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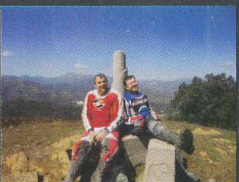
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# TRAIL



Elkstone, Gloucestershire.  
Photo by Pete Bailey



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

DECEMBER 2012 No. 412 EDITOR: FRED ELLISON



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	<b>Fred Ellison</b>	Letterheads & Compliments Slips
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South & South West	<b>Dave Tilbury</b>	See above for contact details
Eastern	<b>Richard Sugden</b>	01354 651390 <a href="mailto:home@rlsugden.fsnet.co.uk">home@rlsugden.fsnet.co.uk</a> 122 Station Road, March, Cambridgeshire PE15 8NH
East Midlands	<b>Robin Hickin</b>	See above for contact details

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# EDITOR

The TRF has had (and by implication all trail riders) a pretty successful year with a number of successful challenges in the courts and at public enquiries. All this is down to hard work by our Rights of Way people, backed up by rights of way evidence recorded over the years and our members putting pen to paper objecting to TRO's etc. What is it that that Burke chap said "All that is necessary for the triumph of evil is that good men do nothing". "If each of us does a little the load on the few is lightened by a lot" (that is what Fred said).

I would like to thank everyone who has contributed to our magazine and helped make it an interesting read as well as our advertisers for their support.

The winner of this year's calendar photo is Steve Homer with his superb photo of an XR Honda and waterfall in Somerset. I know we always say the standard of entry was high making for a difficult decision, well this time it really was! Congratulations Steve.

Here's wishing everyone a very Merry Christmas and a TRFing Happy New Year.

*Fred Ellison*

Editor

## CONTENTS

FROM CHAIRMAN ANDY	2
ROW UPDATE	3
NOTICE BOARD	4
APPEAL FOR DONATIONS	6
MATCHED FUNDING	7
BMF BENEFITS	8
REPORT FOR VMCC	11
BRITAIN'S LOST HIGHWAYS	13
DOLOMITES	16
ALARMED	21
KANGA TAILS	23
NO TIME TO RIDE	26

## 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:

*Photo by Pete Bailey*  
Elkstone, Gloucestershire.

**COPY DEADLINE:**  
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All contributions to THE EDITOR  
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Moor Lane, Wiswell, Clitheroe  
BB7 9DG [editor@trf.org.uk](mailto:editor@trf.org.uk)

**BMF Discount Code 2013: TRF13L889**





# From Chairman Andy...

Members will be aware from reports in TRAIL over recent years that the TRF on its own, and also as a Member of LARA, is quite prepared to take a case to the courts of law where the circumstances justify this.

We have had a very high success rate (that is a fact and not a boast) so far, and this is not just because our 'cause' is right, and theirs is wrong. Success is said to be 99% perspiration and 1% inspiration, and much of that perspiration comes from our usual legal counsel at New Square Chambers, at Lincoln's Inn, London, and our solicitors at Brain Chase

Coles, in Basingstoke.

In everyday life you (hopefully) will not need the help of counsel, but most of us need a solicitor at some time. It is perhaps not appropriate for the TRF's directors to 'recommend' any particular firm for your domestic needs, but we have been and remain very impressed by the skills and hard work put in by Brain Chase Coles, and you can find them at:

Haymarket House, 20-24 Wote Street, Basingstoke, RG21 7NL, tel 01256 354481.

## TRF '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 from 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**



# ROW UPDATE

## A Major Victory with a Hollow Ring Peak District National Park

Chapel Gate ETRO Legal Challenge was heard 7th Nov. Judgement was released on the 2nd December 2012, and it was another hollow victory for the TRF, and its fight to protect our Highways & Byways from illegal actions of highway authorities. It is with regret that we are forced into taking such actions, as it would be far more beneficial if both the TRF and those trying to restrict our access used our limited funds to repair and improve the routes we use. Instead we see authorities using illegal and sometimes underhand tactics to stop our legal use on these routes. We could work together to eliminate problems and use the

money we spend on court battles for the benefit of all users.

**This case proves one thing. It is important to watch out for the use of "Experimental" Traffic Regulation Orders. These ETRO's, to the average member, look like a normal restriction, but they are more sinister than just a temporary closure. Be advised that if you don't object within the first six months they will be closed permanently at the end of the "experiment".**

## Experimental Traffic Regulation Orders

I have been made aware of two such orders recently:

### Leicestershire

South Croxton ETRO to prevent fly tipping on this UCR. You have until 28th February to object or this route will end up with a permanent TRO, East Midlands this is on your patch so get your members to write.

Contact John Prendergrast,  
Highways Solicitor, (0116) 305 6014.  
John.Prendergrast@leics.gov.uk

### Solihull MBC, West Midlands

Wood Lane, Barston. After an unsuccessful attempt to slip in a permanent TRO last year Solihull Council have now put an ETRO on Wood Lane in an attempt to get it through by another means. Members who live in Solihull and the Westmidlands need to take action ASAP to halt this abuse of power.

Contact, Traffic Regulation Orders, Solihull  
MBC trorders@solihull.gov.uk  
**DO IT OR LOSE IT.**

## Devon TRF Fight Against UCR Closure

We await a court date confident however that we will win this case when we do eventually get to the High Court.

Does anyone know if it is possible to sue Devon CC for loss of our rights while this case goes on. Perhaps someone can advise us?



## Powys Section PTRO - Breaking News

Powys CC have now proposed Permanent Traffic Regulation orders on the two Byways in this case consultation ended 23rd November. Reports are now being prepared to present to committee on the 19th December 2012 and if

passed they will come into force on 24th December. Let us hope that Powys County Council members think hard before they try to remove our legal and legitimate rights to use these two byways.

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

## Regional ROW Advisers Wanted

To ensure that the ROW work carried out by the TRF is performed to the highest possible standard both now and in the future we are looking for individuals to assist local groups with their tasks in ensuring members access to legal routes is not restricted.

We are looking for a minimum of 10 new Regional ROW Advisers who are prepared to

act as a contact for local groups to provide additional support to group ROW officers where and when they encounter issues needing additional guidance and support.

You will need to be a good communicator and be able to spare a couple of hours a week of time to help others.

### Wanted 10 New Regional ROW Advisers

**An understanding of the following would be essential**

The Definitive Map and Statement

The List of Streets.

DMMO application process, requirements of WCA 1981

Public Inquiry process resulting from DMMO applications.

Traffic Regulation Orders and the requirements for their introduction.

How to influence local authority decision making

**An understanding of the following would be an advantage**

Rights of Way and the Law.1949-2012

NERC Act 2006 and its implications for vehicular rights.

Local Authority Duties and Powers in relation to rights of way

Local authority Duties and Powers in relation to roads on the list of streets

Steps to protect members from prosecution. Section 34, 59 offences

Section 56 Notices and their progression through the courts

Section 116 stopping up procedures for stopping up a highway.

How to initiate legal challenges to decisions made by authorities.

The role of Defra and Dot in the maintenance of rights on public highways

Rational Tenure Roads

responding to their requests for support.

As a Regional Rights of Way Adviser you will be supported by our network of National ROW Contractors and by the National ROW officer of the TRF.

Robin Hickin

## NOTICE BOARD

### GROUP RETURNS

Please could all groups complete their Group Return for 2013.

Polly Cody TRF Secretary

### RETURN TO ORIGINAL VENUE DERBYSHIRE & SOUTH YORKS

Meeting Date: 2nd **Wednesday** of the month at The Angel Hotel, Spinkhill, Sheffield S21 3YB.

### NEW MEMBERSHIP DIRECTOR

Mario Costa-Sa  
07721 480000  
membership@trf.org.uk

### NEW COMMUNICATIONS DIRECTOR

Mike Irving  
07860 813578  
communications@trf.org.uk

## FORTHCOMING EVENTS

**BMF Show** Peterborough: 18th-19th May

**BMF Bikefest** Kelso: 6th-7th July

**BMF Tailend** Peterborough: 14th-15th September

### MAKE SURE YOUR EVENT IS LISTED

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



# Appeal for Donations to the Fighting Fund

Elsewhere in Trail is an update report from Robin Hicken who you will know is our National Rights of Way Officer. You may also know that the TRF was founded over forty years ago to protect our green lanes and to preserve our rights to ride them and that is still our main aim.

