superb dinner.

Saturday, day 2, saw more trail riding in the off road park. We were shown how to turn a stalled bike around on a steep ascent, we rode much of the Dawn till Dusk course, and, after another excellent lunch at the Sarn Helen Community Centre, we did some momentum exercises. These involved riding up a steep bank, stopping at the exact top, as you would do if you didn't know what was over the other side, then doing a very tight turn to go back down the slope to tight turn again and repeat the climb. The day was then finished off with

us making a climb up a steep rocky climb that I would think twice about doing on my KTM 400. Needless to say with our new found confidence the GSs absolutely flew up.

We made our way back to the Business Park where we were given certificates and a short talk by Simon Pavey. We had a fabulous 2 days and will definitely return next year to do the level 2 course on the new water-cooled GS1250s.

Tony Lacey,
Cambridge TRF

THE FORUM

ISDT Centenary

Members may be interested to learn that next year will be the centenary of the first ever International Six Days Reliability Trial.

Between the first event based in Carlisle in 1913 and the last of the ISDTs, before it changed into the ISDE (enduros) in 1981, the event ran 16 times in the UK.

The centres used being: Carlisle, Ambleside, Harrogate, Buxton, Southampton, Llandrindod Wells, Builth Wells and the Isle of Man.

Members might like to consider whether they might like to incorporate parts of the old routes (now mostly tarmaced) into any of their riding next year.

More information in future issues of TRAIL.

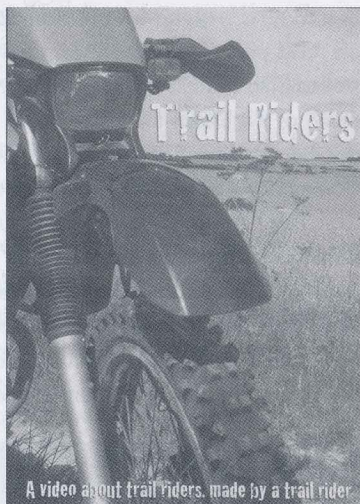
Dave Giles

FOR THOSE PLANNING A SAFARI *How to find water in the desert*

- Dig with a flat rock or other implement around fresh vegetation, in dry streambeds or visibly damp areas where animals may have scratched to reach ground water.
- Wipe plants with a bandana or cloth to collect dew; wring out and drink the moisture.
- Watch for and follow birds, which may congregate near watering holes in arid land.

A REVIEW

Trail Riders: The DVD



Mike Clarke, a professional cameraman and a TRF member for fifteen years, has been shooting footage of Trail Riders and what they get up to for the past eight years. He has now edited this and added a voice over commentary by the intrepid T.V. reported Mike Bushell.

The video is a light-hearted look at the world of Trail Riding and is largely centred on a group of like-minded riders and what they manage to cram into a busy year along with stories of how and why they got into Trail Riding as well as what maintains their interest.

It is a fascinating insight into our world covering just about everything from a local

run, organised events, overseas trips and more. Mike is obviously a Trail Riding addict and his enthusiasm as well as that of the Trail Riders featured really comes across.

Would I buy it? Probably. This video covers just about every aspect of what the TRF and Trail Riding are about.

I do think every group should buy a copy. It is entertaining, informative and full of useful ideas. It could also usefully be employed at any show where the TRF has a stand.

Fred Ellison

To order your copy, please return this order form to the address below. Please include a cheque for £15 made payable to "Centreline Video Ltd".

Name:

Address:

Postcode: Phone Number:

Send to: Centreline Video Ltd

138 Westwood Road, Tilehurst, Reading, Berkshire RG31 6LL. Tel: 0118 9410033

MEMBERS CLASSIFIEDS

CCM 604E April '01 with rear foot rests, 3,441 miles, sat in my garage for years, time someone used it £1500. **KTM450 EXC** Nov '04 228 hrs last service, ridden once since, £2500 as above!! Peter 01844 214075 (Oxford). I also have lots of kit & spares plus one/two bike Trelgo trailer.

SUZUKI DR250 1995, recent engine overhaul, rear pegs, good lights, low & comfortable seat, spacious rear rack, this bike is in v.g.c. & would make an ideal commuter or green laner. Nothing needs doing, ready to go as taxed & tested to June 2013. £1150 ovno, located in Devon. Tel: 01395 567242 or 07970 570529 for more info or photos.

KAWASAKI KLR250 1994 L Reg White/blue. V. low miles 6840. Good off road Enduro tyres. Road legal, runs & only recently Sorned. Just needs fork seals & silencer repair/replacement for new MOT. £450. Tel: 01789 450522.

KTM450 EXC 05 4500 miles, 160 hrs, Tax till Jan 13, MOT till Oct 2013, regularly maintained, old MOT's & Tax discs, good cond. £2500. Tel: 07546 021671 (Kent).

HONDA CRF230 08 reg, in good cond. Long MOT & Tax, new tyres, w/bearings. Ready to ride. Used long distance trials, trail riding. Reason for sale: new Honda. £2100. Tel: 01460 54149.

2008 VW T5 LWB TRANSPORTER SHUTTLE With fitted ramp, 6 seats. Use as car in the week, carry trail bike at the

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

weekend. £12,995 ono. millsjohn@talktalk.net or 01477 534425 for details.

