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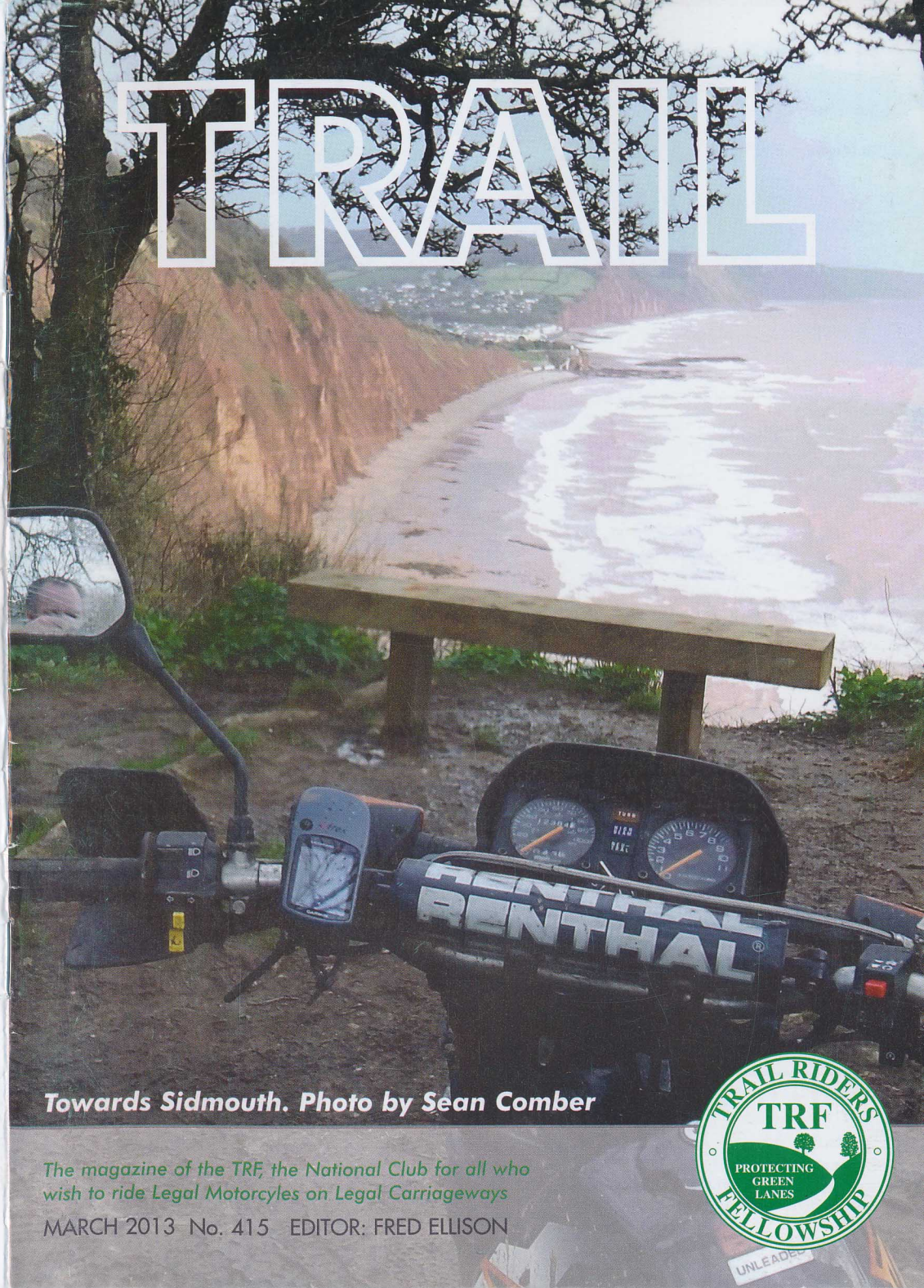
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TRAIL



Towards Sidmouth. Photo by Sean Comber

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

MARCH 2013 No. 415 EDITOR: FRED ELLISON



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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

EDITOR

This is Issue 415, the last paper edition of TRAIL. No. 416 will be uploaded onto the members' area of the TRF website and I will endeavour to reduce the gap between deadline and publication. Input for this edition has been great and I have a few items that can roll over to the next edition.

So what does the future hold for TRAIL?

With your help we should be able to build a better magazine - PLEASE do not confuse our magazine with the web-based forum. TRAIL performs an entirely different function so your articles, bike reviews, rights of way and advertising including classified are still needed. Oh and do not forget images i.e. photos accompanied by a brief description.

NOTE: For those of you who are unable to receive TRAIL in its new format alternative arrangements will be made. Please notify myself on 01254 823893, editor@trf.org.uk, or Mike Irving on 07860 813578, communications@trf.org.uk.

THIS IS A NEW BEGINNING...

Fred Ellison

Editor



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WANTED:

RUN REPORTS

RIGHTS OF WAY • NOTICES

BIKE & RIDING GEAR REVIEWS

COVER PHOTOS

YOUR VIEWS ON TRAIL RIDING RELATED TOPICS

or anything you feel would be interesting

COVER PHOTO:

*Photo by Sean Comber.
Towards Sidmouth*

COPY DEADLINE:

1st Tuesday of the Month

All contributions to THE EDITOR
Fred Ellison, Sheepcote Farm,
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BB7 9DG editor@trf.org.uk

BMF Discount Code 2013: TRF13L889

Acknowledgement - Mike Dunks

Mike Dunks of the Berkhamsted Motorcycle and Car Club (www.berkotrials.com) kindly allowed the use of his article "Trail Riders Fellowship and Berkhamsted Motorcycle and Car Club" which was published in their club magazine The Goat Herd Gazette in January 2013 to be incorporated into the report last month by Mario Costa-sa "Celebrating the birthday of the TRF".

FORTHCOMING EVENTS

Somerset TRF Exmoor Forest Ride Day Sunday April 7th 2013.

www.somerset-trf.com for further information.

Devon TRF Axe to Exe Spring 2013 Saturday & Sunday 21st April

2013. For more information please contact Debbie Hutchinson
debbiehutchy@btinternet.com

Wiltshire TRF Wessex Wanderer Weekend 2013

May 18th & 19th 2013.

BMF Show Peterborough: 18th-19th May 2013.

Bristol TRF Fun Time Trial at Ubley Drove

1st June 2013. Contact Dean for further information 07989 466204 or
deanallentrf@gmail.com

BMF Bikefest Kelso: 6th-7th July 2013.

Teesside & North Yorks Big Bore Coast to Coast

August 7th & 8th 2013

Teesside & North Yorks Forest & Heather Trail Riding Weekend

August 10th & 11th 2013

BMF Tailend Peterborough: 14th-15th September 2013.

MAKE SURE YOUR EVENT IS LISTED

Send any details to The Editor editor@trf.org.uk,

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

ROW UPDATE

Updates

Dorset Map Scales

This case is scheduled in the Court of Appeal on 23/24 April.

Devon TRF Bouchland PTRO

We now have a court date. Devon TRF are confident however that we will win this case when we get to Court, now scheduled for 26 June this year.

Peak District National Park

Chapelgate is ongoing, with the now TTRO from Derbyshire CC in place. This issue along with the Long Causeway, Roych Clough, Brushfield-Upperdale and Chertpit Lane, is to be discussed at the AR&P committee on the 22nd of March. It looks likely that PTRO's are the only option being considered by the committee and all other management options have been disregarded by PDNPA and even after repeated requests to meet with our representative in the area they have point blank refused to enter any dialogue with vehicular users. I am sure that members of the TRF will abide by any decision made but those who are less responsible about their riding will ignore any TRO and carry on using these iconic roads and byways.