At our Annual General Meeting last month, Robin outlined just how busy we have been in the twelve months to the end of August 2012 with public enquiries and court appearances all over England and Wales. All of these activities cost us money which is charged to our fighting fund and unfortunately even when we win our cases, which is quite frequently, we cannot recover all of our costs. Robin regaled us with details of some of the cases which had been concluded and a number of those which were still ongoing.

The accounts which were circulated and presented to our Annual General Meeting and which are available for the membership should you wish, showed that last year we spent almost £30,000 net from the fighting fund and this was after we had recovered costs from cases that we had won. We had donations of £8,400

from the membership reducing our outlay to £21,500. Following the increase in subscription charges last year I had not made any appeal for donations to the fighting fund but in the previous year when I did make an appeal we got almost £38,000. If you want a copy of the accounts please e-mail me with your membership details and I will send them to you (my e-mail details are in the front of Trail)

The fighting fund still has a healthy balance but we need to maintain that in order that if necessary we can challenge Highway Authorities and others in the High Court when the occasion requires it.

You may have heard that despite a proposal from the floor of the meeting that subscriptions should be increased again this was not supported by your Directors or the majority at the meeting. I am, however, appealing that when you renew your subscription you please consider making a donation to the fighting fund.

Wishing you a very happy Christmas and a prosperous New Year

Thank you, John Gardner, Financial Director

# Matched Funding How It Works

I have recently been asked by a number of people how the Matched Funding process works so I thought it would be appropriate to publish a short piece in TRAIL to explain it. The Matched Funding Process or Match Funding as it is sometimes called was introduced by the TRF over ten years ago.

## Matched Funding

The process was introduced to encourage local TRF groups to engage in activities which would be for the benefit of the TRF at large or regionally (rather than merely the local group) with such matters as research or lane clearance. The local group would initially apply to the TRF Executive, (now TRF Directors), with their written proposal for approval before the work commenced and they would seek matched funding from the National coffers of up to 50%. The Peak Rights of Way Initiative (PROWI) has been significantly funded by this means over many years as have other more one off events and schemes.

The initial application would set out what was being proposed, what the aims and objectives were, what the proposed outputs would be,

what the likely timescale was and most importantly what the estimated costs would be.

The National Executive at that time consisted of the National Officers and a representative from each TRF group. The Executive met quarterly and would consider proposals at their next meeting and more often than not the Executive would agree to a full 50% funding support. If the issue was very urgent then the TRF National Officers could agree the scheme and it would then be ratified by the next Executive meeting. Now that the TRF is a Limited Company, Matched Funding requests are considered and agreed by the Board of Directors.

Progress reports are required from the recipients of the funding during the work with a final report at the completion of the project. Historically a number were written up in TRAIL.

So that briefly explains how the process works. If you have an idea you would like to explore before putting something formal in writing you could give me a call or drop me an e-mail. Contact details in the front of TRAIL.

John Gardner, Finance Director

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## 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](mailto:it@trf.org.uk) or [web@trf.org.uk](mailto:web@trf.org.uk)

ALSO WHY NOT TAKE A LOOK AT [WWW.BBTRUST.ORG.UK](http://WWW.BBTRUST.ORG.UK)





British Motorcyclists Federation

# Benefits of being in the BMF

All members of the TRF are affiliated members of the BMF.

## Affiliated Club Civil Liability Protection

BMF affiliation to the Sport and Recreation Alliance means our Affiliated Clubs automatically participate in their unique Civil Liability protection scheme. Details of which may be found in our information sheet 'Civil Liability Protection'. Since 2010 we also have included Employers Liability Cover and further details of this can be found in the same information sheet.

**Equipment and spares cover is also available at excellent rates. Details of this can be obtained from Perkins Slade on telephone number 0121 698 8160.**

## National and One-Make Forum

National and One Make (NOM) Clubs can send representatives to these meetings that take place at regular intervals throughout the year, and can, through this forum, raise concerns which they have at both national and local levels and obtain assistance from other Clubs/BMF in dealing with them.

## Regional Meetings

Local Clubs send representatives to these meetings and can, through these forums, raise concerns which they have and obtain assistance from other Clubs/BMF in dealing with them.

## Club Ground Space at BMF Shows

Exhibitor space is available to all affiliated clubs at our events. Here clubs can encourage new members and enjoy the fun and

camaraderie of a national event. This includes a number of exhibitor passes, allowing club members to attend and man their stand. Details can be found on the events pages of the BMF website [www.bmf.co.uk](http://www.bmf.co.uk)

## Motorcycle Rider

Clubs, as party of their affiliation receive, dependent on size, a set number of subscriptions to the BMF magazine 'Motorcycle Rider'. These are mailed to members nominated by the Club.

## Regular Information and Press Releases

BMF Press Releases are available on email.

## Political Representation

The BMF represents every rider at the highest level in the UK and Europe. Specialist lobbyists and researchers as well as a network of UK volunteers are engaged in this work. We have contact with National Riders Rights Organisations throughout Europe and many other parts of the world. We are members of FEMA (overall European representation) and have links with FIM (Worldwide representation). To get involved, contact the BMF Membership Department on 0116 279 5112 or [membership@bmf.co.uk](mailto:membership@bmf.co.uk)

## Discount on entry to all BMF shows

Tickets for all the BMF shows can be purchased in advance on line at [www.bmf.co.uk](http://www.bmf.co.uk) quoting your club's unique discount code (available from your club officials). Please see the website for the ticket hotline number, if preferred. Tickets may also be purchased at the event.

## Access to Riderspace, the BMF website

Visit [www.bmf.co.uk](http://www.bmf.co.uk) for details of events, briefing documents, press releases and many other things to do with the BMF.

## Discounted Insurance

Some insurance providers offer discounts to members of the BMF. Please ask your broker before renewing your insurance.

## Travel Insurance

A combined Travel and Breakdown Insurance, which covers Continental Europe and extending to the Azores, Balearics, Egypt, Morocco, Russia, Tunisia and Turkey\*, including the UK part of your journey. \*Please note that breakdown cover is limited to Continental Europe only and excludes these countries. Single trip or annual cover available. Apply for cover from our brokers Perkins Slade on 0121 698 8027. Please apply at least 5 working days before travel.

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Atlas bought by BMF Members and furthermore BMF Members will receive free postage and packing worth £1.94. More information online [www.mapsman.com](http://www.mapsman.com) or call us on 0800 2300 265.

## Express by Holiday Inn

offer BMF members discounted accommodation (subject to availability). To book, call 0870 400 8135 or 1-800 55 31 55 if calling from the Republic of Ireland, quoting 'Exclusive Rates'.

## BMF Touring

Great savings on a variety of tour operators in Europe and even further afield. Contact BMF Membership Department for latest offers on 0116 279 5112, [membership@bmf.co.uk](mailto:membership@bmf.co.uk) or at [www.bmf.co.uk](http://www.bmf.co.uk)

## Discount on Breakdown and Recovery RAC

BMF members can now receive up to 50% off RAC membership, even existing ones. Membership of the RAC covers all vehicles that a member drives/rides. There are also discounts on European cover, particularly for older motorcycles. Please contact Membership on 0116 278 5112 for further details quoting your BMF Discount Code.

For more details on these and other latest offers please see our magazine, *Motorcycle Rider*, our website [www.bmf.co.uk](http://www.bmf.co.uk) or telephone our membership department on 0116 279 5112.

