



LLANDOVERY

(OS Map 160, SN 808 429)

Our remote sheep farm (Best B&B in Wales '97) has 15 comfortable en-suite rooms. Blazing log fires, underfloor heating, self service bar, parking, workshop, pressure washer, drying rooms & tons of really great homemade food make this a popular venue for trail riders. We have all the rights of ways marked on our master maps & have GPS's etc.

We have a 22,000 acre 'playground'.

Neil Harries is also available to guide you on the many green lanes in the area.

Can you handle it?

For a brochure:

Tel: 01550 750 274 Fax: 01550 750 300
nick@cambrianway.com



**PHONE NOW
FOR WINTER
SPECIAL OFFER**

BETA 

HONDA 

SUZUKI 

YAMAHA 

★ TRAIL ★ ENDURO ★ SUPERMOTO
★ CLOTHING ★ ACCESSORIES ★ HELMETS
★ TYRES ★ SHELL OILS ★ SERVICE



www.knottsmotorcycles.co.uk

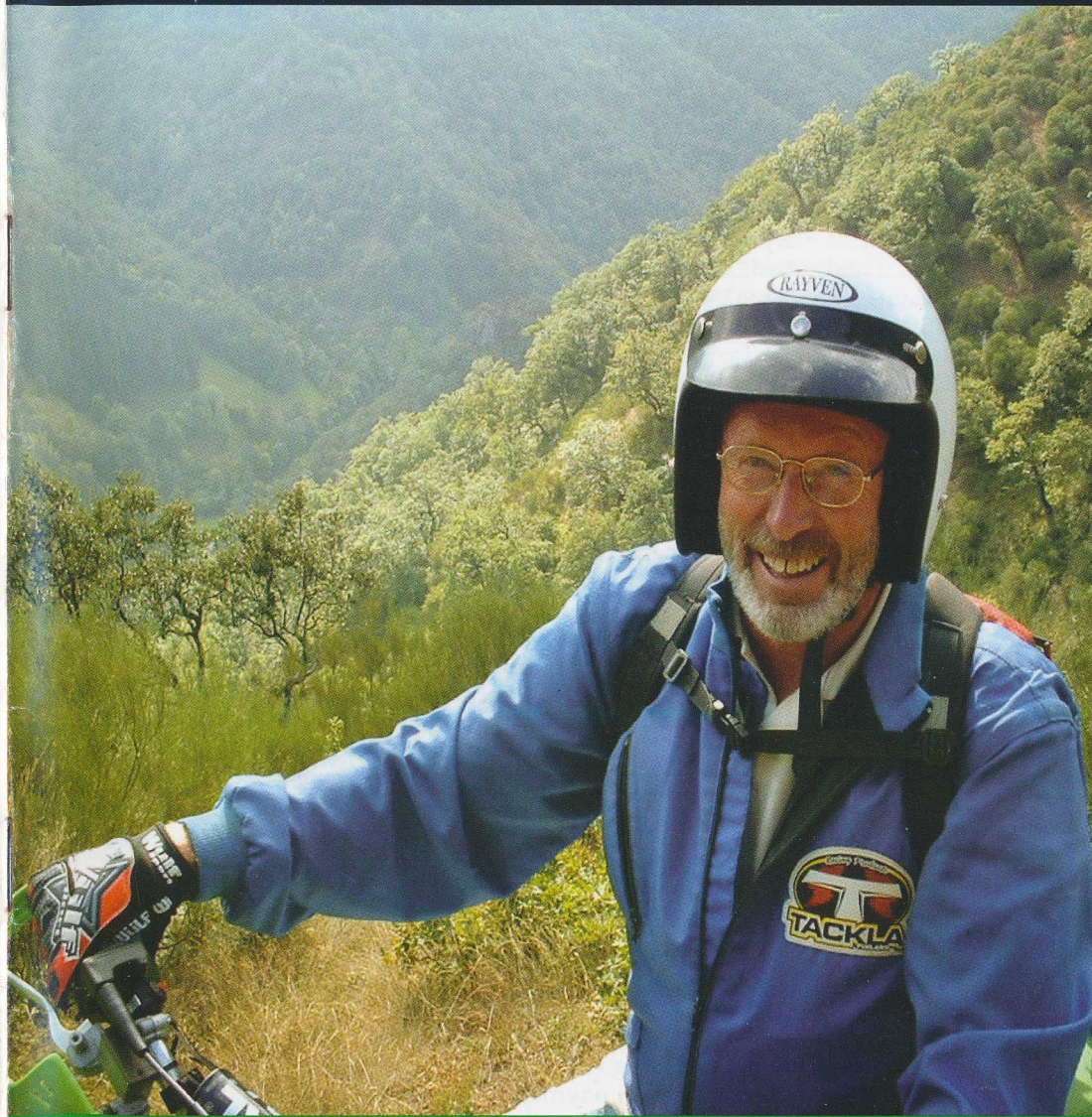
KNOTTS OF REDDITCH 189 EVESHAM RD Tel: 01527 404391
KNOTTS OF STRATFORD 15 WESTERN RD Tel: 01789 205149



TRAIL

The Bulletin of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways. EDITOR: Fred Ellison.

JUNE 2004 No. 310



leisure Trail UK

EVERYTHING FOR THE TRAIL
ENDURO & OFF-ROAD RIDER
KTM, CRM & DRZ SPECIALISTS



New Honda 2004 XR 250 Electric Start



NEW CONTAINER OF JAPANESE TRAILBIKES NOW HERE!!!
2004 KTM'S HERE - LIMITED AVAILABILITY. PRE ORDERS AND DEPOSITS NOW!
BETA 4.0 ALP 350cc also in stock - Demo bike available - It's worth a ride!

QUALITY USED CRM'S AND NEW & USED BIKES CURRENTLY IN STOCK

CRM Mk1	from £1,595	BETA 350 ALP	new £4,250	'99 EXC125 good cond	£1,850
CRM Mk2	from £1,795	SUZUKI DRZ 400S	new £3,995	'00 EXC250 good cond	£2,495
CRM Mk3	from £2,395	XR250 E/Start	new £3,995	'02 EXC200 mint	£2,995
CRM AR	from £2,895	XR250 E/Start	used from £2,295	'03 EXC200 unused	£3,995
'03 BETA 200 ALP	new £3,150	DR250 E/Start	used from £2,295	'03 EXC525 mint	£4,495



GOOD USED TRAIL & ENDURO BIKES ALWAYS WANTED £££

OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM
0115 973 2466
sales@leisuretrail.co.uk www.leisuretrail.co.uk

- HONDA CRM250 - FULL RANGE OF ACCESSORIES, SPARES & GOODIES IN STOCK, PHONE OR EMAIL FOR FULL LIST
- CRD PIPES & GUARDS IN STOCK
- FINANCE ARRANGED - QUOTES AVAILABLE ON REQUEST
- ALL MAJOR CREDIT & DEBIT CARDS ACCEPTED



The Spirit of Trail Riding
Photo by Tony Stuart

All Contributions to the Editor Please keep it short and sweet!
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