Powys PTRO

Breaking news Powys CC have now agreed at their Radnorshire committee on the 20th February to introduce Permanent Traffic

Regulation Orders on two Byways, Water Break its Neck and Moelfre City. This has been done after Powys CC agreed NOT to introduce them until after the legal case involving these two routes was concluded.

Oakridge Lane

Yet another case proceeding to the High Court as a result of a challenge by the TRF. We are expecting this to be scheduled for court soon.

New Issues

Brecon Beacons National Park Authority

Once again we have encountered actions from BBNPA trying to deter use of Sarn Helen by the erection of what we believe are illegal notices indicating vehicles are not allowed to use this road.

LARA have taken up this issue with Powys CC and demanded that these illegal notices be removed. News reaching me today (6th March) indicates that some of these signs are no longer in place.

A Mid Wales Off Road Forum, co-ordinated by Dyfed Powys Police meeting is scheduled for Monday 18th March 2013 where this issue will be brought up

If you live in Powys or any area covered by BBNPA you might want to write to your local MP and EMP to ask why BBNPA are trying to stop vehicles using this well know public road. If you use the following website all you need to

do is enter your postcode and it will show you who your MP and EMP are. www.theyworkforyou.com. Do it or lose it!

Regional ROW Advisers

I am happy to say I have now had offers from a number of people and South of the M4 is

now mostly covered, as is East Anglia. The rest of UK is a little thin so if you are interested I will be happy to talk to anyone who wishes to help out on a regional basis to support and help our next generation of ROW officers.

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

Fighting Fund

Thank you to the members and groups who have kindly given to the fighting fund, particularly Gloucester TRF Group, Dorset TRF Group, West Gloucester and Dean Forest Motorcycle Club and The Welsh Trail Riders Association. As well as all those individual members who have put in large and small amounts.

It's never too late to send a donation and all donations are gratefully received.

Arnold Brewer, TRF Treasurer

COPY FOR TRAIL

COPY DEADLINE: The first Tuesday of the month.

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

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

CAPTIONS: Please caption your photos!

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

WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?

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

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



Peak Vehicle Users in Fourth Green Lane Protest

Over 40 trail riders and drivers turned out on a bitterly cold February morning to take part in the Peaks and Derbyshire Vehicle Users Group fourth 'slow driving' protest against plans by the National Park Authority to close historic roads in the Peak District.

Riders and drivers toured main roads, tarmac lanes and towns and tourist attractions in the park, and distributed leaflets explaining that

vehicular green lanes were for all to use, and constituted only about two per cent of the rights of way within the park.

As always, the protest was conducted lawfully and no incidents were reported to the police, who had a small presence at the start and end of the event.

The Peaks and Derbyshire Vehicle Users Group is now planning a major demonstration at the Peak District National Park Authority's headquarters in Bakewell on Friday March 22, when the PDNPA is to resume its already once postponed discussion on banning vehicles from some of the park's most iconic roads.

PDVUG member club, the Trail Riders Fellowship previously scored a major victory in the battle to keep green lanes open for all when the High Court declared an earlier attempt by the Park Authority to ban vehicles from the Chapel Gate road was unlawful.

Richard Simpson

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The TRF & Icknield Way

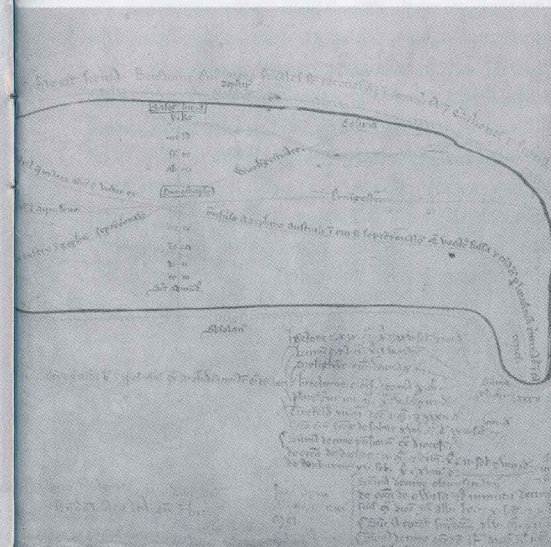
Over the past few months Herts TRF asked for your support for evidence on riding a section of the Icknield Way near to Hitchin, for a Public Inquiry in November 2012. The Icknield Way is generally said to be one of the oldest roads in Great Britain, being one of the few long-distance rights of ways to have existed before the Romans occupied the country, of which the route can still be traced. The Icknield Way is important to the TRF as our first ever ride out was on the Icknield Way on January 18th 1970. Even now the Icknield Way still forms the backbone of Herts TRF's bi-annual 670 km Watford (London) to Wells (Norfolk) weekend ride and is used in part for many other runs by other TRF groups in the area.

Ancient History

The name is Celto-British in derivation, and may be named after the Icenii tribe, who may have established this route to permit trade with other parts of the country from their base in East Anglia. It has also been suggested that the road has older prehistoric origins. However, the name is also said to have been initially used for the part to the west and south (i.e. south of the River Thames) but now refers usually to the track or traces north of the Thames.

From ancient times, at least as early as the Iron Age period (before the Roman invasion of 43 AD) and through Anglo-Saxon times, it stretched from Berkshire through Oxfordshire and crossed the River Thames at Cholsey, near Wallingford.

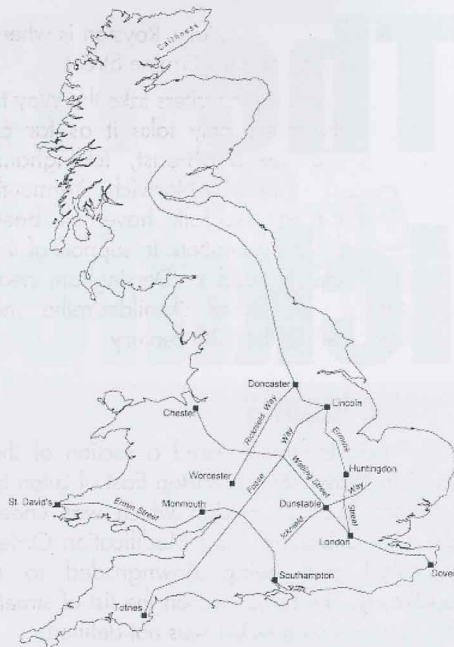
The earliest mentions of the Icknield Way are in Anglo-Saxon charters from the year 903 onwards. The oldest surviving copies were made in the 12th and 13th centuries, and these use the spellings Ic(c)enilde weg, Icenhylte, Icenilde weg, Ycenilde weg and Icenilde weg. The charters refer to locations at Wanborough, Hardwell in Uffington, Harwell, Blewbury and Risborough which span a distance of 40 miles from Wiltshire to Buckinghamshire.



The Four Highways of Britain

The Icknield Way was one of four highways that appear in the literature of the 1130s. Henry of Huntingdon wrote that the Ermine Street, Fosse Way, Watling Street and Icknield Way had been constructed by royal authority. The *Leges Edwardi Confessoris* gave royal protection to travellers on these roads, and the Icknield Way was said to extend across the width of the kingdom. Geoffrey of Monmouth elaborated the story by saying that Belinus had improved the four roads so that it was clear that they were the protected highways.