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# Report for VMCC on Current LARA Activities

by Dave Giles TRF's LARA Representative

We all take things for granted and frequently only become aware of whatever the issue happens to be when in some way or another it 'bites' us. Having somewhere to ride our motorcycles is a case in point; we seldom concern ourselves about it. However, looking at current trends and thinking about the future the VMCC management committee has considered it prudent within the last year to become a member of LARA. the motoring organisation's Land Access and Recreation Association.

LARA was formed just over 25 years ago from a founder membership which included all the main national motoring organisations at the time in response to increasing pressures on Rallying; and it has continued to work successfully ever since to resist those who would diminish (remove) our access to the countryside for sport or recreation; be that 'off road' such as grass track, scrambling or closed race circuits or 'on road' in the deepest countryside where legitimate vehicular byways may or may not be tarred and receive minimal maintenance.

Where MAG (Motorcyclists Action Group) and the BMF (British Motorcyclist Federation) and to an extent the FBHVC (Federation of British Historic Vehicle Clubs) represent us through campaigns and political lobbying LARA is more 'hands on' representing our interests through its input to the legislative consultation process and defending our access directly at Public Inquiries and the like. Examples of its work would be: Resistance to

E.U. Agricultural Policy which would have made access to farm land for motor sport virtually impossible (the so called '14/28 day rule'); ensuring continuation of the Scott trial through land designated as SSSIs (Sites of Special Scientific Interest); facilitating the continued use of traditional routes of the MCC's Edinburgh Trial in Derbyshire; defeating the proposal to close the byways around Stonehenge because it's a World Heritage Site; repudiating unnecessary TROs (closure by Traffic Regulation Orders) and now, we are getting nearer to our more direct interests, intervening on our behalf in 'Quiet Lanes' policy and practise. All of which as you can imagine requires considerable knowledge of and expertise with Highway Law. Not only to deal with matters in hand but in assessing future threats, and in this LARA is pre-eminent. It is truly said 'The price of freedom is eternal vigilance'.

This year members have met twice; in April and in October where apart from reports of on-going case work we have discussed in particular:

The case in Devon where a wealthy individual is attempting to pay for the costs of raising a TRO against motor vehicles which pass his home.

The Ordnance Survey Office changing the markings on its latest issue of maps where previous 'yellow roads' are now being shown as 'white roads' but without the ORPA overlay showing them as Other routes with Public Access - traditionally denoting vehicular



rights. This is without there being any legal event to authorise this.

The further development of 'Treadlightly', an initiative concerned with education and sustainability of vehicular use in the countryside

A technical paper on 'Repair Standards for Highways': Government advice and case law with regard to the duty of the Highway Authority. This is very apposite today in the face of the financial constraints and the attempts of H.A.s to minimise their expenditure.

The 'Chris Marsden v. Powys County Council' case where PCC have used a series of temporary TROs continuously over 7 years to exclude vehicles over three significant byways under the pretext of them being out of repair. This has been challenged by Mr Marsden at the magistrates court where he claimed, and

he was within his rights to do so as a citizen, that if the road was out of repair that the H.A. had a duty to repair it.

PCC, using imposing legal representation (a barrister) convinced the Magistrates that if there was a temporary traffic regulation on the route then they did not have to repair it. (so obviated their duty, which I think you will recognise is 'Catch 22' thinking in action). However, the magistrates agreed with this thinking and rejected Mr Marsden's claim, and served him with a writ for costs of £25,000. LARA will support Mr Marsden in his appeal to the High Court, but as you can imagine none of this comes cheap.

The next LARA steering group meeting will be on Wednesday 30th January 2013 at the Motor Sports Association head office in Slough. But meanwhile the work of representing our interests goes on.

# Britain's

# Lost Highways

Alan Kind, editor of Byway and Bridleway, the journal of the Byways & Bridleways Trust, looks at the network of ancient ways that criss-crosses Britain, and is everyone's route back into the past.

In this Diamond Jubilee year the long look back over sixty years neatly covers the period in which our ancient footpaths, bridleways and byways were first put down in an official register so as to protect them for future generations. A major part of the post-war legislative social reform was the National Parks and Access to the Countryside Act 1949, which set up our wonderful National Parks, laid the seeds of the 'right to roam' (which took until 2000 to sprout and grow) and introduced a remarkable public record called the 'Definitive Map and Statement of Public Rights of Way.' This is one piece of bureaucracy that continues to serve society very well indeed.

After the railways had replaced the horse for long-distance travel, and then the bicycle and car spread widely through the early 20th century, the mainly (but not always) local network of public paths and tracks had started slipping into disuse and were being lost from people's knowledge. This in turn led to neglect and obstruction. There was a half-hearted attempt at legislation to record footpaths and bridleways in 1932, but it took the impetus of the 'mass trespass' movement to push towards a workmanlike statute. In 1947 a Special Committee appointed by the Ministry of Town and Country Planning, chaired by Sir John Hobhouse, reported, "Uncounted country

footpaths have been ploughed up and lost, perhaps for all time. As the urban dweller fought in the past for his urban commons and open spaces, so he and the countryman need today to agree how best to achieve fuller public use of the countryside through footpaths and access to uncultivated land ... we make recommendations for the preservation, maintenance and extension of public footpaths ..." This report led directly to the Act of 1949.

By 1952 the process of making the first Definitive Map for (with some now-lamented exceptions) every part of England and Wales was in full swing. Parish councils and local ramblers undertook detailed field surveys (and the Boy Scout movement helped in some places) and, a decade later, the Definitive Maps started being published, and the rights of way shown on them were first added to the 1" and 2.5" Ordnance Survey maps. I cannot find a figure for the mileage of the paths recorded, but in 2000, in England only, the Definitive Map had about 81,500 miles of footpaths, 18,350 miles of bridleways, and 4,500 of byways (routes that were at least bridleways, but some were certainly, or possibly vehicular roads). That was a tremendous voluntary and administrative effort right across the country.

Why no Definitive Map in Scotland or Northern Ireland, you ask? In Ulster it seems that what rights of way there were were mostly closed a long time ago to stop Fenian infiltration; in



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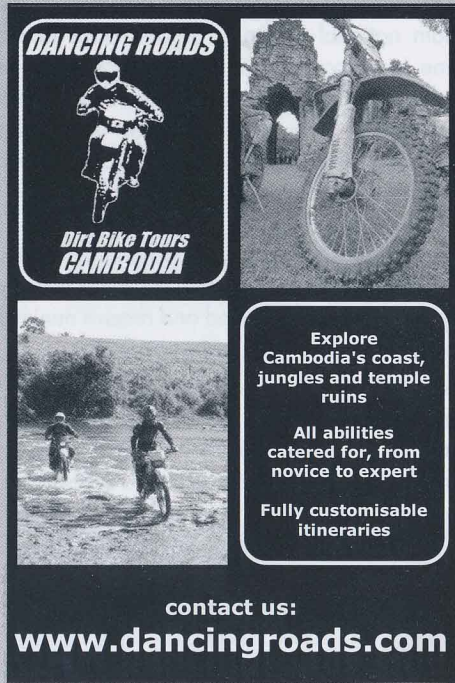
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Scotland the different social and legal approach to trespass meant that the provisions of the 1949 Act could not easily be used north of the border. Scotland now has excellent 'right to roam' legislation (much better than in England and Wales) but the ancient highways of Scotland are still not properly acknowledged and recorded, and suffer as a consequence.

Where did all these footpaths, bridleways and byways come from? Footpaths are primarily local: the way people went about their daily business. In some places there is a dense and complex network and people say 'this must be wrong. Why would there have been so many routes so close?' We do not know. The past is a foreign country: they do things differently there. In other places there is barely a path recorded where you might think that there must have been some once.

Bridleways and byways are more the remains of the commercial road network - those that escaped the attention of McAlpine's Fusileers with their tar-sprayers and chippings. If footpaths are the capillaries of our highway network, then byways and bridleways were part of the arteries and veins. What we have today can sometimes be identified as having been used by pack horse trains, Scottish and Welsh cattle drovers, coal carters, Roman legions, mail coaches, pre-Roman tin traders, but frequently they are just ancient ways that, to quote Lord Denning MR, "grew up time out of mind."