TRF OFFICERS

- CHAIRMAN** Geoff Wilson, 4 Scaur Close, Lazonby, Penrith, Cumbria, CA10 1BT.
Tel: 01768 898584.
- VICE CHAIRMAN** Tim Stevens, 99 Cheshire Street, Market Drayton, Shropshire, TF9 1AE.
Tel: 01630 657627, E-mail: timLARA@aol.com
- MEMBERSHIP SEC.** Mary Stevens, P.O. Box 343, Market Drayton, Shropshire, TF9 1WT.
Tel: 01630 657627, E-mail: memsectrf@aol.com
- SECRETARY** Ted Lowres, 53 Stokefields, Guildford, GU1 4LT.
Tel: 01483 535644, E-Mail: ejlowres@ntlworld.com
- TREASURER** John Gardner, 119 Hallbridge Gardens, Up Holland, Lancs., WN8 0EP.
Tel: 01695 622792, E-mail: john@gardner119.freeserve.co.uk
- PUBLIC RELATIONS OFFICER** Andrew Prince, Stour Lodge, Campden Lawns, Alderminster, Stratford-upon-Avon, CV37 8PA. Tel/Fax: 01789 450366,
E-mail: pr@trf.org.uk
- EDITOR** Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancs., BB7 9DG.
Tel: 01254 823893, Fax: 01254 887999, E-mail: editor@trf.org.uk
- BMF LIAISON OFFICER** David Giles, 22 Ford Lane, Allestree, Derby, DE22 2EW.
Tel/Fax: 01332 552288, E-mail: davegiles@dlgtraining.freeserve.co.uk
- LARA REP.** Richard Fordham, 35 Kelvin Grove, Gateshead, Tyne & Wear, NE8 4QN.
Tel: 0191 499 8188.
- MAG LIAISON OFFICER** Richard Stiling, 2 Bryansons Close, Stapleton, Bristol, BS16 1ES.
Tel: 07974 151439, E-mail: mag@trf.org.uk
- KEEPERS OF STATIONERY** Leaflets & Membership Forms, Mary Stevens. *Membership Secretary.*
Letterheads & Compliments Slips, Fred Ellison. *Editor.*
- DISPLAY EQUIPMENT CO-ORDINATOR** Leo Crone, Tel: 01325 463815 (7a.m. - 5p.m.). Display boards held at Unit 10, Red Barnes Way, McMullen Rd., Darlington DL1 2RR.
- EQUESTRIAN EVENTS LIAISON OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Monmouthshire, NP16 6NS. Tel Mobile: 07941 427774 (evenings).
- RoW CO-ORDINATOR** Roger Peters, Rose Bank, East Lane End, Morpeth, Northumberland, NE61 3JS. Tel: 01670 519432.

TRF Website <http://www.trf.org.uk>

MAGAZINE ADVERTISING

DISPLAY ADS:

For Advertising Rates please contact Branca Pope: Brabbin's House, Newton in Bowland, Clitheroe, Lancs., BB7 3DZ. Tel: 07812 897695 or 01772 720237, E-mail: trailadvertising@hotmail.com

MEMBERS CLASSIFIED ADS:

20 WORDS - 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

Copyright: All material published in TRAIL is the copyright of the TRF. Use may be freely made of it without prior permission on condition that any material used is credited "reproduced by permission of TRAIL, the National Bulletin of the Trail Riders Fellowship".

The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.

EDITOR

Why does everyone want to manage us? Walkers, cyclists and horses are never considered for management. A footpath or bridleway is usually repaired, often at great expense, but managed access - NEVER. We must now apply for permits to use some roads, for example Garbons Pass and Walna Scar and others are in the pipeline, but non-motorised users are given permissive long distance routes and the right to roam on millions of acres. Note the term 'roam', in other words go wherever the mood takes them.

We, who are responsible countryside users, and have consulted and, for some strange reason, agreed to managed access are having our rights removed. Make no mistake, most of the routes in the Yorkshire Dales, which are the subject of TROs, or the Lake District, where you have to apply for a permit weeks in advance (and you might not get one - they are limited), are the routes which link one area to another.

Write to TRAIL with your views and then your M.P. - they won't want to be remembered as luddites and trying to uninvent the wheel. You might also remind them that without the internal combustion engine we would all be knee deep in horse droppings.

Sorry about the whinge chaps, just feeling frustrated.

Fred Ellison

in chains
OFF ROAD MOTORCYCLE SPECIALISTS

tm and VOR Main Dealers

New and Used Bikes in stock
Large stock of tm Parts
Other makes and Models catered for
MX Training schools

Motocross, Enduro and TRAIL

Now on line:
www.inchains.co.uk

or
Ring, Fax or Email for mail order

Tel: 01425 474800 Fax 01425 461962
Email mail@inchains.co.uk
Unit 9, Hightown Industrial Estate,
Crow Arch Lane, Ringwood, Hants BH24 1NZ.

CONTENTS

• Noticeboard	4
• Press Release	5
• RoW News	6
• Media Release	8
• A Public Inquiry	9
• Coast to Coast	11
• The Welsh Solution	12
• Mauritania by Moonlight	14
• Letters	18

All Contributions to the Editor Please keep it short and sweet!
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

NOTICE BOARD

VOLUNTEERS NEEDED

Teeside & North Yorks Group need volunteers for:
Bikewise, Durham Police Motorcycle Show,
Sunday August 8th.
Horse Events, July 5th & 12th, Richmond.
Contact Leo Crone on 01325 463815

WAYFINDER

Issue 308, p6, should read 'Wayfinder'
not 'Wayfarer'.

Web address is

<http://www.way-finder.co.uk>
TRF members can register free of
charge for an account on-line.

Ian Boddison

SOUTH WEST REGION COAST TO COAST 2004

16th - 17th October. Application forms will
be available in a future edition of TRAIL.

Reuben Alcock

MARSET TO ROMAN ROAD

Correct line is the zig zag. Please
follow this

SECRETARY REQUIRED

Northern Region.
Not too onerous - but a very
important job. To organise 3
meetings per year.

Contact Fred Ellison
see details inside front cover

STOLEN

Kawasaki KMX200-A2,
Reg E898 MNH

From my driveway in Chingford,
early hours of Sun 23rd May. Black
with red coated frame. All major
parts stamped with reg. no. Twin
Fiamm horns. Aluminium sprayed
exhaust. Extended carrier. Metzeler
road tyres. Rear wheel has new 17"
alloy rim & stainless spokes. Seven
TRF year stickers on the air-box
(LHS). £500 reward for recovery &
conviction.

Brian Johnson Tel: 020 8529 1630 or
email bj@villamirage.co.uk

LANCS' GROUP NEW VENUE

Black Bull, Hall Lane, Mawdesley

TEESIDE & NORTH YORKSHIRE OFF-ROAD WEEKEND

31st July & 1st August 2004, Woodhouse
Farm, Little Ayton, North Yorkshire.

A social weekend that is fun for all the
family, with guided tours out onto the
North Yorks Moors. Also available is a hare
& hounds circuit for all who wish to use it
(at their own risk) & an area for those who
want to camp (please bring own tent or
caravan). You must bring your own bbq,
food & refreshments.

£10.00 per bike for TRF members, £20.00
for non-members. This covers both days.
Please bring proof of membership.

Last year was a great success, good riding,
good fun, excellent atmosphere & a
brilliant saturday night get together.
Spread the word, tell your friends, come &
enjoy North Yorkshire.

For more information contact
Phil on 01287 634972.

PRESS RELEASE

The latest TRF Press Release from Andrew Prince and Apple Tree.

Working Together to Protect our Countryside

Banning any activity usually just makes those who it is intended to control work harder at staying undetected. A proposed ban to stop motorised vehicles from using legal rights of way in the countryside will not solve the issue of damage and disturbance. In fact, it will probably just encourage illegal riders to continue breaking the law. The TRF (Trail Riders Fellowship) believes that better solutions can be found when people work together and not against each other.

The proposed legislation assumes that all green lanes suffer from damage. While the TRF accepts that problems do occur on certain tracks, the organisation is keen to deal with these on a local, specific level, rather than having a blanket ban imposed.

In March, Geoff Wilson, Chairman of the TRF, met with Alun Michael, Rural Affairs Minister, to talk about how trail riders can work with DEFRA, local councils and police forces, to combat problems in specific areas and deal with the people who are ruining the reputation of the recreation.