Around 1250, the Four Highways were shown by Matthew Paris on a diagrammatic map of Britain called *Scema Britannie*. The Icknield Way is depicted by a straight line from Salisbury to Bury St Edmunds which intersects the Watling Street near Dunstable.



Not to be confused with Icknield Street

In the 14th century, Ranulf Higdon described a different route for the Icknield Way: from Winchester to Tynemouth by way of Birmingham, Lichfield, Derby, Chesterfield and York.[1] This route includes the Roman road running from Bourton-on-the-Water to Templeborough near Rotherham, which is now called Icknield Street (or Ryknild Street) to distinguish it from the Icknield Way.

The Route

In many places the track consists or consisted of several routes, particularly as it passes along the line of the escarpment of the Chilterns, probably because of the seasonal usage, and possibly the amount of traffic especially of herds or flocks of livestock.

To the west the track can be detected below the escarpments of the Wessex Downs. Near Wantage, the route along the ridge of the Downs is known as The Ridgeway, and the name Icknield Way is applied to a parallel lowland route above the spring-line at the

northern edge of the chalk. Between Lewknor and Ivinghoe there are two parallel courses known as the Lower Icknield Way and the Upper Icknield Way. In Cambridgeshire, Street Way (Ashwell Street), Ditch Way and others have been put forward as variant routes, possibly for use in summer or winter.

Many modern roads follow the Icknield Way, for example the B489 from Aston Clinton to Dunstable and the A505 from Baldock to Royston. In some places, especially from the east of Luton in Bedfordshire to Ickleford (so named from the Way crossing a stream) near Hitchin in Hertfordshire, the route is followed by minor roads, and is not distinguishable at all in many places, except by landscape features such as barrows and mounds which line the route, and indentation presumably from ancient and frequent use. It could be described as a belt studded with archaeological sites found at irregular intervals.

The Icknield Way used to form part of the boundary between Hertfordshire and Cambridgeshire, and at one time Royston was

cut in two by this boundary. Royston is where the Icknield Way crosses Ermine Street.

In the south-west some writers take the Way to Exeter, while others only take it as far as Salisbury. To the north-east, Icklingham, Suffolk, and Caistor-by-Norwich, Yarmouth and Hunstanton, Norfolk have all been proposed as the destination. In support of the western route, a road at Dersingham near Hunstanton was named Ykenildestrethe and Ikelynge Street in the 13th century.

Public Inquiry

The Public Inquiry covered a section of the Icknield Way between Pirton East of Luton to Ickleford West of Hitchin which was under threat of a Definite Map Modification Order (DMMO) and being downgraded to a bridleway. The route was on the list of streets but its status as a BOAT was not defined.

A consultation document had been sent in August 2011 but the council claimed they had no details of a TRF response.

The case was heading for a Public Enquiry and Steve Vaughan the outgoing Herts TRF office had done his usually thorough job of collecting the facts and data needed to support our case. There were 30 objections against the recording as a bridleway and that it should remain a BOAT.

The submission of our evidence required the full involvement of the TRF Rights of Way team and Alan Kind prepared the submission which was submitted on the day by Dave Tilbury due to travel problems forcing Alan to abandon his 200 mile drive down the A1 the day before the Public Inquiry.

On the day delivering the submission went

smoothly enough with Dave Tilbury, Mrs Louise Costa-Sa present for the TRF as well as Stephen Mann an interested observer who was to become a TRF member and Herts Rights of Way Officer. Also speaking in our favour of the status of BOAT was Mark Westley of the East Herts Footpath Society (EHFS) who showed particular expertise over the 1801 Inclosure Act.

The main issues discussed were the existence of a Right of Way given the balance of probabilities from the evidence presented and the effect if any of the NERC act of 2006 on extinguishing vehicular rights.

The evidence discussed included

- Highway records and list of streets
- The effect of the Inclosures Act of 1801 and the Pirton Inclosure
- The width of the route
- The trough route nature of, as part of a long distance route
- Maps including Bryants 1822 and Bacons cycling 1920
- Railway plans
- 1910 Finance Act Records
- Highway records
- Ordnance Survey Maps
- And various other records including district surveys and even a Ministry of Food Survey.

Based on this:

On January 3rd a few weeks before the TRF birthday the decision was announced in our favour;

At lines 1 and 5 of Part 1 of the Schedule to the Order delete 'bridleway' and insert

'byway open to all traffic'.

The full decision document is available at http://www.planningportal.gov.uk/uploads/pins/row/documents/fps_m1900_7_70.pdf

The Icknield Way and attracting non TRF riders

As part of my national role as Membership Director I try to attend other rides organised by groups outside of the TRF and evangelise the benefits of joining the TRF.

A nearby Christmas gathering of over 70 riders outside of the TRF who are based around Herts and Beds proved a good opportunity, and with the kind permission of the organiser (thanks Paul) they stopped on the disputed section and allowed me a few minutes of their time to sell the benefits of the TRF and inform them how we were fighting for their rights to ride this section. I was pleased to see this resulted in a large uptake in subscriptions and can confirm that several of this group are now fully paid up new TRF members.

Future TRF plans for Icknield Way

It seems clear that we have lost some of the rights of our founding fathers to ride the entirety of Icknield Way over the years. However Herts TRF and in particular Steve Mann, Herts ROW officer, and Michel Sabatier Herts TRF member are actively working on a project with two objectives;

1. A TRF Icknield Way Map to define what can be ridden now.
2. A proactive plan to identify sections of the route where the bans can be overturned and rideable routes can be reclaimed.

We will need to liaise and share information with our TRF colleagues in Cambs, Bucks, Beds and Wiltshire to make this happen,

There is also a further suggestion that we place TRF signs along the route informing riders and

the public of the right of motorcycles to ride it and our code of riding.

Get Involved

If you like what you have read and want to participate:

1. Call /email Steve Mann with any ROW information or routes on the Icknield Way
2. Look out for dates and sign up for our Watford to Wells Weekend Run or our 3 hour TRF Icknield Way beginners runs
3. Come to our ROW curry night in St Albans when we will be discussing this in more detail

Contacts:

Mario Costa-Sa - Chairman Herts TRF
Chairman@HertsTRF.org.uk

Steve Mann - HERTS TRF ROW officer
ROW@HertsTRF.org.uk

Dates of events on www.hertstrf.org.uk

EARLY DAYS OF THE TRF

by Pete Plummer

As a result of the 1968 National Parks and Access to the Countryside Act my local Northants lanes were under review so I approached Jack Wiley, founder of the BMF who in turn put me touch with Norman Smith the BMF rights of way officer. Aptly described as the 'father of green lanes' I visited him at his Norfolk bungalow on a 25MPG two-stroke twin test bike and was duly inspired.

Through Norman I met Ernie Wrigley, Brian Catt, Steve Hoole, Doug Deeley, Fred Chandler, Mike Brown, Dick and Jean Sutton, Mike Vangucci and Bob Gill of the Berkhamsted ACU club and Seymour Moss who was to become the first treasurer of the TRF. Meeting in the cold, old room at the back of the Valiant Trooper in Aldbury near Tring, Herts, it seemed in no time at all (and with the ACU clutching at straws) that I was duly elected ROW officer for the South Midland Centre.