One episode of social change gave rise to a considerable number of what are today byways and bridleways: parliamentary inclosure. 'The law locks up the man or woman who steals the goose from off the common. But leaves the greater villain loose, who steals the common from off the goose.' Inclosure Acts and Awards enclosed huge areas of open common and manorial waste, displacing a whole stratum of small farmers, and forcing them into paid service, or off the land altogether. The inclosure commissioners generally straightened the existing roads, and realigned some, while adding new ones, into the rectilinear road pattern that is common, particularly in the eastern half of England. Where you see a stony track running in the middle of a 30', 40', or even 60' gap between straight hedgerows or

stone walls, you are very probably looking at an 'inclosure road'.

From the early 1960s, the use of public rights of way essentially ticked over. Recreational horse riding was starting to pick up from a post-war low, but the increase in car ownership and the availability of holidays overseas capped any significant growth in 'rambling' at that time. In 1968 a further Countryside Act tried to remedy some of the deficiencies of the 1949 statute. This legislation, together with the availability of small and reliable Japanese 'trail bikes', led to the formation of the Trail Riders Fellowship group of motorcyclists. The use of motors on unsealed roads was and is a contentious issue, but it is illuminating that in the early 1970s - just 40 years ago - TRF members had to hack their way along the unsealed roads of Hertfordshire with machetes, so overgrown and unused these had become. That is correct. Not remote Radnorshire. Not sparsely populated Cumberland. Middle-class, commuter-belt Hertfordshire.

In the early 1980s the mountain bicycle started to trickle in from America. I had one back in 1984, and tried to get 'the authorities' to see the recreational potential of the MTB. Did they? Not at all. The initial reaction was one of hostility and threatened bylaws, and it was only the explosion of popularity of the MTB in the early 1990s that showed some of the National Parks and other authorities that this was something they had to provide for, rather than exclude. Curiously, many (most?) 'serious' mountain bikers now seem to prefer riding around forestry plantations on man-made 'single track' to exploring rights of way. 4 bikes on the back of the Volvo, fill up at Tesco, and drive a couple of hundred miles into North Wales to play in a forest. It does not really put much into the local economy.

Through the late 1990s and into the 2000s the Countryside Commission (later the Countryside Agency) put a lot of money into getting the rights of way network up to scratch and better promoted. In many places this push really worked, with (often for the first time) good gates, fair surfaces, and decent way-marking. In the National Parks (where the money flowed even more freely) you would be pushed to find

a bad gate or inadequately marked path. But not everywhere. There is an argument that in making some paths really good, the public's expectations were raised too high; the condition of some routes was made significantly better than they would have been when they were used for everyday purposes.

In 1979 a group of horse riders, disenchanted with how the horse-riding establishment dealt with rights of way problems, set up the Byways & Bridleways Trust. This was a first: an organisation that looked to the protection and use of the routes themselves, rather than firstly at the interests of the different types of user. I cherish a newspaper cutting of a letter from a local Rambler who says 'Who cares if there is a fence across a bridleway? A fit walker can easily vault this ...' Knowledge is power (we are often told) and the Trust traded (and still does) in knowledge. Knowledge of the law, of good practice and bad, and of the true situation out there on the ground. The Trust's approach quite quickly led to a dramatic improvement in the knowledge and approach of the highway authorities, and also - inevitably - to a ratcheting-up of the frequency and complexity of litigation about rights of way. You might be surprised at how often rights of way issues end up in the courts on appeal, and how complex and arcane the whole business has become. There was another Countryside Act in 1981, further developing the process for recording rights of way that were missed 30 years previously, and more statute in 2000 and 2006, both of which have added to the complexity of the issues (and the workload for m'learned friends) while reducing the number of administrative orders passing through the system.

Where are we in 2012 and beyond? There remains the matter of the 'lost ways' - those historical routes that should be on the definitive map, but which are not. Further legislation to try to grab at least some of these before a 'cut off date' in 2025 is being considered and consulted, but the serious decrease in the number of volunteers over the past 10 years will make it hard to deliver. As in so many areas of life these people have just got old, but they also get disillusioned when their inputs into the

administrative process can sit in a queue for 10 years or more untouched.

Landowners still regularly deride the rights of way network as being 'out of date', calling for it to be replaced by 'modern paths for modern needs.' I can only observe that they would, wouldn't they? The biggest single threat now to the viability of our rights of way network is money, or the lack of it. Local government is having to make cuts everywhere, and their countryside departments are not dodging the axe. Can the voluntary sector do more to plug the gaps? It will take a sea change in attitudes, I fear.

Enough doom and gloom. England, Wales and Scotland are criss-crossed with local networks of footpaths, and scores of miles of bridleways and byways, that have survived for hundreds of years with minimal intervention, and will outlast this generation. Maybe it is the ubiquity of the network that causes people to take it for granted? In most places all these routes need is for the drainage and overgrowth to be kept clear, and what a judge back in 1897 called 'an occasional shovelful of gravel.' We cannot see into the future, but our byways and bridleways allow us to see, and walk, and ride, into the past.

You can find more on the Byways & Bridleways Trust at [www.bbtrust.org.uk](http://www.bbtrust.org.uk)

*This article was first published in 'Pennant' the Journal of the Forces Pension Society.*



# Tour of the Dolomites

Harry 2 decided to visit his Uncle Kurt in Austria so we teamed up and took in the Dolomites and Slovenia on the way.

We headed for the Chunnel on a cold day, late September, stayed overnight in France and made for Dusseldorf where the AutoZug would carry us down to Trieste. Yes we cheated 1000 miles overnight instead of slogging down the Motorways for two days.

We were warned about the loading, no headroom at all. You wore your helmet and assumed the "Flying Superman" position, flat on the tank and dropped the clutch and scooted down the carriages. As soon as you stood up (or tried to) 'bang', your head hit the metal roof.

We shared a sleeper with a Dutch couple in their seventies who could speak some English (makes you feel ashamed. Most English expect every foreigner to be able to communicate in English). He got drunk, so he could sleep on the train.

What with Harry snoring and the Dutch Guy fighting an unseen enemy in his sleep coupled with numerous, nocturnal visits, by all concerned, to the loo, it did not lend itself to a restful night. Old age "Don't you love it".

On arrival we parted company. I said to the guy "It was a pleasure sleeping with you and your Wife". He did see the funny side!!

Leaving Trieste we headed up into the Dolomites, towards Cortina and our first taste of some serious mountain twisties. The temperature was in the twenties, better than

most of our Summer in England.

This is a very quiet time of year on the Continent. In between seasons. The Summer is over and the Winter season has yet to begin.

When we arrived at our Hotel we were offered two rooms for the same price as the twin room we had booked. Bonus.

What a pleasure it was to have a lovely shower after 24 hours without one. It felt as though I would have to peel my underwear off with a spatula. Sorry too much detail.

The evening meal was a bit of a non-event but the breakfast was outstanding.

We had planned to do a 150 mile circuit taking in some major passes, Marmolada, Pellegrino, Stella, Fassa, Pordoi and visit Arabba, Corvara, Canazei.

Unfortunately when we got to Canazei the Police were waiting for us. Part of the circuit was closed, due to a Cycling event, until 15.00 hrs.

These closures are annual events in Italy, so check if you are only passing through. Can you imagine riding over a thousand miles to ride the Stelvio and it was closed for the day.

All was not lost we backtracked and found some other twisties some of which you could not "get your knee down" for fear of kneecapping. The irregular surfaces certainly kept you on your toes.

Back at the hotel, after witnessing some spectacular scenery, the Manager said the Restaurant was closed, so we had a walk into town.

With it being "Out of Season" and a Sunday, we were not spoilt for choice.

We finally found a hotel and ordered a meal. I had been troubled with some grit in my eye for a couple of days but when I saw the bill and thought about the poor quality of the food we had been served, my eyes watered at the cost and flushed out the offending object.