The Lake District is an example of where the combination of local interest groups and law enforcers has remedied individual problems. It is often assumed that the entire area is being damaged or allowed to deteriorate due to lack of maintenance. The true picture is that some green lanes have become damaged, while others are still sound. In order to promote sustainable use, the very successful Hierarchy of Trail Routes (HoTR) initiative was set up, to monitor and control the use of different rights of way. They have been classified according to factors such as the state of repair of the surface, the sensitivity of the location and the amount of use they receive. The level of activity on green lanes is now managed through a variety of different methods appropriate to the route, rather than statutory legislation. The aim of the initiative is not to promote use or stop it but to manage it and eliminate irresponsible use by people who also damage the reputation of the sport and the landscape.

Banning vehicles from green lanes is seen by some as the only solution to the damage and disturbance that they are purported to cause. However, those who ride along our green lanes in a responsible manner, with care and concern for other people they meet and the countryside through which they pass, know that such simplistic suggestions will have minimal effect on rebel riders. The people with no regard for others or the damage they do will continue to disrupt the activity of other legitimate users. Surely the answer is for everyone to work together, to use existing legislation and find the best solution for each situation, so that we can all continue to enjoy the countryside?



RoW News

DEJA VU, YET AGAIN

Wiltshire County Council has recently made the first moves towards introducing a seasonal prohibition of motor vehicles order on the Ridgeway (national trail) in the county. The Byways and Bridleways Trust has, for the past twenty five years, advocated proper management of this route, where the surface condition seems to have varied, year by year, between very good and, at least in places, pretty bad.

In truth, Wiltshire's portion is generally the least beset by problems, and surely a common approach along the whole length is called for? The Ridgeway is not just a route in isolation: many other unsealed highways cross it, or cross it by a short zig-zag along the Ridgeway itself. And, sad to say, too many of the connecting and nearby rights of way are still overgrown and ill-maintained, preventing the load being spread.

The Ridgeway deserves better than it gets (no criticism of the perennially underfunded Ridgeway Officers), and a seasonal TRO is probably not the solution. It needs a flexible TRO: one to respond to summer storms and local changes, yet keeping access to the Ridgeway corridor as a whole. Surely this is not beyond the wit of man (or the Countryside Agency)?

Byway and Bridleway 2004/6/49

DRIVE FOR NEW GARBURN PASS MANAGEMENT PLAN?

MOVES are being made to find firm direction on a contentious route over one of the Lake District's most popular passes.

Dual status Garburn Pass is recorded both as a bridleway and unclassified country road, linking Troutbeck and Kentmere valleys. Rising to a height of 1500 feet, it is vulnerable to erosion by water and is one of the most regularly used by motorbikes and 4x 4s in the

National Park.

Over the last five years there have been more complaints than on any other route used by motorcycles and 4x 4s and on May 21, the Lake District National Park Authority's Implementation Committee will be asked to approve a management plan for Garburn.

NPA's trails adviser Dave Robinson said after listening to interested parties through consultation last year, a scheme has been drawn up which will give Troutbeck and Kentmere greater protection, but still allows users holding permits to ride or drive over the pass.

"The proposals are not intended to prohibit all vehicles, they aim to manage them," said Dave.

"This is just one part of a bigger management package. We want to carry out some essential repair work to drainage and the surface of the route for everyone's benefit. We also want to work with local police to encourage vehicular users to stick to legal routes in the area."

He suggested that permits would be granted on a monthly basis for 4x 4s, motorbikes, and horse riders, with holders given the number for combination locks on gates.

"Under the proposals, Garburn Pass would become one-way for 4x4 traffic from Troutbeck to Kentmere. Once users have applied for a permit, they will still have unlimited use of the route," explained Dave.

Plans being put to the Implementation Committee include:

- drainage and repair work on the top section of the Kentmere side
- a six month temporary Traffic Regulation Order to restrict traffic for public safety while work is undertaken and to allow the repaired surface to consolidate
- a permit issued on a monthly basis for riders and drivers.

On behalf of vehicle users Geoff Wilson, Chairman of the Hierarchy of Trail Routes in the Lake District group, said "Users support route specific management initiatives of this sort and work in partnership with the NPA to make them happen. In the main the elements of this proposal are good, however vehicle users have yet to be convinced that it is necessary to restrict 4x 4's to one-way use. We believe that this should be a flexible option in the regulation order.

U5051 PARKAMOOR

The U5051 Parkamoor will be open during JUNE 2004. Continuing warm weather has dried the track out considerably. Voluntary repair work to drains and ditches on the U5052 across Seven Wells took place on 22 May and what were the wettest sections have been drained and cleared. Thanks to everyone that helped on the day - it may mean the route can remain open for longer.

Dave Robinson

Voyager

RACING

DO YOU RIDE OFF-ROAD
IN ESSEX? YES!
THEN YOU NEED US

We can supply most things that you require:

Jack-up stands from £25, Acerbis enduro jackets from £69.99, O'neal element pants & jersey £69.99!

Open Mon-Fri 10 am to 6 pm,
Sat 10 am to 5 pm
CLOSE TO M11/M25

Visit our website: www.greenlaner.co.uk

Tel: 0208 - 502-0800

66 Borders Lane, Loughton, Essex IG10 3QX

P.S. WE DO ROAD STUFF AS WELL!

MEDIA RELEASE

Trail Management Advisory Group Offers Help to YDNPA

At a recent meeting of the Steering Committee of the North Yorkshire Trail Management Advisory Group (NYTMAG) at Skipton members agreed to offer help to the Yorkshire Dales National Park Authority and North Yorkshire County Council.

Members responded to regular claims made by the national park authority that recreational use of public rights of way by motor vehicles is one of the biggest sources of complaints from other users of the park and from parish councils, by seeking regular notification from the park authority of all the complaints received. The NYTMAG will then analyse the complaints to identify the location and cause in order to identify more closely a way of tackling the alleged problems.

Chairman of the NYTMAG, Andrew Brocklehurst of Austwick, said after the meeting "The National Park Authority tells us regularly that this is possibly the highest priority issue for the park to tackle, and yet we see no evidence of the authority doing anything positive to address the matter, other than seek a ban. Such extreme action isn't acceptable, even if it was practical. Therefore we have decided to offer to assist the Park in doing some serious fact finding".

Additionally the meeting agreed to offer assistance to North Yorkshire County Council which, despite having agreed over a year ago to set up a trail-route user liaison group, and reasserted the agreement to do so at a recent Area Committee Meeting in Grassington, appears to be having difficulty in translating the agreement into practice.

"Once again" said Andrew Brocklehurst "this is an example of how the trail riding and driving community is anxious to work with the authorities as partners, but the lethargy is with the highway authority".

The third main matter for discussion at the meeting concerned identifying the trail routes which are regarded to be in the biggest need of maintenance or management. The Trail Management Advisory Group is aware that some routes attract much more use than others and consequently draw the most media attention. "That certain routes are more attractive to all users than others and consequently suffer greater disturbance is something we recognise" said Brocklehurst "but these are honey-pot routes which need special management attention and are not a fair reflection of the whole network".

Members of the North Yorkshire Trail Management Advisory Group are: the Ancient Roads Conservation Volunteers, the British Horse Society, the North East Rover Owners Club, the Pajero Owners Club, the Trail Riders Fellowship, the Trail Riders of Craven, the White Rose Off-Road Club, the Yorkshire Land Rover and Rover Owners Club and the Yorkshire Off-Road Club. The Motoring Organisations' Land Access & Recreation Association (LARA) acts as an advisor to the group.

A PUBLIC INQUIRY - PILGRIMS WAY 25/05/04

This is my personal view of the proceedings

Four motorcyclist reps turned out - 3 for the TRF (Steve Neville, Debbie Kerrison and me) and Ian Roscow (who is TRF, but was representing the Trail Riders of East Kent). We also had a rep from the All Wheel Drive Club (Richard Dickenson) and The Green Lane Association (Phil Matthews) (the same old faces - but thanks!). The BHS (Sue Quarenden) and Kent Carriage Club (Anne Rillie) were there as well, but they weren't sure if they were supporters or objectors(!) i.e. they were fed up with the amount of flytipping that goes on along the byway, but did not think it should be closed to legitimate MPV users (same as us then, really).