With Berko mostly interested in trials and grass-track the formation of the South Midland Group TRF was inevitable. We clubbed together, bought a Calor gas fire and came to a most satisfactory arrangement with the landlord of the Trooper where we didn't pay rent for the room but undertook to drink lots of beer. As a group we were extremely active giving support and encouragement on a national level including spending several years plotting Devon/ Somerset lanes for Norman

Smith. We also ran the first TRF stand at the BMF rally at Woburn Abbey, Beds.

With MCN's HQ being based in Northamptonshire I stimulated their interest by taking them riding on their local lanes in 1972 for a feature with the strapline entitled 'Hitting the Trail'. The response from readers was encouraging so we started 'On the Trail with Pete Plummer' in a monthly slot in MCN. Later, with MCN and other EMAP titles seeing road racing and superbikes as the key to boosting circulation, and with the attendant pressure on space, I was approached in 1977 to make up a team for the launch of Trials and Motocross News by Morecambe Press and then Dirt Bike Rider in 1980-ish. I was also pleased to assist in publicising ROW issues, the formation of the Welsh Trail Riders Ass and the Mid Wales TRA etc.

Back with the TRF - Then, as now, it was difficult to get enthusiastic volunteers up and running so Dave Jackson from Yardley Gobion, Northants took on producing the TRF national newsletter with help from his mum Mary. The gallant lady would type it up on an old manual on her kitchen table then we'd turn the handle on the Roneo. The constant pleas for contributions almost always fell on deaf ears so we made it up as we went along. Licking and sticking 1,700 stamps and envelopes every month proved a right chore so we achieved a level of enjoyment by inventing

controversial correspondence from non-existent members in the vain hope of getting some lively correspondence going. As apathy reigned supreme our 'valued contributors' were never rumbled.

I was national press officer and national secretary briefly as no one wanted the job. Parks official Brian Thompson from Doncaster

was elected national ROW officer which he did superbly well. He also rode his SL125 well considering his right hand and arm barely functioned so he'd fitted the standard twistgrip on the left. With the throttle effectively working backwards on the wrong side, little wonder then that everyone else who rode it crashed in the first 50 yards.

bmf

2013 BMF DISCOUNT CODE

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The discount code for the TRF is TRF13L889.

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It may also be used to receive discounts on insurance, travel and breakdown cover and other BMF member benefits.

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'Shorty' s/s header pipe
s/s Number plate holder
Digital speedo sender cover
Lowering links • Extended cables
Riders wrench (fits both axle nuts)
kmh-mph digital speedos converter

A wide range of new & second-hand spares available & the occasional reconditioned bike

**Brian Sussex Tel: 01392 875483
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Web: www.totallyttrs.com**

Keeping Dorset's Lanes Open for Motorcycles

Dave Oickle, RoW Somerset

The last few years have been extremely busy for me as Rights of Way Officer for the TRF in Dorset.

Apart from the normal "day to day" issues like dealing with the threat of lanes being TRO'd, obstructions and incorrect signage, we had to fight a long battle to keep two 40 foot wide BOATs from being downgraded to footpaths.

This particular case started way back in 2005 when Dorset County Council (DCC) implemented a 6 month TRO and the deep 4x4 ruts were levelled but no surface material was placed on the surface. Next came an Experimental Seasonal TRO (ESTRO) which banned MPVs over the next two winters, but as it didn't ban horse use it was a complete waste of time. When the TRO expired the surface rapidly deteriorated back to its Somme-like state.

To their credit Dorset County Council had ring-fenced sufficient funds so as to repair the surface of the longer of the two routes and improve the drainage. So in March 2009 the contractor turned up with machine and material to carry out the work, but lo and behold, the locals had got together and were demonstrating vehemently at one end of the lane. One woman threatened to chain herself to the gate and things got a bit heated, so the local police were called to dampen the situation. This event caused the contractor to be pulled off the job (wrongly in my view) by the rights of way people and so we never got the lane repaired.

In October the same year, user groups

attended a meeting to discuss a way forward. This was when the parish council announce that they were going to apply to have both routes downgraded to footpaths. As I had already got wind of this application and had carried out some preliminary research, I was able to state at the meeting that there was no evidence to substantiate such a downgrading. The Chair of this meeting said any decision on the routes would go before the Roads & Rights of Way Committee.

In January 2010 the matter of the improvement proposal was brought before the R&RoW Committee but was never actually discussed. Instead, the Member for the area that included the parish (he was also a committee member) made an amendment to have a permanent TRO on both routes. Also to have the parish council's application for downgrading fast-tracked to the front of the outstanding DMMO applications. This amendment was carried. I made an official complaint about the conduct of said Member to which the outcome was that there was no infringement of the Code of Conduct. Strangely enough though the councillor didn't appear on any other rights of way committees!

Later in January 2010 I served an s56 Notice (HA 1980) on DCC that the long route was out of repair and a response was received to admit that the highway was publically maintainable and that DCC were the authority responsible for that maintenance.

No remedial work was carried out in the coming months and as I had been informed

that the downgrading application was soon to be brought before the R&RoW Committee, I held off from applying to the Magistrate's Court for an Enforcement Order.

In July 2010 the matter of downgrading was brought before the R&RoW Committee and the application for footpath status on both routes was carried, even though the Officers' report stated that there was no evidence for changing the status. There was an Inclosure map and award, the routes were excluded from the hereditaments in the Finance Act 1910 valuation surveys, BOAT classification had been in existence since 1973, no legal event has taken place to change the status and there was evidence of use by motorised vehicles from the 1930's to the present day.

As I'd successfully appealed to the Planning Inspectorate (PINS) against the decision, a Public Inquiry (PI) was convened in November 2011 which went on for 2 days and I was ably assisted by Dave Tilbury and Alan Kind. We waited quite a while for the decision letter to appear but what did come in the post was that the Inspector requested more information on the two routes. This meant two of us going out on New Year's Eve and doing a more thorough survey of the routes with regard to widths and ditches.

After the results were sent in to PINS the PI was reopened in May 2012 for 1 day with Dave and Alan once again in attendance. This 2nd hearing included a site visit with the Inspector and the objectors. We had to take width measurements which were witnessed by both parties and even then the objectors were attempting to change the observed measurements to their advantage. Luckily I stood firm on this and refused to bow to their shenanigans but it goes to show that the antis will stop at nothing to get their own way.

After this long and difficult fight, we finally got news that the routes were to remain as BOATs and I duly served another s56 Notice on DCC to get the long route repaired to a reasonable standard. DCC are now looking into funding

options, but we're not sure how successful this will be due to the financial issues faced by all local authorities.

Also in 2012 we had another case to deal with which was a pre-NERC application to have a section of bridleway (BR) recorded as BOAT. This BR joined a very long ridgeway UCR to a county road and was obviously recorded as BR to prevent use as a through route. This case was thrown out by the then sitting Roads & Rights of Way Committee but was successfully appealed by the original applicants, a 4x4 club. As that organisation no longer existed, the TRF had taken over the management of the outstanding applications they'd made.

A two-day PI ensued at Corfe Castle and with great assistance from Dave Tilbury and Alan Kind, we managed to get another BOAT in a county that has very few. There was ample Inclosure evidence and a previous landowner had declared the route as a Public Road for Wheeled Traffic. The locals are now watching us closely so as to gather some data to apply for a TRO on said route. Hopefully after all the hard work that's been done, nobody will be giving them that ammunition.

Now, in 2013, we are faced with yet another application to downgrade a long-standing BOAT which will no doubt mean another Public Inquiry to ascertain whether we continue to ride the affected route. So we take the pain for vehicular rights to retain!