HUSQVARNA WR125 for sale. 2010 in exc. cond. Done 4 enduros & some green laning. 360 miles only. Still on original tyres. Road legal & taxed. For sale due to lack of use (too many bikes) £2750. Kent Tel: 07718 076744.

"EASY LIFTER" HYDRAULIC MOTORCYCLE CARRIER Will lift & carry 200kg, fitted & removed from standard 50mm towball in seconds, fantastic bit of kit, takes away the hassle of towing. Google EASY LIFTER to view or contact for info. £380. Steve, 07973 887640.

ACCOMMODATION

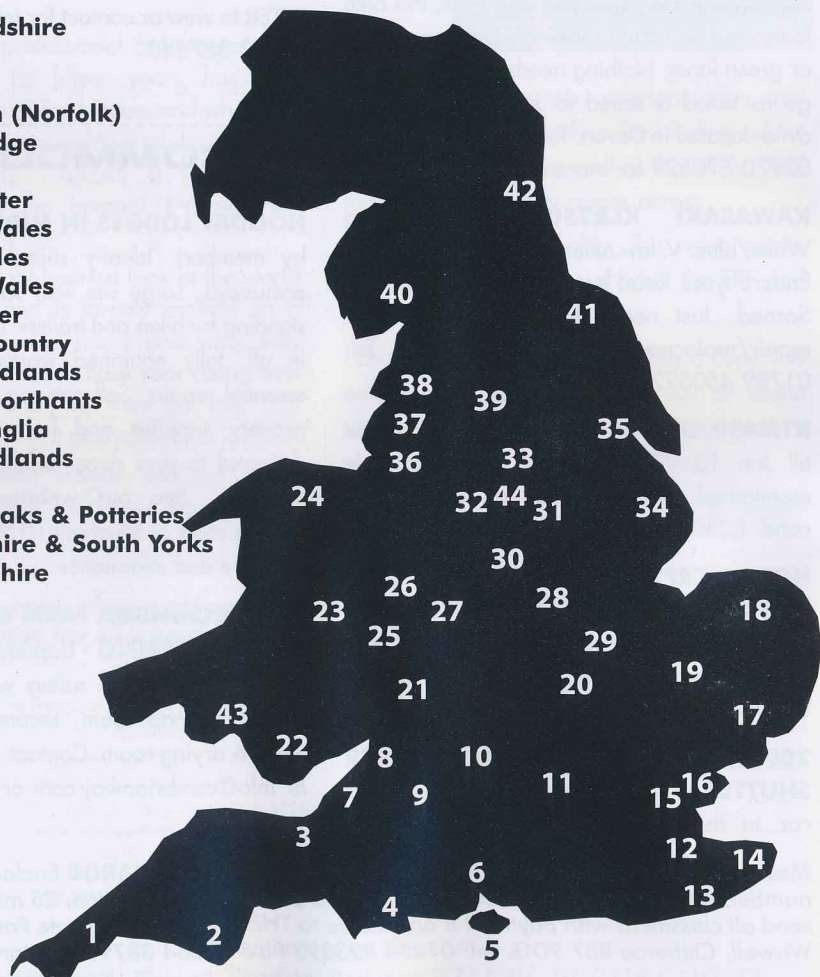
HOLIDAY LODGES IN MID WALES (owned by member). Ideally suited for motorcycle enthusiasts. Large site with safe, secure, hard standing for bikes and trailers. Utility/boot room in all, fully equipped workshops for those essential repairs. Self catering or provision for grocery supplies and home cooked meals delivered to your door. Excellent rates for TRF members. See our website: www.radnor-revivals.co.uk or telephone 01597 840308 for a brochure and information.

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WHERE TO FIND THE GROUPS

- | | |
|------------------|----------------------------|
| 1. Cornwall | 35. East Yorks |
| 2. Devon | 36. Manchester |
| 3. Somerset | 37. Lancashire |
| 4. Dorset | 38. Ribble Valley |
| 5. Isle of Wight | 39. West Yorks |
| 6. Southern | 40. Cumbria |
| 7. Axe Vale | 41. Teesside & North Yorks |
| 8. Bristol | 42. Northumberland |
| 9. Wiltshire | 43. South West Wales |
| 10. Swindon | 44. Virtual Peak |

11. Loddon Vale
12. South London & Surrey
13. Sussex
14. Kent
15. Hertfordshire
16. Essex
17. Suffolk
18. Norwich (Norfolk)
19. Cambridge
20. Oxford
21. Gloucester
22. South Wales
23. Mid Wales
24. North Wales
25. Worcester
26. Black Country
27. West Midlands
28. South Northants
29. West Anglia
30. East Midlands
31. Peaks
32. High Peaks & Potteries
33. Derbyshire & South Yorks
34. Lincolnshire



GROUPS

- AXE VALE** David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. dccje@talktalk.net 2nd Tues, 8pm, Windmill Inn, Nlore 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, Bōdmin.
- 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, 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 Wheatsheaf, 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
- 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: _____
	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

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Mark Lampkin
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british motorcyclists federation

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www.trf.org.uk/shop

TRF SHOP

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

where you will find a selection of:

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

All profits from each sale go towards the TRF Fighting Fund.
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shop@trf.org.uk

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