Supporters consisted of Maidstone BC, the councillor that proposed the order (Tony Harwood) and 2 councillors from Boxley parish council. No members of the public turned up to support this proposal.

Maidstone Borough Council's barrister opened the proceedings. The evidence they presented was not really a surprise, and consisted of photos of damage to the chalk escarpment that has occurred over the last 50 years. The photos also show how well the chalk escarpment has recovered since the ditch and fence was put in place to prevent illegal access. I think the inspector noted that point. [Ed - Their whole thrust was to do with the gain in public amenity if the whole area was banned to motor vehicles. There were obviously no grounds for a section 116 (road was unnecessary), so this was an attempt to use another bit of legislation to get what they want. If they win on this one then the flood gates will be opened for all anti-vehicle groups to close us out of the countryside - have you noticed that if the land isn't an AONB then it's an SSSI?]

They did complain about motorcyclists that park on the byway and ride in the woods next to the junction of Lidsing Lane. We submitted evidence that we have reported the misuse at least 3 times, and have complained that the fence and ditch was not completed for the last 3 meters. This leaves easy access to the woods (but not the chalk escarpment). We also pointed out that it is well known to the police that this group of trials riders holds regular meetings on Wednesday evenings in the summer and on most Saturday afternoons, and that the police have been along taking names.

Maidstone council also provided some still photos from CCTV footage. These cameras were installed over a 6-week period to try and catch flytippers. It did catch some vans entering the lane, but never actually dumping rubbish. It also captured one group of 3 - 4 trail riders that were riding legally, although the supporters claimed they were speeding. I asked what the speed was estimated to be, and was it considered dangerous, but the supporters were unable to answer. It also captured 2 learners on scooters practising wheelies and the group of trials riders that are using the woods illegally. But not one 4x4 vehicle. This seems to indicate only light use over a 6-week period.

Steve Neville (TRF ROW officer) managed to get the Director for AONB in Kent and the bloke from English Nature to admit that legal trail riding along the byway was

not a problem and was not causing any ecological damage to the lane or the chalk escarpment.

On the flytipping front, all we could say was there have only been 3 - 4 incidents since the byway re-opened last June; This is bad, but no worse than other byways and minor country roads in the Medway gap and in Kent generally.

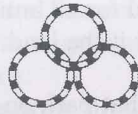
We said we are not against the idea of the area becoming a nature reserve, but strongly object to us losing our rights because of other people's illegal activities. As a way forward we suggested a 6ft 6in width limit. This would prevent builders' trucks from entering the lane to fly tip and would also stop vans parking and unloading bikes to ride on the slopes illegally. Maidstone BC rejected this saying it would be unsustainable. However, they could not say why it was unsustainable...

Highlight of the day was when Maidstone councillor Tony Harwood gave his evidence, or should I say his rant. I have never heard such a load of unsubstantiated BS! He claims the place is infested with motorcycles all the time, although he had no evidence to back that up, and it's not what the CCTV stills showed. Lucky enough we also carried out our own survey, which show that the lane only has light vehicular use. Ha ha.

Sue, the BHS rep, got up to have her say as a supporter and said that she has never had a problem with motorcyclists on that lane and that none of her members had ever made any complaints. What a star! Poor old councillor Harwood looked really p****d off

MBC was a bit farcical in its presentation of evidence, after all they only had 2 years. They still managed to turn up with bits missing and some evidence duplicated. In fact some of us felt they were padding out their case so that objectors had less time to present evidence. As it turned out they had all day whereas we got the last hour and a half. In fairness to the inspector he did offer to adjourn proceedings until the following day. Unfortunately most of us objectors had prior work commitments. We did manage to put our case across and I think the inspector well understood what we were saying, which was basically that MBC had made the decision to close this lane behind closed doors. They did not consult with any user groups that would be affected by this order. They have not been receptive to any negotiations or suggestions. They failed to consult on the second attempt at this order, despite

ROYCE POWER TRANSMISSIONS



**SUPPLIERS OF TOP QUALITY
BEARINGS & OIL SEALS
FOR JAPANESE & EUROPEAN
MOTORCYCLES, ATV & TRAILERS**

**SKF - NTN - KOYO
NACHI - INA**

NORTHALLERTON NORTH YORKSHIRE

TEL: 01609 774477

FAX: 01609 770118

MAIL ORDERS WELCOME

knowing that a larger number of people had objected.

And we got them to admit that the legal use of the ROW has no negative effect on the countryside. No accidents involving MPV has been reported on the ROW in the last 10 years.

The PI had to be adjourned before the summing up, and this meant that only Debbie K from the TRF and Anne Rillie from the Kent carriage club could attend the following day. From what Deb told me the inspector did not seem happy with MBC and its handling of evidence. Anne also complained that the large and impressive looking file that MBC presented as evidence was full of duplicates and inaccurate information. The PI closed at 14.35 on Wednesday.

We will have to wait and see if we convinced the inspector. I think we did, and hope he goes for the width limit that we would support.

Richard Colquhoun

Coast-to-Coast

First of all a BIG thanks to Linda and Phil for all the hard work that is put into organising this event. Secondly thanks to all members of group 7, well organised and worked together very well. First out of the car park both days!! Finally people always

ask. How do you remember all this? You never look at your maps! My reply ..lead next year,when at the front you have to learn your way, its the only way.

Remember - more leaders, smaller groups, more lanes, less problems. Out of 3000 members surely we can raise more than 15 people willing to lead? A poor response, come on and try it out. Get yourself and your mate and start planning it now whilst it is still fresh in your mind. We will all benefit. When at the front you can make the decisions, on where to go and how to go about it.

Ed.

*Roger Preston
Phil, Linda and the boys, Jamie and Richie, who have been smiling and helping since '96 do a wonderful job, not just in organising the Coast to Coast but in creating a comfortable, relaxed but somehow still exhilarating atmosphere. A great big thank you to all the Fawcetts!*

Mercedes Commercials Ltd
mercedescommercials.co.uk

- Independent Mercedes Van Specialists
- Suppliers of Quality Used Mercedes Vans
- Van Hire ■ Specialist Conversions



Thank you to
Mercedes Commercials Ltd
for supporting The TRF
Coast to Coast Weekend 2004

Newsham Road | Thirsk | North Yorkshire YO7 1PU
Tel 01845 522666 Fax 01845 527371

THE WELSH SOLUTION?

Forestry Commission announces possibility of building professional motorcycle circuits Thursday, 06 May 04, Government Press Release

Summary

The Forestry Commission has announced the possibility of building professional motorcycle circuits in response to the increased use of off-road biking in the countryside.

Carwyn Jones, Welsh Environment minister remarked: 'However, we should not be blind to the possible opportunities that may present themselves if this activity is properly managed. There may be ways of establishing individual sites, or a network of routes, that can be identified for use by the various motorcycle user groups and managed accordingly.'

Contents

Conference Tackles Growing Problem of Unlawful Off-road Biking

A network of professionally designed motorcycle circuits could be created in the forests of Wales as part of a new national strategy to tackle the rising problem of uncontrolled off-road biking in the countryside.

Riding clubs whose members would receive training and tips on bike maintenance could be set up to encourage a more responsible attitude and raise machine standards, a major conference held in the Baverstock Hotel, near Merthyr Tydfil, was told today (Thursday).

In his keynote address to the conference, organised jointly by Forestry Commission Wales and the Countryside Council for Wales with support from other key organisations, Environment Minister Carwyn Jones said he hoped the "landmark event" would represent the "first very important stage in the effective management of this activity".

The 200 delegates were involved in a series of workshops and produced ideas that could be introduced to co-ordinate off-road bike activity without conflicting with other users of the countryside and nearby communities.