So there you have it, never a dull moment being a Rights of Way Officer. The downside being that I don't get to ride my trusty old DR350 as often as I'd like.

One observation I would make and that is some members complain that Trail is often full of rights of way stuff. I would say to them that without the work that I and others across the country do, there would be no legal trail riding. You have to accept that the hobby you've chosen requires a great deal of work to defend the rights that others will gladly remove.

Lyndon Poskitt Events



West Midlands TRF proudly presents

Lyndon Poskitt

"My 2013 Dakar experience"



Venue: Wilmcote Working Mens Club, Wilmcote, Stratford upon Avon, Warwickshire, CV37 9XX

Date: Wednesday 17th April @8:00pm

Tickets: Advance tickets only - £5:00
Ticket cost includes 2013 WMTRF subs for TRF members

Contact: Simon Reid 07912 303083
webmaster@westmidlandstrf.co.uk

Pre-book:
<http://wmtrf-pyndon-presents.eventbrite.com>

www.westmidlandstrf.org.uk www.lyndonposkitttracing.com @LyndonPoskitt

Ribble Valley TRF proudly presents

LYNDON POSKITT AKA PYNDON

"My 2013 Dakar Experience"



Tuesday 23rd April 2013, 8.00 p.m.
Brown Cow, Chatburn, BB7 4AW

Advance Tickets £5.00 On The Door £7.50

Contact Ian O'Brien 01706 219971 /07917 772307 Email: obee404@yahoo.co.uk

SUZUKI RMX 450Z - My Set Up

Firstly the bike. I am so disappointed that Trail Bike Magazine gave the RMX such a bad write up and that so many people decided against getting an RMX as a result. I have had my RMX for seven months now and in that time, although I haven't raced it (but am planning on doing the Big Bike Rally Challenge this year), I have done a couple of practice enduros, taken it to Salisbury plain a few times and done approximately six hundred trail miles around Bristol (at trail speed) and can honestly say it has been an absolute pleasure all the way.

I was concerned that coming from a WR250f and only a couple of years trail riding experience, the power would be too much for me but it is so smooth and manageable I have always felt like I was in control. This, coupled with the solid, planted feel it has when blazing the trails (particularly when on uneven or rocky descents) has filled me with a sense of confidence in its steadiness which has allowed me to relax and improve no end as a rider and to push myself and attempt manoeuvres and speeds I haven't before. When you want to

open this bike up it really does go though.

I have also not experienced the stalling issues which seemed to plague TBM and as for the heavy clutch pull this too hasn't really affected me. The suspension, although slightly hard at first, after a few clicks of the adjusters is now great for me.

Seven months down the line I cannot really comment on the maintenance demands of the RMX because at the moment I have only done the standard oil changes and air filter cleans. This I have always done as a matter of preference rather than necessity but so far it has performed solidly and the four other RMX owners I know say it is close to DRZ spec when it comes to spannering.

The only real performance adjustments I have made are;

- Larger fuel tank by IMS - essential if you are doing anything other than racing.
- Lowered seat - gave me a bit more stability when turning at slow speed.
- Standard "uncorking" of the out of the crate bike - all free.

• New Trail Tech X2 Head light - wish I had the money to get the HID version (an upgrade I'll probably get over the next year or so). I had to modify it a bit but it fits great now. All it needs is some graphics to break up the black a bit and I'll be happy.

- Barkbuster handguards.
- Kreiga Haul Loop - makes manoeuvring a little easier.
- Acerbis Front Disc Cover
- Maxxis Road Legal Enduro tyres

All the other mods I am planning are purely cosmetic.

All in all I hope to keep the RMX for a long time. And I expect it to last as long as well. A good test will be on a six day Trail tour of Wales I am doing in August. Of all the things I am worried about, the reliability of the RMX is not one of them.

£1000 worth of Trail Riding Essentials

Clothing

For my base layer I usually keep it simple with a cotton muscle vest in the summer and a long sleeve t-shirt in the winter. So far this has been enough because of the...

Klim Inversion jacket

Since buying this I have ridden it for two winters and two summers and am yet to find a fault with it. The Wind Stopper technology is the difference - as soon as you leave the side or chest pocket vents open you realize how good the jacket really is at keeping the wind out which, as we all know, is the biggest thing when riding. It is not water proof but I have ridden it through many a shower without the water coming through. In the spring and autumn you can remove the sleeves and wear it vest style just to take the chill off. It is very easy to clean in a washing machine and has been hard wearing too.

Fox 360 jersey

Ever since I was a kid I've loved Fox gear. I think for their logo. It just so happens that their gear is excellent quality as well. I could probably own a dozen Fox jerseys but settled on this one. I am planning to get another lighter colour for the summer months.



Klim Chinook pants/trousers

These were the first piece of real enduro clothing I bought along with my boots. Like the Inversion jacket it is hard to fault the Chinook pants. Everything is easily accessible and the ventilation is simple but great. Again although not completely water proof I am yet to soak them through. I did melt the knees on a hot FMF Mega Bomb when leaning over my bike once so if possible some sort of heat resistant material on the knees would be good. Or just a bit more carefulness on my part.



Sidi Charger boots

I fell in love with these boots immediately. It took so little time to break them in and for them to feel comfortable. The protection is thorough and not compromised at all. I do not clean them that often but they always look like new when I do.



Protection

Fox Titan Sport Shirt

After much hunting around for a comfortable, strong but not too expensive body armour I settled on the Fox Titan Sport shirt. As a rigid style armour it is of course noticeable when you put it on but once you relax into the ride it doesn't restrict you at all. There is something to be said for actually having a rigid plastic shell protecting you which takes most of the worry away from crashing. It has of course been tested on several occasions including a couple of big crashes in Wales last year where I thought "damn that was a big one" and I came away without a scratch. I do think this is in some part thanks to the excellent coverage and fit of the Titan Sport shirt.



Fox Titan Pro knee/shin guard

Amazing coverage and comfort for the price. I originally had Foxes cheaper Titan knee/shin guards but these are just better in every way. Like the body armour these too have been tested and again, apart from a couple of bruises where the foot pegs have found the only spot on my leg without coverage, I have escaped injury while wearing them.



Fox Bomber gloves

The only pair of gloves I have ever worn. Still in great condition after three years and so are my hands! I am thinking about investing in a pair of Klim Inversion gloves for the winter but am not looking at replacing the Bombers any time soon.



Fox V3 Carbon Helmet

After trying several cheaper helmets I finally took the plunge (all £300 of it!) and bought the Fox V3 Carbon. Brilliantly simple, stylish design and how light?!?!? I couldn't believe when I was handed it just how little it weighed. The biggest issue for me when riding dirt bikes is staying cool and my head in particular overheats frequently. The V3 Carbon has practically solved this issue for me. Obviously this summer wasn't the sternest test for it but on the odd hot days I felt a marked difference in comfort compared to the other helmets I have had. There are even still a couple more vents I can open should it become too warm this year.



Oakley O-frame goggles

No brainer really. I use an iridium tint lens as I find the definition of the trail is more vivid than with the standard clear lenses.



Gear

Kreiga R15 back pack

The only back pack I've had and I'm not looking to change any time soon. I am quite cautious about breakdowns and therefore try and take everything I need to repair the most common breakages and damage the trail can cause. I carry the following in it;

• **Motion Pro Trial Tool** - very small, very light. Pretty much everything you need to strip your bike down. I do compliment it with a

couple of spanners for the places it won't reach but most of the tools you need are right here.