I had the Spaghetti with Bacon, Mushrooms and Herbs. Sounds great! To say it was minimalistic was an understatement. Reminded me of one of Sgt Bilko's platoon who would collapse with indigestion if he ate more than three cornflakes for breakfast. This Chef (I use the word loosely) must have catered for him. There was less than one square centimeter of thinly sliced bacon in the dish, no trace of mushrooms and two ounces of Spaghetti. Of course I am forgetting this is ITALY: it's the sauce that counts.

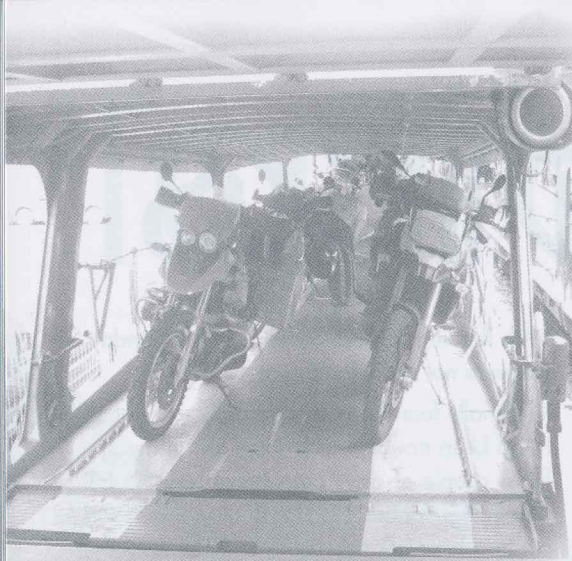
Some Italian Restaurateurs must be the World's experts on selling nothing (of substance) for something. Don't get me started.

Next morning, onward and upwards, we rode the reopened passes on our way to Bormio via Bolzano and the Iconic Stelvio Pass.

The weather changed dramatically. The first of the day's climbs saw us ride up 27 Hairpins, rising 6000 feet, in mist and rain before topping out into the Sunshine. Some experience.

I was praying the Stelvio would be clear by the time we arrived. Tough, 47 hairpins, in the





rain, was not as much fun as I expected but the road was amazing.

We have shorter, steeper roads but this was long, 25 kilometres from start to finish.

Harry did not stop at the top for a photograph since he struggles in the misty conditions with his glasses steaming up. He was keen to reach the hotel in one piece and still had multiple hairpins to negotiate on the way down.

It tanked down into the small hours but miraculously the next day the roads were dry. Up the Stelvio again with clear views, brilliant, the top two hundred feet were covered in patches of ice and workmen were busy clearing the road. What marvellous views. My mission was completed. We headed for Harry's Uncle's in Austria via St Leonard, down a beautiful valley, the Giovo/Jaufenpass and Brennerpass, down to Zell am See, for an overnight stay.

The Family Hotel at Zell am See (Haus Ditzer-Villa Theresia) was run by a lovely couple who also offered us a two bed roomed family room in place of the double room we had booked. Just a short walk from town, where we had our evening meal, real meat and another, friendly, Dutch couple to chat with.

Next morning we paid the 22 Euros each (one Euro per mile) to ride the Gross (Grossly overpriced) Glockner. We were warned of high winds which were fairly strong on the upper slopes. The skies were clear and the views spectacular. The road is like a motorway to cater for the tour coaches but we hardly saw any traffic at all. We checked out the biker's view and then rode up the sideroad to the Glacier. There were no other people about so we rode up to the viewing point on our bikes for a photograph, only to be greeted by an official, who ran across from his office, to tell us we could not park there. The poor lad had possibly been waiting all day to exercise his authority by chasing someone back to the official car park.

I felt like saying I have just paid 22 Euros: I will park where I want. I had to restrain Harry, he was all for throwing him over the wall onto the Glacier to see how far he would slide (artistic licence)

Leaving the Glockner behind we wandered across the backroads towards Harry's Uncle's Farm, taking in some beautiful valley roads before we diverted onto the Motorway for the final run to Graz.

Arriving at Kurt's we were greeted with open arms by Kurt and one of his sons. Bumby was paying a flying visit to his father's "work in progress". The main house was being revamped and Kurt was living in the Bungalow nearby.

Kurt, a colourful character, is Austrian by birth but has given "over fifty years of his life to Africa". Farming in Rhodesia he was one of the many dispossessed by Mr Mugabe's anti-colonial government that has since seen the Country near bankruptcy.

Kurt had a thousand stories to tell of his exploits in Africa, the Nature Reserves he created, Schools he helped establish. Not one

to mince words he was less than impressed by the events in the last decade. Kurt still lives in Zimbabwe and was only in Austria for six weeks to oversee the renovations and the construction of a Wildlife Nature Reserve on his land, which included several ponds.

We collected wild mushrooms from the fields and had Mushroom Schnitzel for dinner with beer and conversation.

The following day we rested from the bikes and took a tram into Graz for a conducted tour and a potted history of the World according to Kurt.

A wealth of knowledge and conspiracy theories flowed all day as we visited the Amoury, the Castle, (destroyed by Napoleon) a local restaurant and various buildings of note. A beautiful city with a special place in Kurt's heart.

Back at the Ranch Harry and Bumby rustled up a Spag Bol, enough to feed an army. In fact they had the left overs for breakfast next day, topped with a fried egg.

Harry decided to spend some more time with Kurt, who had planned a visit to the Puch Factory while I left for Slovenia.

The ride over the border was interesting. I expected a third world country but the roads were well maintained, lots of constant radius curves and one 2000 foot range of hills after another. Great riding as I headed South along the backroads.

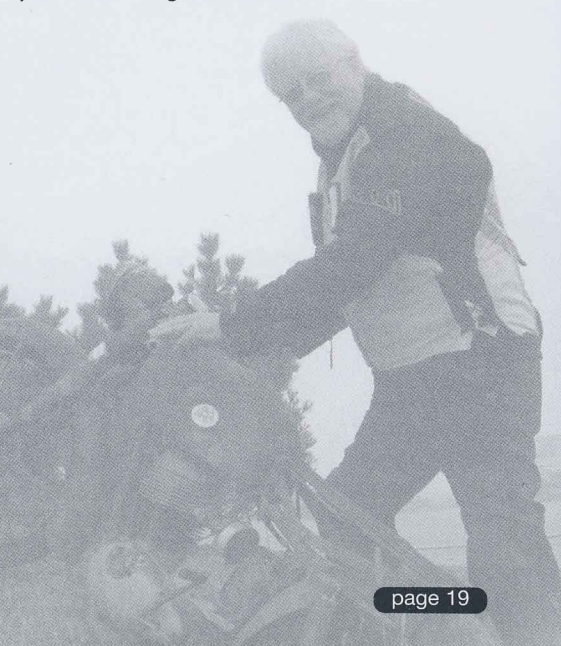
Bled was a beautiful, upmarket, lakeside resort, with an imposing castle and church in the lake. Beyond Ribrev Laz was a massive lake set in the mountains with precipitous cliff, quite spectacular.

I pressed on towards Skofja Loka, it was time to find a Hotel. I clicked the Hotel button on my GPS: Minihotel 4km. Off I rode, rising up to the church, above the town and onto a dirt road. A couple of thousand feet later I

emerged into an open meadow with the track disappearing into the hills beyond. It did not feel right so I backtracked. At least I can say I did some off-roading in Slovenia. I dialed up the next Hotel: Bellevue 5.1 km. Sounded more promising and sure enough, climbing twelve hairpin bends near the town of Kranj, I arrived at the mountain top hotel with a 340 degree panoramic view over the countryside. I thought 'this is going to be expensive' but I was too tired to look any further. I was one of only six guests. I was given a five star room, fantastic shower. I had soup, venison stew, wine and coffee for dinner. Breakfast was included all for £45. Brilliant.

Making my way back to Trieste to meet up with Harry once more, I flowed through some beautiful landscapes. Slovenia, well worth a visit!