But while a more organised future for the rapidly growing pastime was mapped out, the conference also supported tough action to clamp down on rogue bikers riding on unauthorised land and routes in the countryside, often on untaxed and uninsured machines.

A number of Welsh police forces with off-road motorcycle squads already target bike "hot-spots" and use new powers under the Police Reform Act to confiscate bikes which, under the new strategy, could be "recycled" through approved riding clubs offering secure storage, maintenance and training facilities.

Mr Jones told delegates, "There is considerable concern about the behaviour of some motorcycle riders and the damage that they can cause to Rights of Way, the open countryside and our forests, as well as the disturbance they can cause to communities."

He added, "However, we should not be blind to the possible opportunities that may present themselves if this activity is properly managed. There may be ways of establishing individual sites, or a network of routes, that can be identified for use by the various motorcycle user groups and managed accordingly."

A network of circuits, approved to Auto Cycle Union standards with a range of terrain types and levels of difficulty, would need to be designed and suitable sites identified to avoid overload on specific routes and to reduce noise pollution. Mr Jones cited the example of the Assembly's forest mountain bike trails, which had overcome initial opposition to become regarded as among the best in the world, attracting millions of pounds every year to several areas of rural Wales. He said he hoped the conference would agree a partnership approach to: curtail unlawful motorcycling, manage lawful motorcycling, and look at opportunities to develop motorcycling as an outdoor recreation activity.

CCW Chairman John Lloyd Jones said, "The conference will allow us to gain a better understanding of the issues surrounding off-road motorcycling. We appreciate that there is a need for a new approach that gives consideration to all users of our pathways and recreational routes and that the current situation is not acceptable. Effective management of this activity and all outdoor pursuits is essential in the interests of promoting safe and enjoyable access to the countryside for all."

Notes:

Forestry Commission Wales is the government department responsible for forestry policy and looks after the 320,000 acres (130,000 ha) of public forests owned by the Welsh Assembly Government.

CCW is the Government's statutory adviser on sustaining natural beauty, wildlife and the opportunity for outdoor enjoyment throughout Wales and its inshore waters. With English Nature and Scottish Natural Heritage, CCW delivers its statutory responsibilities for Great Britain as a whole, and internationally, through the Joint Nature Conservation Committee. More information about CCW is available on the internet - www.ccw.gov.uk.

KIR Trail Sport

Off-road Tyres and Accessories by Mail Order

Bridgestone Enduro/Trail Tyres

ED03	(Road Legal front Enduro tyre)	3.00 - 21	£33.50
ED04	(Excellent for 125/200cc bikes)	4.10 - 18	£38.50
ED04	(Enduro tyre 250 and above)	120/90-18	£45.95
ED660	(Latest Rear Enduro Tyre)	120/90-18	£45.95
ED661	(Matching Front Enduro Tyre)	90/90 - 21	£34.95
ED12	(USA spec Enduro tyre)	120/90-18	£45.95
ED16	(All terrain rear tyre 100/100-18)	4.60-18	£37.50

Barum/Mitus Trials, Mx, Trail & Enduro Tyres

C20	(Good All-round Trail tyre)	130/80-17	£42.00
C16	(Hard-wearing Rear MX Tyre)	120/90-18	£34.50
C16	(Good All-round Front tyre)	3.00 - 21	£28.50
TR1	(Trials Pattern Rear Tyre)	4.00 - 18	£32.00
C11/C02	(The Legendary Stoneking)	120/90-18	£36.50

IRC Road Legal Grippy Trail Tyres

TR8	(Standard Fitment on XR400)	3.00 - 21	£33.50
TR8	(As above Actual Width 4.75")	4.00 - 18	£39.95

Trail & Enduro Bike 'O' Ring Chain/Sprocket Kits

All kits supplied with Quality RK Japanese 520 'O' ring chain
Hard wearing Steel Front and REAR sprockets.

RMX250, DR350, KDX200, XR250, KLX250, Serrow	£64.50
XR400, XT600, KLR600, KMX125/200	£65.50

All prices include VAT
Chain and Sprocket Kits Delivery Only £3.95

EAST MIDLANDS TRF GROUP MEMBER

Please phone for more detail or copy of my Free illustrated price list

Telephone : **01949 850530** (anytime)

Mauritania by Moonlight - Part II

We went for the third option, so turned the bikes round and headed north. About three hours into the ride back, we came across our first section of road that was now completely covered by sand (which had blown across from the surrounding desert). I happened to be in front at this point, and decided this would be a good opportunity for me to show the others what a proficient sand rider I was. You can probably imagine what happened next, yes that's right, before you can say "this is going to hurt" I was sliding down the road trapped under 200kg of trail bike loaded up with too much luggage. Fortunately the others stopped short of my accident, and helped lift the bike off me. Miraculously there was virtually no damage to rider or bike, due mainly to the body armour I was wearing, and the protection bars that I had installed on the bike many years ago.

The rest of the journey back to Dakhla was fairly uneventful, and we pulled up outside The Hotel Sahara Regency in near darkness, where the doorman (and minder of our hire van) was surprised to see us back so soon. Monday morning and it's yet another beautiful sunrise, and after breakfast Ross and Pete take a walk to the Customs Office in an attempt to secure the correct paperwork necessary to allow us to cross over into Mauritania. They return a little later and explain that we all have an appointment at 18:00 that evening to see the Chief of Customs who will hopefully be able to issue the necessary paperwork. Nothing left to do but sunbathe and drink more Heineken, oh well if we must.

And so at 18:00 we are stood in the Chief's office (like four naughty school boys) trying to explain our predicament. It transpires that the only way we are going to leave Morocco on the bikes is if we have the van impounded, which we do. The Officials inspect the van and then lock wire the steering wheel and take the keys. At least now we have the correct paperwork for the bikes, and so it's time to celebrate (which means more Heineken).

We are all up early on Tuesday morning and are on the road just before 09:00. The ride back down to Barbas this morning is a breeze (as we have the wind behind us), and we fill up at the petrol station before heading to the border AGAIN. This time the Customs Officials process us and we are passed on to passport control, where we have to wait in turn to be called into a very dark and dusty office and have to answer a whole host of questions relating to our (and our bikes') origins. Having answered these questions and gaining the all important stamp in our passports, we are ushered off into no mans land.

About 17kms later we finally arrive at the Mauritanian border, to be confronted with a home-made stinger across the road (a piece of rusty barbed wire) and a guard beckoning us to pull over. We have to answer the same series of questions to satisfy the border guard, only this time we are being watched by a couple of machine gun posts up in the army barracks just across the way. You just need to be polite and patient, and all is o.k. (which makes me wonder how the Germans cope with all this

bureaucracy). At this point the tarmac ends and all you have to follow is a dusty, rocky, sand track (piste) which takes you about 1 km before you reach the Mauritanian Passport Control. The very same list of questions is asked again and in order to have the necessary stamp in your passport, you must first pay the guard 5 Euros (whether this is an official payment or not, I just don't know, but I wasn't prepared to argue with a man brandishing a pistol).

We then moved onto immigration and currency declaration, which involved another series of questions and yet more paperwork. There was one final check which seemed to exist just to make sure you haven't missed any of the earlier checks. We began talking to the guard (through Ross) about rugby of all things, and it transpired that he was a part-time referee in Nouadhibou (which happened to be our destination for that night). He was complaining that his watch was no good for timing the matches as it didn't have a stop watch. But as luck would have it both Ross's and my watch did, so you can probably guess what happened next, yes that's right a 'trade' was done. I am now the proud owner of a genuine Mauritanian timepiece, now aren't I lucky!

From what I can remember the whole process of crossing from Morocco to Mauritania took about three hours, and according to the various travel guide books this is the norm. Still, at least we were now in the right country (even though it did cost me 5 Euros and a watch).