- **Leatherman Wave** - for everything the Trial Tool can't do.
- **Spare clutch lever**
- **Electrical tape, velcro strips, cable ties** - all handy patching/attaching tools.
- **Liquid metal** - haven't had to use it yet but I bring this along in case of punctures to any casings.
- **Motion Pro Nitro tape** - to be used to

repair any damage to hoses and could also be used to hold any bits on.

- **Motion Pro T6 Combo Lever** - a great, lightweight tire lever with sockets on the end. I only carry these on longer trips when I also carry a spare inner tube. During trail rides I just carry a bottle of....

- **Slime** - I have mainly used this stuff to reinforce my heavy duty inner tubes and am yet to have a puncture whilst using this set up but carry a small bottle in case of a puncture on the trail. I've been told once applied it continues to seal any new punctures to the inner tube.

- **Pump and tyre pressure gauge**

- **2 no. split links, spare clutch lever, bolt pack** - all essential items.

I also carry the following in my pack;

- **Bottle of water or isotonic drink** - I do have a hydro pack for the R15 but just get on better with something I can take a heavy swig from.

- **Food** - Generally a sandwich, chocolate bar, crisps and fruit. I also take small packs of nuts, seeds and dried fruit for snacks and the much loved granola bars. It's all about sustained energy rather than an energy drink burst.

- **Pain killers** - enough to get me home.

- **Silver foil blanket** - As I ride on my own most of the time this could be a very important thing should the worst ever happen particularly in the winter. If I ever do night rides I try to take a signal flare as well.

- **Cigarette lighter**

- **Sat Map GPS, paper map and compass** - the Sat Map is great. It would be complete if you could use it as a car type sat nav (i.e. you put in a post code and it takes you there) however there is something quite fun about having to input your route manually.

So there it is. A complete inventory of my set up. There is not much more I would add to this apart from a Motion Pro Chain Breaker and Chain Press. That coupled with a section of spare chain would mean I have no worries about a chain snapping. I am also thinking about getting a Kreiga hip bag to carry my tools in to try and take some of the weight off my back. It's not an issue, I just think it would be more comfortable.

I was walking to my garage a few months ago and realised that I was wearing well over £1000's worth of gear but ultimately I've gone for the best made and most practical clothing and equipment I could have and have so far been rewarded for my patient research and investment.

Happy riding! Roscoe Davies



Bill & Liz Bennett in Bill's supercharged MG J2 at the 2012 Allen Trial. Bill is a regular competitor to classic trials & has won a number of ACTC Championships in this car

West Country Classic Trial Test Saved From Closure

The Bristol Motor Club's Allen Trial (first run in 1946) will still be able to use one of its best test sections thanks to a carefully thought-out traffic regulation order made by Bath and North East Somerset Council.

The old public road over Burledge Common, near North Widcombe, is part minor unclassified road and part byway open to all traffic (BOAT), with an ancient stone surface up and over what is a steep climb up from the west side. This road has been a feature of the Allen Trial for over 40 years and has probably been used for other trials (cars and motorcycles) for a lot longer than that.

In recent years there has been a problem with 4x4 drivers (believed to be coming out of the Bristol area) deviating off the stone carriageway and carving ruts in the roadside banks. These people were then driving off the road and on to Burledge Common itself, and making a real mess. There was no suggestion that these drivers come from responsible groups such as the Association of Land Rover Clubs or GLASS.

Something had to be done to tackle this, and there were suggestions that the road should simply be closed completely to motors, with the local police saying that it is not easy for them to identify and catch the people causing this

damage. In August 2011, Andrew Knightly Brown (Association of Classic Trials Clubs), Dale Wyatt (GLASS) and Alan Kind (LARA) met with BANES council officers and the police on site, and started a dialogue about measures to control the vandals without totally closing the road to the law-abiding public.

LARA suggested a 'prohibition of driving order' that allowed gates at the road end to be locked (with side passage for motorcycles and non-motor traffic), key access for horse-drawn vehicles by arrangement, and an agreed number of 'open days' each year for 4x4 and classic car trial traffic.

This form of traffic order was drafted, consulted, amended and approved, and it came into force in October 2012, with the Allen Trial taking place as scheduled on 25 November. LARA and its Members thank Bath and North East Somerset Council for putting the effort into achieving the 'least restrictive option' solution to a very real problem, rather than just prohibiting all responsible drivers from a public road that they have enjoyed for decades.

LARA is at www.laragb.org and email on admin@laragb.org
Photograph © Dave Cook.

WWW.TRF.ORG.UK

TRF WEBSITE & FORUM

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

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

ALSO WHY NOT TAKE A LOOK AT WWW.BBTRUST.ORG.UK

The Ubley Muddle

After the success of last year's inaugural event, the Bristol TRF are proud to announce that their annual Fun Trial event will be back to test club members and visitors alike. After an intensive brain storming session fuelled by the finest Belgian Lager, the event is now and forevermore to be known as 'The Ubley Muddle' a name that cunningly encompasses both the location and the nature of the event and most of the riders.

The 'Muddle' is being run on the 1st June in conjunction with the lovely chaps at North Somerset Motorcycle Club, and the inexhaustible energy of Club Secretary Paul Manning and trf member Gerry Walters. The format takes the form of 14 observed sections per lap, with four laps to be completed in order to be recorded as a finisher. Observers will be from both the TRF and NSMCC, and will be scoring for any dabs/feet down moments up to a maximum of three, with falls or stops counting the full five points. Observers may also mark down riders for potty-mouth moments or indeed any Day-Glo riding gear from the nineties.

In the unlikely event of a tie for points, the result will be settled by a motocross style speed test, for which riders are asked to extinguish their pipes or roll-up! There will even be trophies to satisfy Bristol TRF's Event Co-ordinator Dean Allen, who inexplicably loves big lumps of gold coloured plastic on his mantelpiece, with gongs for the overall winner and at the other end of the scale, the highest scoring rider who manages to complete the four laps.

Last year's event introduced many riders to the black art of observed trials, and all left the venue with a smattering of new skills but more importantly big smiles. The location is at the

top of the challengingly rocky trail Ubley Drove, and enjoys fantastic views across Blagdon Lake and the stunning Somerset countryside. The sun was out for the whole day last year, even if it was a tad windy, and Dean has put in an order with the Big Fella for fine weather and importantly no rain!

If you would like to take part in this year's event, you'll need an ACU trial licence, but Paul Manning will sort all that for you when you send in your entry.

Regs are available by going to the Wessex Centre ACU's website and finding 'Fun trial' as we didn't get our new name for the event in time. Find events 2013 1st June North Somerset MSC then send the form to Paul with £17 cheque made out to North Somerset MSC, also send in the same envelope a filled in ACU 2013 trials licence form, a stamped envelope and £10 payment to the ACU, Paul will do the rest for you. If you have difficulty with this then I am very happy to go through it with you. I know it all sounds a pain but it will be worth it as this new event promises to be one to put in your calendar and after you have a licence its easy to renew every December and who knows - it might lead you to do a Long Distance Trial event or time trial in the future. If you have any queries contact Dean on 07989466204, or deanallentrif@gmail.com

P.s. With enough interest there will be ride outs the next day for those of you wishing to make a weekend of it! All other details to be found on the regs.

We look forward to seeing a host of TRF members from both the Bristol area and other parts of the country. Come and get muddley in Ubley.....