Harry arrived having burned up the Motorway from Graz. Loading on the Autozug was delayed. 30°C was not ideal for waiting around but eventually we started to load. A case of duck or grouse again. (If you did not duck your head you would have a lump on your head to grouse about)





We arrived at our carriage to be greeted by a German couple that we were to share the night with. They were just returning from Croatia where they had spent the last five months on the same campsite they had used for 37 years. Amazing. All the world to see and they were content to visit the same place year after year. Must be something to do with "peace of mind". Some would say "Is contentment Apathy in Disguise" but you pays your money, you make your choice.

We arrived in Dusseldorf at nine in the morning, the last day of our holiday. Rode 250 miles of motorway to the Chunnel, caused a stir when I could not find my return ticket and they could not find me on their computer. They eventually found out that my name had been mis-spelt (Rbinson) and we were offered an

earlier crossing, free of extra charge.

The weather was kind, just a bit windy, so instead of an overnight stay, we bombed up the motorway, 350 miles and arrived home about ten o'clock that evening. That's the beauty of modern motorcycles, reliable, fast and no problems.

Thanks for the company Harry another mini-adventure.

The next day I received three phone calls. Are you going trail riding this week?

"Just give me time to turn round", I replied, can't wait. Road trips are great but you can not beat the real thing!!

Happy Trail Riding wherever you are.

John Robinson, T&NYTRF Group.

# ALARMED!

Imagine this, you ride a 100% reliable trail bike and yet you are dreading going out for a ride, sounds ridiculous aye? Well, that was the predicament I was faced with on my little KLX. I had my reservations when I initially bought a trail bike with an alarm because I had heard some negative things over the years about bike alarms and particularly alarms fitted to trail bikes.

I started with the simple things first to eradicate the problem I was experiencing, the problem being I was unable to disarm the blasted thing! I changed the batteries in the remote, I also tried the rarely used spare alarm pad all to no avail. At least it couldn't get stolen I suppose because if I tried to start it, the alarm would sound and I wouldn't be able to disarm it, tell me how I know that one!

So, the other Saturday I woke up and I'd had enough. I went on the 'net and typed in 'remove motorcycle alarm' in Google, my oh my, page after page of woe. 'I want to get rid of this alarm...I'm fed up with being left stranded...etc' It seemed like I wasn't the only DataFool out there!

More shocking was this wasn't a reserve of the trail bike, VFR's, Hayabusa's, Triumphs all seemingly suffering the same symptoms. The answer was clear; RIP THE BLEEDIN' THING OUT (carefully, using a methodical step by step approach, soldering and heat shrinking one wire at a time, until the loom was restored to the function intended by the factory).

Whilst on the 'net I located a whole new second-hand loom just in case I failed miserably and I bookmarked said page for a possible future purchase! As you can see, my

confidence was brimming, I then entered the garage with everything I may need laid out before me; soldering iron, self-amalgamating tape, wire cutters and a big mug of tea...oh and a bucket of water (that one will make sense in a minute).

The first job was to disconnect the battery and cut the main alarm unit out. As soon as I had taken the first terminal off, ironically, the alarm went into its 'I'm being sabotaged' mode and screamed in to life. What followed was a frantic couple of minutes of cutting the 14 black wires that were spliced into the loom at various points along the loom. This was followed by a scene straight from a bomb disposal documentary whereby I dropped the alarm unit (still screaming) into the bucket of water and commenced the long walk to the end of the garden (I can confirm that the alarm sounded, without fault, for over 4 hours after being cut from the loom!).

Now, to be honest, what followed was pretty uneventful, I simply followed each one of the 14 black wires along the factory loom and one at a time I soldered the original two wires back together. Some were more difficult to find than others but a systematic approach did eventually pay off and to tell you the truth, there weren't any surprises. I did a final check to make sure all wires were safely covered and I reconnected the battery terminals.

Now for the moment of truth, I turned the key in the ignition (hoping 'ignition' wasn't the operative word!), the fuel injection did its pre-flight checks and with one eye closed I pressed the start button.....and it burbled into life!



What a relief that was. I was pretty chuffed with myself too, so I flung open the garage door expecting to see the family proudly pressed up against the window all cheering and waving at me for not melting a perfectly good bike to the ground but all I saw was them sitting in front of the telly watching NCIS! So I'm going to do the only thing I can to get my own back for their lack of enthusiasm, tonight, I'm going to remove the batteries from the remote controls for the TV...yes, tomorrow, they'll find out the frustration that comes from pressing a remote control unit and finding out it doesn't work!

**\*\*Disclaimer:** Some of you may think this is a somewhat irresponsible thing to do, documenting the removal of a bike alarm but please remember, the thief has to first move the bike from the place where it's kept to a place

where they can 'work' on the bike. As soon as the bike is moved, the alarm would have sounded. If the side panel was removed to access the battery compartment to cut-out the alarm unit, the alarm would've sounded. So as you can see, this was about saving yourself the frustration of having to deal with a DataFool alarm that has decided to not play ball anymore rather than showing a thief how to meticulously put a loom back to perfect working order. Besides, the hoofed hands of a thief would have found this procedure impossible, let alone being unable to follow the instructions I have outlined, what with all the long words I've used\*\*

Merry Christmas all and  
have a superb New Year

Glenn Vieira



# KANGA TAILS

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*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.

In my youth, influenced by my brother Andy who had bought new a 1978 Moto Morini 350 Sport whilst I was pottering about on a 1950's 350 Matchless, I have long had a yearning for Italian exotica. The usual family and financial reasons ended my biking, but for my much-dreaded 40th birthday I decided to re-acquaint myself with motor bikes and got myself a 1974 Honda XL250 Motosport. My brother Andy got me a year's membership of the TRF and through that I met a few local Sussex lads who took me out green laning on my little Honda. Before long, I was wondering whether the 350 Morini Kanguro might be as good offroad as my Honda, and I thought it would certainly be quicker on tarmac.

There was only one way to find out so I bought my first Kanguro, a 1984 X2. Suitably shod for muddy lanes it proved to be very suitable indeed and I did some long-distance trials on it. I even agreed to try the Welsh 2-Day enduro in 1998, and did both days' rides, but failed to qualify as a finisher after mechanical (poor maintenance) gremlins intervened.

The Kanguro eventually died of overwork and infrequent oil changes, so I replaced it with a Morini Camel 501 (which I still have as a rebuild project after knackerizing everything - familiar pattern?), but I moved to a modern KTM for the last nine years to date.

The yearning for an even older model Kanguro never abated and five years ago I bought a pair of Kanguro X: a 1983 non-runner, plus an engineless spare, for £500. It was only last winter that I decided to get one good one out of the two prepared for two 2012 events in Wales: the Clive MCC Welsh National Rally in May, and the Hafren Big Bike Rally-Raid in September.

The bike ran on one cylinder when I got it so I thought it would be a pick-up or coil problem like I'd experienced before with the 500. But it turned out to be dirty carbs. MOT'd and taxed, the bike took me 300 miles to Welshpool on 4th May, 250 miles around wildest Wales on 5th May (with Andy on his 125 Morini Corsaro - see [http://youtube.com/mpZ\\_ownzLv4](http://youtube.com/mpZ_ownzLv4)) and 300 miles home again



the following day. I learned that nyloc nuts would ensure a reliable gear-change in future, and that the rear cylinder rocker-box had had its threads stripped. A friend machined an insert, and I finally set the tappets correctly and balanced the carbs. New (enduro cast-offs) tyres were put onto the spare set of wheels and we were ready for the Hafren!

My riding buddies were five TRF enduro enthusiasts, on KTM's, and they shared a huge van and B&B in Rhayader. I trailered the Kangaroo there behind my VW campervan, which I slept in at the nearby campsite. On 30th September we drove to the Sweet Lamb rally venue near Llandidloes, signed on, cleared scrutineering and set off on the course for the first (untimed) lap.