From now on the riding was very demanding, as in places the piste was either badly rutted, rocky or just very soft sand. It took us all quite a while to get used to the conditions (Salisbury Plain this isn't) and we all had our fair share of 'offs'. There were pistes disappearing in all directions, but thankfully we had bumped into a French couple in a 4x4 earlier in the day who had crossed from Mauritania to Morocco and had stored the route in their GPS. Luckily we had taken the time to copy the route (in reverse) and programmed it into Ross's GPS. I think if we hadn't we would still be out there now!

We crossed the railway line which carries iron ore from Zouerat (via Choum) to Nouadhibou at about 18:00, which meant that we were going to lose the daylight in an hour or so, something that none of us was looking forward to as riding the piste in darkness could be a little dangerous. We hit the outskirts of Nouadhibou in complete darkness but fortunately picked up tarmac again, which was a huge relief. After a quick break we headed for the town centre in search of somewhere to rest up for the night. Driving through the town was a nightmare, with beaten up old French cars coming at us from all angles, most of which didn't have any lights. If the road was blocked (or the traffic was just moving too slowly) then the locals would leave the tarmac and drive down the wide dusty 'pavement' on either side without a care in the world.

We stumbled across what has got to be the smartest hotel in town, The Al Jeziras, and took a couple of double rooms. Each room had air conditioning, en-suite bathroom and a colour TV. Although the hotel is of a reasonable standard, I couldn't

help feeling that once something was worn out or broken, that was how it was going to stay. This kind of summed up the Mauritanian way of life for me. Still, the beds were clean and comfortable and there was a hotel shower (just a shame there was no beer).

The hotel is positioned just down the road from the airport and so used by the air crews as a stop over, which would explain why there were a couple of very attractive stewardesses in reception when we first arrived. Looking back, I dread to think what they thought of us, being four very dusty and weary bikers looking for somewhere to crash for the night.

By now it's Wednesday and we decide to have a rest day, giving us a chance to stretch our legs and take a look around. The hotel has a money changing (laundring) facility and offers the favourable rate of 4 Euros for 1000 Ouguiyas (or Ougs as everyone calls them). We walk into town and buy our bike insurance and entry tickets for the National Park of the 'Banc d'Arguin', which we have to pass through on our way to Nouakchott (the capital of Mauritania). It also seems like a good opportunity to go and investigate the iron ore train times, as we are hoping to put the bikes on the train to get them to or from Atar (via Choum). Upon arrival at the station we were surrounded by people who were desperate to help us, unfortunately they are all telling us different times for the train, so eventually we have to give up and leave to rethink our plans.

By late afternoon the temperature has dropped off enough for us to take a quick look at the bikes and make sure nothing has rattled loose or needs any attention. Once we are happy everything is o.k. we ride them down to the nearest petrol station and fill up all our extra fuel tanks, as tomorrow we plan to continue our trip south along the west coast, and we know that there is only limited fuel available on route. The hope is that we have enough fuel to be able to travel 600km between top ups. This means that each bike will be carrying on average about 35 litres of fuel, oh and I nearly forgot the 10 to 13 litres of water that we will need to take along each as well. Tomorrow will be the 1st time that we will be riding the bikes fully loaded on the piste - gulp!

Thursday morning and we set off from Nouadhibou on the long trek south, fully loaded and full of excitement. We pick up the railway line again for a short while before peeling off right and hit the 1st section of soft sand. By now we are all starting to get the hang of leaning as far back as possible and nailing the throttle wide open. The idea behind this is to let the front do exactly what it likes, and let the rear wheel just drive you through the sand. It also seems to help the faster you are going, which requires a certain amount of commitment, which also means when it does go wrong, there's normally a big plume of sand kicked up, which is quite spectacular to watch. We drop down over a small rise and the GPS is pointing straight ahead. We are looking into a huge flat area that just seems to go on for as far as the eye can see. If that's what it's telling us then we had better do it. It very soon becomes apparent that if we don't push on then the bikes will just get bogged down in the soft sand that is

under the hard baked surface that we are now breaking through. I find that the optimum pace for my Kawasaki KL650 Tengai is the throttle wide open in third gear, anything higher and the engine starts to really complain. As I pass Pete on his Honda XR400 you can hear the poor thing pinking as it struggles to fight through the sand.

Riding like this is extremely exhilarating but also a little worrying. How much longer will the bikes put up with these punishing conditions? I notice that my Kawasaki's temperature is beginning to rise, but as long as I can keep moving then at least there is some air passing through the radiator. After about ten minutes of riding flat out like this the surroundings and terrain begin to change, and it becomes apparent that if you ride on the whiter areas of sand you don't tend to break the surface. These areas are white because they are almost completely covered in tiny sea shells, and we are all soon trying to ride from one patch to the next, often crossing each others tracks in search for firmer ground.

Eventually we arrive at our 1st destination, the entrance to the National Park. But there is nothing there (except for a few burnt out oil drums), where is the warden, where is the encampment which should offer us shelter for the night? We later find out that the entrance was moved several years ago, nearly 10 kms away from where we had stopped. By now time is against us so we decide to set up camp for the night, after all we had a couple of tents, sleeping bags, cookers, food, what more could you wish for? *To be continued...*

Reuben Alcock

Byway and Bridleway

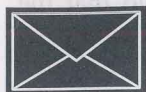
Journal of the Byways & Bridleways Trust

All you ever wanted to know about byway and bridleway related issues, be it claiming, closing or diverting, all presented in a readable format and delivered to your door ten times a year.

Subscribe now and stay up to date with the implementation of the Countryside and Rights of Way Act 2000.

PO Box 117
Newcastle upon Tyne
NE3 SYT
Tel: 0191 2364086

editor@bbtrust.org.uk
www.bbtrust.org.uk



letters

TRF STAND WINS 1ST PRIZE AT THE BMF SHOW



I'd like to say a big Thank You to Chris Hurworth, Stephen Dunne, Glen Winn, Mick Handley, Andy Gerrard, Mick Hulbert, Geoff Groom, Rob Balderson, Pete Marciniak, Andy Leeson, Graham Walker, Ian Tyler-Bond, John Moore, Dave Brown, and John Maddison who all helped with the TRF stand at Peterborough.

John Maddison managed to prise an application form out of

BMF promotions - not an easy task, I tried and failed. A marquee was ordered from BMF Promotions, tables and chairs from HSS. The National TRF display boards were shipped from Leo Crone to Andy Gerrard. Back copies of Trail were sourced from Fred Ellison, and membership forms from Mary Stevens. Scenery was rounded up from Mick Hulbert and Geoff, and shrubbery was provided by Pete. Glen, Andy Leeson, Geoff, Andy Gerrard, Pete, Dunney and I provided bikes for the stand. Mick Hulbert and Andy Gerrard brought along a video player and tapes of trail riding. Ian brought along some new banners highlighting current issues.

Most were on hand to set the stand up on Friday evening, travelling up to 100 miles to Peterborough. Dunney slept in the marquee with the bikes Friday night. On Saturday, the rest of the team arrived on road bikes and spent the day manning the tent and taking it in turns to see the rest of the show. Glen and Mick Handley provided a barbecue for Saturday evening and slept with the bikes. On Sunday morning, Glen, Mick Handley and I took part in the club parade riding our bikes round the arena. Glen was interviewed by the compere on current TRF issues and answered questions admirably. We all took turns to man the stand again, with at least 3 people present to talk to the public all weekend. Dave and Rob unexpectedly upped their commitment and returned on Sunday, allowing the rest of us a bit of time to look round. The Sunday team all helped with packing up, loading vans and trailers, and clearing the rubbish.

Over the course of the weekend we had many people through the tent. Some came looking for us and others were just passing. We spoke to a variety of people and handed out lots of information. John Moore appeared to be most successful at signing up new members. Experienced members were on hand to give advice on

starting a new group in the Leicester area. Members from other groups came by to say hello, it was nice to see old faces and good to put some new faces to familiar names. Those of us that rode up on the day set off in the frost, so we were glad of the free flowing tea and coffee on our stand.