Julian Challis

Teesside & North Yorkshire TRF Forest & Heather Trail Riding Weekend

Kirkbymoorside. Gateway to the North Yorkshire Moors.

**Camping starts 12 noon Friday 9th August.
Guided trail rides Saturday 10th & 11th August 2013.**

TICKET IN ADVANCE EVENT FOR TRF MEMBERS

All funds raised will go towards lane repairs. Only the first 35 entries will be accepted.

The weekend will offer guided trail rides around the North Yorkshire Moors. Families are welcome and there will be a charge for riding members only. Caravans are welcome and the field has very good access for caravans. Bring your own food & drink as the pub is 1 1/2 miles from the camping field. There is no electric hook up. Bring your own water. Portable toilets will be provided. A raffle will be held on Saturday night. (Raffle prizes welcome)

Entry Fee £35.00

Please make Cheques or Postal orders payable to: **"Teesside & North Yorkshire TRF"**
DO NOT SEND CASH

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

Entrants will receive a pass for the gate in the post with final instructions.

You must present your gate pass upon arrival & valid TRF membership card.

When the event is fully booked cheques will be returned & entry forms retained in case of late availability.

Tickets are non-refundable. Entries must be pre paid and pre-booked.

RIDERS DETAILS

TRF Membership Number: Local T.R.F. Group:

Name:

Address:

..... Postcode:

Email address:

Home Phone: Mobile Phone:

Bike Make: Model:

DATE: **MEMBER'S SIGNATURE:**

**For further information you can ring: Richard 07834 632040
or click onto www.nytrf.co.uk**

By signing this entry form I confirm that I have read, fully understand and agree to the indemnifications.

**Please send this entry form & £35 cheque with a self addressed stamped envelope to:
TRF, W.G. Dodds & Son, The Sawmill, Bowesfield Crescent, Stockton on Tees, Cleveland, TS18 3HJ.**

Indemnifications

I confirm that the information in this entry form and the information given is correct.

I confirm that I understand the nature of the weekend I am entering and I am competent to take part.

I confirm that any vehicle that I use will comply with the highway regulations and be fit for road use.

I will NOT take part if I have any doubt about my ability or the safety of the venue.

I confirm I will not hold any run leader or the TRF responsible for any traffic offences that might arise in prosecution such as section 59 or financial penalties. Run leaders will take all necessary precautions to avoid potential prosecutions. The local club nor the run leader will be held liable for any traffic or financial penalties imposed on individual riders.

Before taking part in the event I will read and be bound by and comply with any regulations and final instructions issued by the organisers.

I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication I will inform the event organiser and seek approval to participate before taking part.

That as a participant I may be exposed to the risk inherent in motor sport and that I am prepared to take such risks.

I further agree that I shall not seek to claim against the TRF, the organisers nor their officials, the land owners, the promoter or other bodies individuals connected with the event in respect of any damage to my property how so ever caused, and whether by negligence or breach of statutory duty of the said bodies or persons.

I understand and agree that I am required to register my arrival by signing on at the event control with my gate pass upon arrival.

That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this fun weekend. I also authorise any hospital or medical practitioner to furnish information relative to my medical condition to TRF.

I also hereby AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue I WILL INDEMNIFY AND REIMBURSE any sum which you may be required to pay as a result of such claim.

BIG BORE

Coast to Coast - August 7th & 8th 2013

PLACES STILL AVAILABLE

All funds raised will be donated to the Air Ambulance.

ENTRY IN ADVANCE EVENT FOR TRF MEMBERS

The coast to coast route is ideal for big bike owners of 600cc and above. The route will be planned around the capabilities of motorcycles like: Triumph Tiger - KTM Adventure - BMW GS - Africa Twin - Yamaha XTZ. The route will have plenty of interesting riding with fantastic scenery. Road tyres will be fine with the route planned but trail tyres might be an advantage.

The day will start near Morecambe at 10am, and then travel through the Yorkshire Dales with its fantastic scenery & long gravel roads.

The later part of the day will see riders enter the North Yorkshire Moors heading to the camping field near Kirkbymoorside. For those not wanting to camp there are local pubs approximately 2 miles from the camping field.

Day 2 will be spent meandering through the Moors with lunch at Scarborough, before returning to the camping field at around 3pm. Riders are welcome to camp on the Thursday night.

Riders entering the coast to coast please ensure that your motorcycle is well serviced & have spares in-case of breakdown. The ride will cover around 250 - 300 miles and get to some very remote areas.

There will be portable toilets in the camping field but no water is on site.

ENTRY IN ADVANCE EVENT FOR TRF MEMBERS

Only the first 30 entries will be accepted. **Entry Fee £40.00** Every rider will get a T-Shirt
Please make Cheques or Postal orders payable to: "Teesside & North Yorkshire TRF" **DO NOT SEND CASH**

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

When the event is fully booked cheques will be returned & entry forms retained in case of late availability.

Entries must be pre paid and pre booked. The entry fee is non-refundable.

RIDERS DETAILS

TRF Membership No: Local T.R.F. Group:

Name:

Address:

Postcode: Email:

Home Phone: Mobile Phone:

Bike Make: Model: T-Shirt Size:

DATE: MEMBER'S SIGNATURE:

For further info you can ring: Leo Crone on 01325 463815 or click onto www.nytrf.co.uk
By signing this entry form I confirm that I have read, fully understand and agree to the indemnifications.
Please send this entry form & £40 cheque with a self addressed stamped envelope to:
TRF, W.G. Dodds & Son, The Sawmill, Bowesfield Crescent, Stockton on Tees, Cleveland, TS18 3HJ.

Teesside & North Yorkshire TRF

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August 7th & 8th 2013

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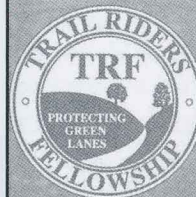
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I further agree that I shall not seek to claim against the TRF, the organisers nor their officials, the land owners, the promoter or other bodies or individuals connected with the event in respect of any damage to my property how so ever caused, and whether by negligence or breach of statutory duty of the said bodies or persons.

I understand and agree that I am required to register my arrival by signing on at the event control with my gate pass upon arrival.

I confirm that I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this fun weekend. I also authorise any hospital or medical practitioner to furnish information relative to my medical condition to TRF.

I also hereby AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue I WILL INDEMNIFY AND REIMBURSE any sum which you may be required to pay as a result of such claim.



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TRF Members - Advanced = £14 / On the day = £20

Non TRF Members - Advanced = £20 / On the day = £28

(Please bring your TRF membership cards)

Advanced booking available online through paypal or credit/debit card at:

www.somerset-trf.com/exmoordays.html

For Further Information Please Visit:

www.somerset-trf.com



THE FORUM

TRF FOUNDING FATHERS

The article celebrating the Birthday of the TRF missed one important name from the founders, Norman Smith. He was a solicitor who was interested in rights of way matters and devoted hours at local councils in the years before the TRF was established.

He spoke at the first meeting. (I was there and joined at the same time though did not go on Dick Suttons run). Norman was involved with motorcycling and I think originally lived in the Swanley area of Kent. He often mentioned that he was involved with the Canada Heights scrambles (motocross these days). He provided lots of information on ROW law as applied in the late sixties. He was responsible for some clarification on the 1968 law on ROW before the TRF was formed.

Seymour Moss

SUBSCRIPTIONS

I must have my say on the subject of subscriptions.