In contrast to May, which was glorious (and indeed the previous day had been too) that day was constant drizzle, then rain, then gale-lashed rain, with low cloud on the hills. We got very wet, and stayed that way all day. But the course was a cracker: fast and flowing, single track ascents and descents over slate bed rocks, fast shale fire roads, shallow streams to ride along as well as across, forest tracks with good firm rock under the mud, no deep ruts or bottomless mud and no real stoppers.

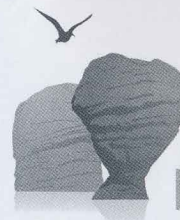
After the untimed 45 mile sighting lap came the proper lap with three timed special stages. Four of my friends dropped out as the weather

closed in but my friend Steve (who'd lent me his trailer) decided he'd go for it on his KTM 690 and I was determined to keep him in my sights. We set off at 20 second intervals, and although I had several oooer! moments I stayed upright and nothing came off. Tired but happy we drove home and next day I checked Kanga carefully. Nothing broke, but the tiny 6 volt battery was knackered so only the direct 12 volt headlight worked, and the chain was shot. Apart from this and some loose bolts in the carrier, Kanga felt fine, as did I after a long bath and a good sleep. By the way, Kanga's and my combined ages exceed 90 years!

I checked the provisional results. To my surprise and delight Steve won our beginners' class and I came 3rd out of 12 finishers! Kanga is very pleased and would like to do it again next year. I subsequently learned that S4C's Ralio+ programme covered the event televised on 4th October, the first eight minutes being the event and if it's still available you can see one of my oooer! moments at 6.12 - 6.14 on here, all 2 seconds of it: [http://www.s4c.co.uk/clic/c\\_level2.shtml?series\\_id=506052044](http://www.s4c.co.uk/clic/c_level2.shtml?series_id=506052044)

My thanks go to Andy for starting all this, to "Shez" for selling Kanga to me, and to Steve and the Sussex TRF lads for much support and banter over the last 20+ years.

Patrick Wallace



pennineprospects

working in and for the south pennines

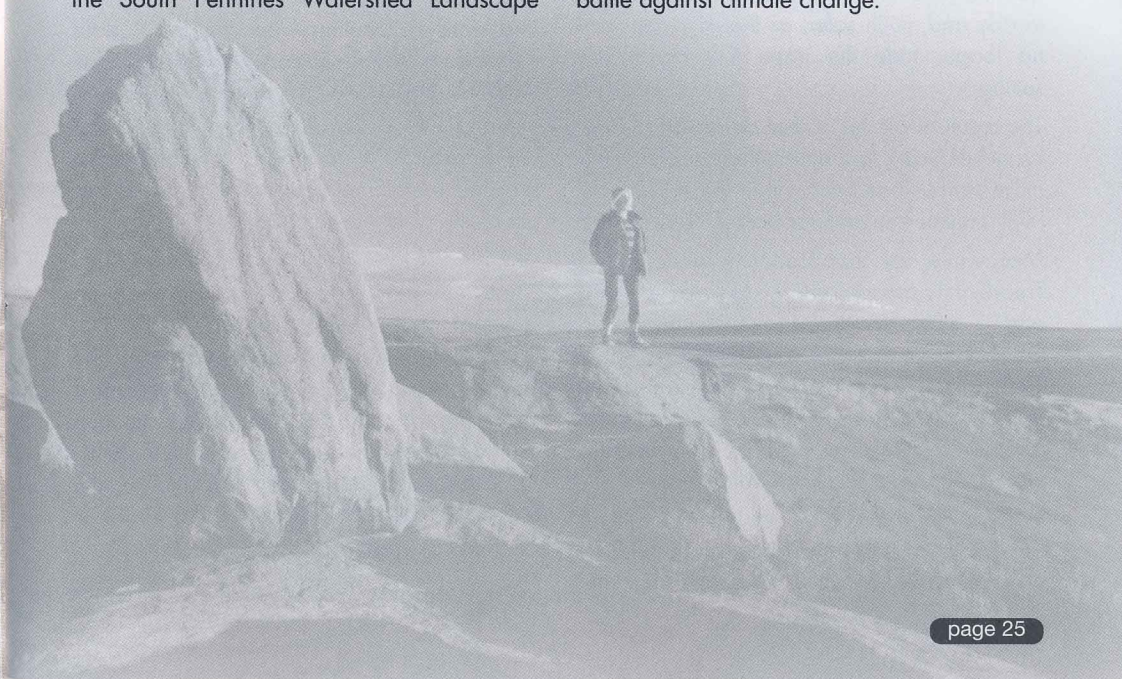
## South Pennines project scoops national award and is now set to represent the UK in European finals

The Watershed Landscape project, managed by Pennine Prospects, has beaten the competition to win the UK Landscape Awards. It will now go forward to compete in the European Landscape Awards 2013. The three year project has played a key role in protecting and enhancing the natural and historic features of the South Pennines and encouraging people to get involved with their landscape, through improved physical access and exciting activities and events, including an innovative arts programme.

"Everyone here is absolutely thrilled to have the South Pennines Watershed Landscape

project representing the UK in the European finals," said Pam Warhurst, chair of Pennine Prospects. "This just goes to show how beneficial a partnership organisation, such as Pennine Prospects, can be for the landscape, which is so important for, not only the people who live in it, but also millions of people who live within a short distance.

"This wild and wonderful landscape offers us all opportunities to connect with our ancestors and enjoy the health and well-being benefits for today but also prepare for the future as the peat resources here are the front line in our battle against climate change.





# NO TIME TO RIDE

Well as you all know over the last few months I have been monitoring the lanes in East Budleigh, after a few incidents. I have had many meetings with the police and council and even my local parish council are sick to death of hearing my name. I have stated our case for the local newspapers and even done a spot for Heart radio news. The team that is the TRF lane strike force, headed up by our own master of hedge cutting Wacky, has been and trimmed up both the lanes in question, making them much more enjoyable to ride and much safer, as the miscreant can no longer hide the traps that they were setting.

The result of all this is that apart from a few branches being laid across the tracks nothing more serious has been put in the way since. I will continue to monitor both of these lanes.

Meanwhile my application to become a Treadlightly ambassador has moved forward and I start my training next month in Salisbury. For those of you that do not know Treadlightly, it is a none profit organisation, that sets out to protect motorised recreational access through education, partnership working and conservation initiatives.

What is that to us I hear you cry, well once I am qualified as a Treadlightly ambassador, I will be able to have insurance that the

council will accept to let the TRF work with them in clearing lanes. So hopefully it is another step in having the TRF better accepted by the council and rights of way departments, who sometimes still look at us as the great unwashed. Treadlightly also work closely with other organisations and have spent a considerable amount of time and money way marking routes in Wales and with the military on Salisbury plain again way marking routes. All of these things make life easier for us, as we do not have to explain over and over again to others that we do actually have a right to be where we are and routes that are well signposted are obviously a lot easier to follow, taking a lot of stress out of a ride.

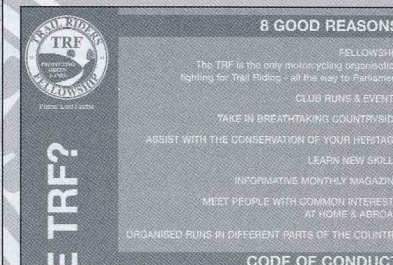
Finally you may have noticed a new sign on some of our lanes "Public way". This has been discussed with the council and the Devon green lanes group, of which I am a member. Basically this means that we can use the lane as the lane has vehicular status. So if you see " Public way" go and have a look.

Now get out and ride!

All the best, Gruff.

# TRF LEAFLETS & DISPENSERS

available from  
**Debbie Hutchinson,  
Membership Secretary**



**Letterheads and Compliment Slips for all external correspondence available to all Group Officers from Fred Ellison, Editor, 01254 823893, editor@trf.org.uk (Membership number required)**



# THE FORUM

## A TALE...

A lovely old lady approached me in Northallerton a few days ago as I went back to my bike. She said it was lovely bike and recalled the years of motorcycling she and her husband had had in past years (he died sadly). She recalled being on holiday in Spain one time. She was on the beach side of the road, he on the other where some bikes were parked. She got his attention and drew him across saying you want to see this - she pointed out all the nubile local girls stood sunbathing topless with foiled trays under their breasts to reflect the suns rays. Her husbands reaction? "Blimey love, I've seen them before, but I've never seen one of those before" says he pointing to one of the bikes!