As we were packing up, BMF officials came looking for us. We won 1st prize in the BMF Best Club Display, National and One Make Clubs category for 2004. Sharon Nash presented the award and several photographs were taken. On a previous occasion we attained a joint 3rd, but this year we were top.

Well done everyone.

Polly Cody (TRF South Northants secretary)

DO WE REALLY DESERVE TO KEEP OUR RIGHTS?

In answer to Martin Browns letter in the May edition of trail. What did you do about the shocking behaviour of the trail bike riders that you saw spinning wheels, wheelying and making a nuisance of themselves in a public place?, bet I can guess, nothing, except write a letter saying how upset you were.

And as for the OAP on the club run what did you do about that, oh yes write to the magazine about him as well, come on get a grip, if you are out on a club run and someone is behaving like an idiot stop the run, have a word and if that hasn't stopped it stop the run and tell them that's it for the day, they are not required.

Why frown and tolerate it, tell them what you think, in our group a while back we had one or two who carried on the same. On one run I stopped the whole group and told those concerned that the run had now ceased and that they could make

their own way anywhere they wanted as they were not coming with me. Stand up be counted don't tolerate it, do something because it is too late by the time you have written a letter about it.

Clive Hammersley, Essex TRF.

TRF - GAME KEEPER OR POACHER?

Martin Brown's letter in the May edition of Trail titled Do We Deserve To Keep Our Rights describes the damaging behaviour of a few members.

This is a real dilemma for the TRF when it is promoting itself as "Protecting Green Lanes". How can it achieve this aim when it is such a loose organisation with few defined rules or standards to apply even to its own members.

If we are serious in our aim to be the champions and protectors of green lanes we have to consider setting stricter standards for ourselves on such things

ROCK & ROAD

TRAIL & ENDURO

FROM STOCK

PRO-GRIP • ACERBIS • APICO • UFO
MICHELIN • BRIDGESTONE • ALL MST
RENTHAL • SILKOLENE • SCOTT • NGK
SPROCKETS • CHAINS & MUCH MORE

All major credit/debit cards

TRF MEMBERS

please ask for your discount

Trail Riding Day Out £40.00 p.p.

FOR SALE HONDA CRE 250 - £2250

'99 Model. Trail Riding/Enduro. Trail & Motocross Pipes, Tanks etc. Totally Standard. Immaculate Example.

Unit 12, Brownhills Business Park, Brownhills Rd,
Tunstall, Stoke-on-Trent, ST6 4RP

Tel/Fax: 01782 833222

www.rockandroad.co.uk

as, Silencers, Tyres, Riding Conduct etc. Perhaps also maintain a local list of trails currently unsuitable for use. It follows that at some point it may be necessary to introduce inspection of member's machines for compliance and suspension for those not prepared to comply with club rules.

Draconian, I don't think so, most members naturally would wish to do what is right and sensible anyway and more than anything members wish to protect the rights to use the trails and do not wish to have these rights undermined by fellow members.

It is also important in the present political debate that the TRF is seen, by both members and others, as being serious about Protecting Green Lanes.

Dick Lane, Southern TRF

ILLEGAL RIDING

In the April edition of TRAIL Geoff Wilson, the TRF National Chairman, had an article headed "IF YOU CAN'T RIDE LEGALLY, DON'T RIDE AT ALL". I fully support this view but unfortunately some members are still riding routes which were put on maps years ago and some of these are no longer legal routes.

People join the TRF to find out where to ride legally so it is wrong that they may be taken out onto what are now illegal routes. This may result in their prosecution for illegal riding which is unlikely to have been one of their reasons for joining the TRF.

Some say, "Well it is only a monetary fine for riding on a bridleway, there are no points put on my licence". This may be true but you do get a Criminal Record and if that is not declared when trying to gain admission to America, or when making a loan application for your next trail bike, your request may be refused.

So as a TRF member make sure you are only riding legal routes and you are not showing others illegal routes. Those who continue to ride illegal routes are not helping the legal aims of the TRF and should do the honourable thing and cease being a TRF member.

Peter Hiley

Ed. The Criminal Record part worries me - can someone out there throw some light on the subject?

LONG DISTANCE CLASSIC RELIABILITY TRIALS

Newer TRF members may not have heard of the Association of Classic Trials Clubs ACTC. Its purpose is exactly as the name suggests and exists to promote the world of classic long distance motorcycle and car trials. Member clubs include The Motor Cycling Club, which runs the world famous Exeter, Lands End and Edinburgh reliability trials. Further information regarding the ACTC may be found at www.ukmotorsport.com/actc.

Some TRF members may not be aware that the ACTC co-ordinates and sponsors annual championships for motorcycles and three-wheelers through member organisations. This year, the Pouncy Championship for solo motorcycles includes 15 rounds and the Red Rose Championship for three-wheelers, 12 rounds. Competitors' best 9 results count. These rounds include all three MCC trials.

The majority of the events are held in the West Country, although the

championships also include rounds in Cumbria, the Peak District, Dorset and Kent. Three of the events are restricted to solo motorcycles only.

ACTC events provide the opportunity to sample classic reliability trials with good company in some stunningly beautiful parts of the country. Each trial is routed over between 60 and 100 miles, although the three MCC events are overnight and the distances are up to 300 miles. There are usually around 12-14 non machine damaging sections included in each trial, normally located on non metalled rights of way. In fact the sections are no more difficult than you would find in your average trail ride. This means events are as suitable for the smaller GS BMW's/XT600's as they are for XR's and DR's.

If you would like further information, either email me at keith.johnston2@virgin.net or call me on 01225 760415.

Keith Johnston, ACTC Motorcycle Co-ordinator

RIDING KIT

I am new to trail riding, but I have been a Motor Cyclist off and on since the late 70's, and this has taken a number of forms. I would like to make some comments on the recent letters in TRAIL. I think we are all agreed on the noise issue, and we can talk about tyre choices over a good beer or two, however the selection of riding kit is my main concern.

Open face helmets and light protection may be ok on the trail, but we have to ride on the road (tarmac) to get to the trails. Yes the hard stuff where the MAD car drivers and the CRAZY lorries dwell, along with diesel oil spills and so on. The road, where to keep up with traffic flow, speeds of 50 mph plus are required. During my time as a motorcyclist I have known two people who have been killed and have a number of friends, who have been seriously injured.

We should protect ourselves against the hazards of the road, as this is where the most risk is.

Perhaps the best place to contemplate this issue, is sitting in the dentist's chair, or lying on the hospital bed all plastered up. I will put it another way, that rambler that you pampered to in the morning, could be the one who smashes into you with their car in the afternoon.

I make these comments because of my experiences and I like my body the way it is.

Stephen Coe

LOOK AFTER YOUR BUM !

The advent of the razor sharp KTM seats (and riders with soft posteriors) has led to many a complaint about saddle soreness, after only sixty or seventy miles, on Club runs. As a veteran cyclist I always wear cycling shorts when Trail riding. When I see grown men riding side saddle after a few hard trails, I think they obviously have never heard of cycling shorts.

For £15 you can get a good pair of shorts, with the all important padded bacteriological insert, from any cycle shop.

The thing to remember is, wear them next to your skin, not on top of your underpants because the seams rub and you will have wasted your money.

Just remember to wash them after every ride, but that's common sense, and then you can ride in comfort all day, every day.

Happy Riding, John Robinson.

CLASSIFIED

BRENDAN CHASE B & B Lake Windermere from £15.00 each x 4 sharing. Bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy, CCTV surveillance. Tel: 01539 445638.

SUZUKI DR350 1997, elec. start, T&T. Exc. cond., comprehensive service history inc. regular oil changes. Many new parts, selling due to new bike. £1725. Tel: 0114 2664423.