I have been in the club for 20 odd years and enjoyed it very much but things are, for me, getting a bit tight. I know all about the sterling work that the hard core of the club does and if it was not for them the club would probably have disappeared long ago, and of course just how much it all costs. But, just how much

of all that has been achieved would have been achieved if the money hadn't been there?

So where did all that money come from? Us the members one way or another and what would happen should that source dry up? Why should it dry up? Well in my opinion it would be because you have priced yourself out of the market.

The TRF is the most expensive motorcycle club that I belong to and I would guess the most expensive in the country. I do belong to three others and they are all about a third or less of the cost of this one. I know, I know, they don't have the expenditure that the TRF has but two do have A4 glossy monthly comic's and very good they are too. As I see it, the danger for the TRF is, that people just can't keep digging deeper and deeper into their pockets. At least, I can't.

Now at an advanced stage of decay and a fully fledged member of the bus pass brigade I am starting to have to justify just where I spend my pension and £45 quid on club membership is getting too much. It is already out of three of my mates league. They decided that they wanted to join until I told them how much it cost. So that is three 45's that you did not get and I suspect that there are plenty more like that out there.

My suggestion is that, with all your new found wealth, you do a pensioners rate of say £25

with an option to pay more if you can afford it. That way for a start you would get my mates and I would think a few more as well. While you were at it you could come up with a long service discount as well.

Now to the comic. I for one will be very sad to see it go and I will miss not being able to sit on my favourite chair with a small glass of Scotland's best export and read it, but if it means that I can continue in the club but at a reduced fee then I will somehow manage.

Nurse, would you please tuck the rug a bit tighter around my legs. Agh! Thank you nurse.

John Grew

TRAIL MAGAZINE

I have recently rejoined the TRF. When I first joined in the early 90's, Trail magazine was a cheap looking black and white affair on non glossy paper. What it lacked in appearance it gained in content and I looked forward to reading it. Remember this was before the widespread use of computers.

When I rejoined the TRF in 2012 Trail had grown to become a glossy attractive affair with good photo on the front of the magazine. I once again enjoy reading it.

Trail magazine moving to downloadable pdf format suits me fine; I work in an industry where every technical document is pdf, every notice, letter and manual is by downloadable pdf and every procedure is online. The cost savings I realise are huge, so out with the old magazine and in with the new downloadable pdf.

Whatever my views on downloadable pdf Trail magazine, I believe the TRF is making a mistake going to download only pdf. My company produces hundreds of downloadable pdf documents a year and one of the biggest problems is that people don't keep up to date

with mandatory technical bulletins, so we have to have an automated audit system and get checked once a year by our regulatory authority to make sure that the pdf documents we produce are downloaded or even just read. Knowing that I download and read all my company's pdf documents, I have just checked to make sure I am up to date, I have in fact 34 outstanding documents to read! And I am one of the vigilant employees.

So despite my support for pdf documents, the evidence would prove that I am not as vigilant as I thought I was. I have read the January edition of Trail and it was the arrival of the magazine that prompted me to write to you on the subject. Had Trail been produced by pdf and downloadable today, then that would have been unread document 35 and the chances are it would remain unread, because I now have to sit behind a computer when I am supposed to be off work and download 34 tech notices from work.

My opinion is that the TRF should e mail Trail magazine. Though I might forget to download the magazine, I won't ignore it if it arrives in my inbox. If I am away I will read it from my iPad, if I am at home I will print it and leave it by my sofa where I know I will read it, at some point. But this is just my opinion and preference, it might not work for others.

Please think long and hard before switching to downloadable pdf Trail magazine. Perhaps you ought to produce Trail magazine in both formats for a while, perhaps you could try e mailing Trail. Perhaps you could save costs on the magazine itself; it certainly looks expensive these days. But please have a transition period, don't alienate those who are not computer savvy or not aware of the change in magazine format.

Ian Mills

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HONDA CRF 230 2005 MOT Jan 2014, Tax Dec 2013. 1260 miles since registered Jan 2011, previous owner did approx. 200 miles. Sump guard, Renthall bars, lady owner, selling due to lack of use. For pics email

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redbarnroad@hotmail.co.uk or phone Laura 07947 127006 (nr Colchester). £2200.

HONDA CRF 250X 2004 First registered in 2009. Little use & therefore in good condition for age. Many spares including racing suspension & exhaust plus originals. £2090 ono. Tel: 01489 573625 (Hants).

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GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. dccje@talktalk.net 2nd Tues, 8pm, Windmill Inn, Nore Road, Portishead.

BLACK COUNTRY John Oseland, Tel: 01902 656011 1st Tues, 9pm, The Longford House, Watling Street, Cannock.

BRISTOL Glenn Summers, Tel: 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 Clifford Austen, Tel: 07789 483600 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.

GLOUCESTERSHIRE 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 Park 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 Anchor & Hope, South Ash Road, Ash (Nr Sevenoaks), Kent TN15 7ER.

LANCASHIRE Keith Westley, Tel: 01704 893215 1st Tues, Farmer's Arms, Bispham, Parbold.

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079 4th Thurs, 8pm, Lincolnshire Poacher, Bunkers Hill, Lincoln.

LODDON VALE Eddie Mace, Tel: 01189 333380 2nd Tues, Swan Inn, Basingstoke Road, Three Mile Cross, Reading, Berks RG7 1AT. joinus@lvtrf.co.uk

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 0RB.

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

SOUTH LONDON & SURREY Steve Sharp, 0208 773 4204 4th Tues, 8.30-10.30pm, Ripley British Legion, 25 Rose Lane, Ripley, Woking, Surrey GU23 6NE.

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 Andrew Wardrobe, Tel: 07414 529298 Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

TEESSIDE & NORTH YORKS SITUATION VACANT. 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 Simon Reid, Tel: 07912 303083 1st & 3rd Wed, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE Paul Dearden, Tel: 07901 381629 info@wyrtrf.org.uk 1st Thurs RoW 6.30 pm, Main Meeting 7.30pm, Cue Gardens, Stadium Mills, Stadium Road, Bradford BD6 1BJ.

WILTSHIRE Vic Price, Tel: 01380 724651 1st Tues, The Bell On The Common, Broughton Gifford SN12 8LX.

WORCESTERSHIRE David Walters, Tel: 07767 204730 1st Tues, White Hart, Fernhill Heath, Worcs.

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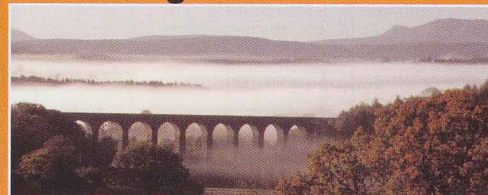
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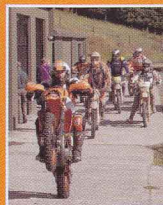


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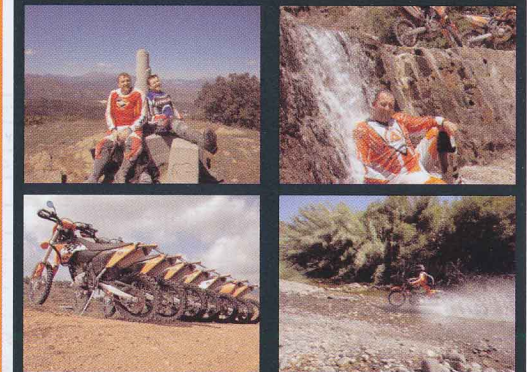
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