And finally, it's not all doom and gloom. Myself and a fellow trail rider here have found numerous new trails (well, maybe not new, but not used) in North Yorkshire - maybe not classic high Dales routes, but many of a mile or so in length between villages in sweet parts of the world. Seek and ye shall find! (the county's requirement to digitise their roads and PROWs helps a lot when you are out and about - check up your finds on return).

"Tomorrow - to fresh woods and pastures new" John Milton 1608 - 1674

Fritz, North Yorkshire

## RIEJU MRT200 PRO COM

I'm wondering if any of our members have first hand experience of the above. I have done 13,000 miles on my 2009 250 KLX and enjoyed every minute of it. Thinking that perhaps a lighter bike would help me to carry on (while I can still get insurance as an oldie!) I know there was an article about Rieju in our magazine some while ago. One of my concerns is will I manage the seat height, and it's very hard to find a local shop with one on show. There is a warehouse firm in Bicester that does a good on-line deal but that doesn't help in getting the feel of a bike! There are two similar models one has an ignition switch and longer 2 year warranty, the other fitted with different exhaust box and no ignition switch is a bit pokier but for some reason has a shorter warranty. This information was given to me by the salesman at Hazelmere Motorcycles at Bordon Hant's. He also advised me to go for the softer version, not altogether sure why!

Ron Pranglen,  
Lodden Vale.

*PS On reflection my comments above need adjusting - the latest pro com has adjustable suspension added from previous models as well as bash plate and different silencer.*

*PPS Wondering if adjusting the suspension to my weight will take the seat too high for me?*

## MEMBERS CLASSIFIEDS

**FOR SALE. YAMAHA TTR250R** 1994, 12 mths MOT. Runs ok. I've just upgraded to a KTM450 hence the sale. £1250 ono. Oxford. Tel: 07979 500232.

**HONDA XR400R** 1998 (S), white/red, 8700 miles, 2 owners from new, v.g.c. Just had a new piston, front wheel bearing, front brake pads, brake pedal bearing. Good tyres, modern classic therefore cheap to insure, tax until end May '13, MOT until April '13. £1350. Located in South Somerset. Tel: 07501 136365 for more info or photos. Please leave a message if no answer.

**KRIEGA R25 RUCKSACK** Excellent as new condition. Very little use. Most comfortable rucksack available. £75 plus post at cost. Tel: 07518 895390 (Devon).

**FOR SALE CBR 600F SPORT VALENTINO ROSSI REPLICA**, Nastro Azzurro Limited Edition, only 100 made. Bike is in mint condition. 13K, MOT August 2013, Tax Feb 2013. Certificate of Authenticity, two keys & alarm fobs, all previous MOTS & lots of other paperwork. Bike had Honda H.I.S.S., datatagged, datatool system 4 alarm, smartwater & crash bungs. 1st to see will buy!. £2800. Any questions email freestone1@yahoo.co.uk or call 07503 417115.

**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

## A CHRISTMAS GIFT TRAIL RIDERS DVD

You can view the trailer, download an order form or pay online at [www.video-cameraman.co.uk/trail-riders](http://www.video-cameraman.co.uk/trail-riders)

*Ed: lots of ideas for future activities!*

## ACCOMMODATION

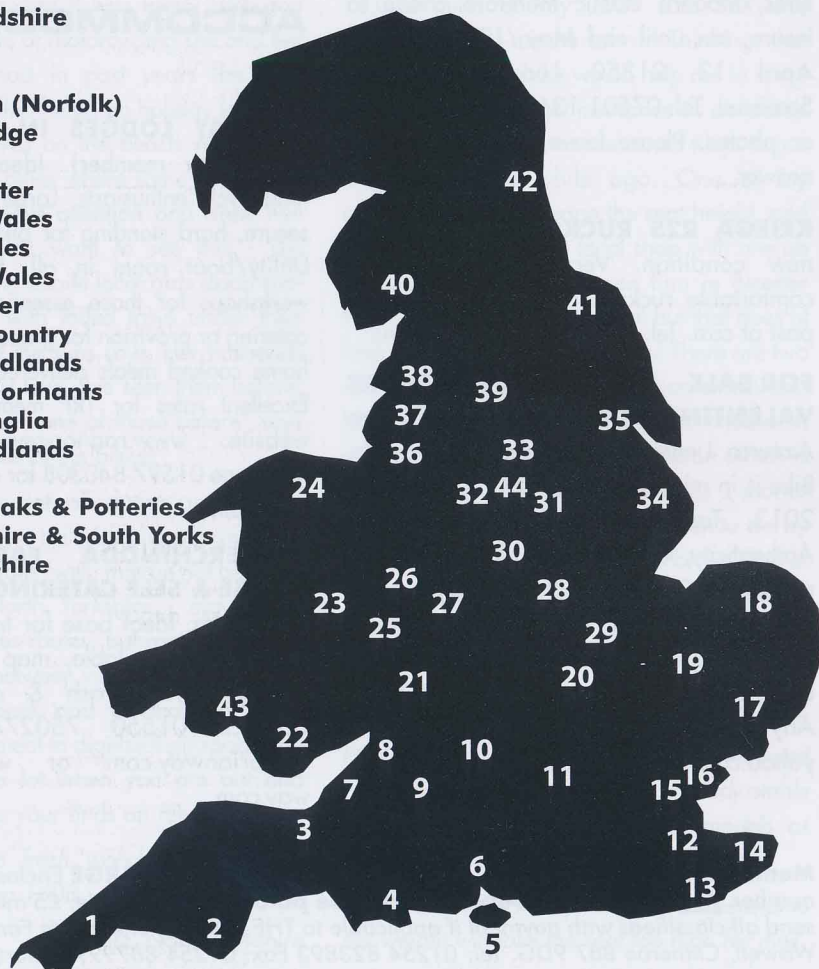
**HOLIDAY LODGES IN MID WALES** (owned by member). Ideally suited for motorcycle enthusiasts. Large site with safe, secure, hard standing for bikes and trailers. Utility/boot room in all, fully equipped workshops for those essential repairs. Self catering or provision for grocery supplies and home cooked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

**LLANERCHINDDA FARM GUEST HOUSE & SELF CATERING** - Llandoverly, mid Wales. Ideal base for trail riding with local guide available, map room, secure lockup, spray wash & drying room. Contact: 01550 750274 or info@cambrianway.com or [www.cambrianway.com](http://www.cambrianway.com)



## 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. dcciej@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** Bob Morley, Tel: 07836 680323 2nd Wednesday, The Angel Hotel, Spinkhill, Sheffield S21 3YB.

**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 Sycamore Inn, 4 Stamford Square, Ashton-under-Lyne OL6 6QX.

**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, 7.30-8.00pm for new members. Meeting starts at 8.00pm, The King Alfred Inn, Burrowbridge, Bridgwater, Somerset TA7 ORB.

**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, king@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, 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.





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	Cost per item	Quantity Required	Colour/ Size	Total
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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			
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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			
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TRF Internal Window Sticker (24 x 2 on clear background)*	£ 4.45			
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TRF 2011 Sticker*	£ 1.00			
TRF 2010 Sticker*	£ 1.00			
TRF 2009 Sticker*	£ 1.00			
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TRF 2005 Sticker*	£ 1.00			
TRF Standard Polo shirt - Green in M, L or XL	£ 14.50			
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Items marked with a\* already include postage and packaging

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

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

Goods

P&P

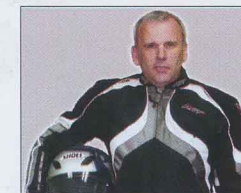
Total value of Order

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

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