KAWASAKI KLX300R 2000W. Service history. Amazing cond. Easy starter. Lightweight sensible trail bike. CRD bashplate. FMF/Q silencer. Ceet graphics. New wheel bearings, fork, seals, brake pads etc. £2395 ono. Tel: 01773 874 819 (Derbyshire).

FREE COTTAGE in Cornwall for TRF members - well for 1st 2 weeks in August anyway. Comes complete with elderly

greyhound, 2 bedrooms & garage for couple of bikes. Call 01579 349217 for details.

THREE BIKE TRAILER professional type, made by Armatage, tilt bed, ready to use. £250. Tel: Jon 0191 5194085.

BMW R80GS T&T. £1450. Tel: 01709 863485 (S. Yorks).

KAWASAKI KDX 250 1996 engine rebuild, spares, new brake pads, 'O' ring, chain & sprockets. 12 mths MOT & Tax. £1450 ono. Tel: 01423 568059/07940 211332 (Harrogate).

HONDA CRE250 '99 model. Trail riding/enduro. Trail & motocross pipes, tanks etc. Totally standard. Immaculate example. £2250. Tel: Rock & Road 01782 833222.

KTM 450 EXC 03 sump, hand guards. Low mileage. Proof of filter changes. Exc. cond. Owned from new. £3995. Tel: 0115 9529044 0779 0359112 (Nottingham).

TY250 MONO 1986 MODEL PARTS drum brakes, front wheel assembly includes brake lever, bar clamp, cable & front, fork clamp/stay all unused. £125 ono. Also gear change lever modified exhaust silencer £30. Tel: 01200 441080.

YAMAHA TTR250 RAID 1995 off road enhancements, ready to trail. Located South Bucks. Pictures available. £1650 ono. Tel: 07790 491628.

YAMAHA TT250R RAID 1994 L reg T&T, new C&S, v.g.c. £1600. Tel: 01691 829119 or 07802 330178 (Oswestry).

HUSQVARNA TE61QE V reg (2000), MSR trail pipes (plus originals), Renthal bars & Acerbis hand guards, front fender brace, new Pirelli MT21s & chain & sprockets, one owner (15,000 kms), elec. & kick start, 6 speed, indicators, pillion pegs, mirrors & rack. £2495. Tel: 01749 679013.

1999 XR250 E/start. 21000 km, only 2000 km off road. Well maintained. Very tidy. Contact Steve 01704 896 375 (Lancs.)

THE ULTIMATE TRAIL QUADS


BOMBARDIER ATV Follow No One.
 treadlightly!



OUTLANDER MAX **OUTLANDER 400**
1 & 2 seat trail quads from 400cc to 650cc



TRF Members on bike, quad & horse
at EGB Northern Championships 2003

QUADTECH .co.uk
 Tel: 01434 230 827 / 07762 332 444

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, venue to be confirmed.

BLACK COUNTRY Nick Hammond, Tel: 01902 700749
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore, Wolverhampton.

BRISTOL Richard Stiling, Tel: 07974 151439
4th Mon, 8pm, The Tennis Court Inn, Deanery Road, Warmley, Bristol.

CAMBRIDGE John Brooker, Tel: 01767 692805
1st Thurs, Golden Ball, Boxworth.

CORNWALL Sally Madgwick, Tel: 01208 74411
3rd Thurs, 8pm, Pencaron Club, Bodmin.

CUMBRIA Anthony Hayhurst, Tel: 01539 721115
2nd Tues, Gilpin Bridge Inn, Nr. Levens on A590.

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 811949
2 & 4 Tuesdays, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire.

DEVON Rob Williams, Tel: 01626 364564
2nd Tues, 8pm, The Welcome Stranger, Bickington, Nr. Newton Abbott.

DORSET Martin Diamond, Tel: 01202 571325
1st Tues, 8pm, Greyhound Inn, Winterbourne, Kingston, Nr. Bere Regis.

EAST MIDLANDS Graham Chinnery, Tel: 01332 863433
2nd Wed, The Chequers Inn, Main St, Breaston, South Derbyshire, J25 on M1.

EAST YORKSHIRE Peter Hall, Tel: 01405 862616
1st Tues, The Plough, Snaith.

ESSEX Dave Anderson, Tel: 01277 657783
2nd Wed, The Wheatshaf Public House, Hatfield Peveral.
4th Wed, The White Hart Public House, High Street, Billericay (social meeting).

EXMOOR Ian Sadler, Tel: 01884 821547
2nd Wed, 8pm, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton.

GLOUCESTER Geoff Wilkie, Tel: 01453 811412
1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

HERTFORDSHIRE Dave West, Tel: 07768 402424
2nd Thurs, 8pm, The Old Guinea, Ridge, Near Potters Bar.

HIGH PEAK & POTTERIES
Graham Till, Tel: 01782 776338 or 01782 833222 (work)
1st Tues, 8.30pm, Black Horse at Endon (A53, about 3 miles west of Leek, Staffordshire).

ISLE OF WIGHT Andy Hawkins, Tel: 01983 617232
1st Wed, 8pm, The Eight Bells Inn, Carisbrooke, Newport, IOW.

KENT Anthony Evans, Tel: 01732 360884
2nd Wed, 9pm, Pied Bull, Farningham, Off A20, Nr Brands Hatch

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tues, Black Bull, Hall Lane, Mawdesley.

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079
4th Thurs, 8pm, Manvers Arms, Monks Road, Lincoln.

LODDON VALE David Cook, Tel: 0118 901 4481
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading.

MID WALES Stephen Hall, Tel: 01982 570295
Last Thurs, 7.30pm, The Crown Inn, Rhayader.

NORTHUMBERLAND Chris Moody
Tel: 0191 387 3507 6-10pm or 07860 302001 (mobile)
1st Tues, 8pm, North Durham Motorclub, Annfield Plain, Nr Stanley.

NORTH WALES Richard Hughes, Tel: 01244 533855
1st Wed, 8pm, Cross Keys, Buckley, OS 117 290 637.

NORWICH John Jenkins, Tel: 07721 880463.
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Peter Cole, Tel: 01844 214075
3rd Thurs, The Red Lion, Cassington.

PEAK DISTRICT Neil Walker, Tel: 01788 811919
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby.

RIBBLE VALLEY Mark Wolstenholme, Tel: 01282 432088
2nd Tues, Pendle Hotel, Chatburn, Clitheroe (off A59).

SOMERSET Greg Hughes, Tel: 07887 821472
2nd Thurs, 8pm, The Bell Hotel, Curry Rivel, Nr. Taunton.

SOUTHERN Lee Wildsmith, Tel: 02380 611110
3rd Thurs, Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords).

SOUTH LONDON & SURREY
Steve Sharp, 0208 773 4204
9pm 1st Wed, Carshalton United Ex Service Club, West Street, Carshalton, Surrey.

SOUTH NORTHANTS
Graham Walker, Tel: 07796 308123
2nd Mon, 9pm, The Live & Let Live Pub, Harpole, Nr. Northampton..

SOUTH WALES Stuart Dodwell, Tel: 01446 710851
1st Thurs, Welsh Institute of Sport, Cardiff, 8pm.

SUFFOLK Richard May, Tel: 01787 374073
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SWINDON Phil Male, Tel: 01793 731777
1st Wed, 8.30pm, The Carrier's Arms at South Marston, Swindon.

SUSSEX Nick Harris, Tel: 01798 344594
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

TEESSIDE & NORTH YORKS
Roger Preston, Tel: 01429 837093
3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

THAMES VALLEY Gary Hiller, Tel: 01932 851291
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.

WEST ANGLIA David Knight, Tel: 01933 313816
1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

WEST MIDLANDS Simon Mills, Tel: 01926 332982
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
1st & 3rd Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford.

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

WORCESTERSHIRE
Dave Gunster, Tel: 01527 456095 Mob: 07960 422523
1st and 3rd Tuesday, White Hart, Fernhill Heath, Worcs.