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TRAIL

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

JULY 2005 No. 323

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R

The membership has produced one - a new Secretary that is. Andy Gerrard from Bedfordshire volunteered his services and took up the position with immediate effect. You will find his details opposite. Many thanks Andy and best wishes for your future as our Secretary.

We are however still looking for a RoW Co-ordinator.

Fred Ellison

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COVER PHOTO by Glenn Vieira

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Wiswell, Clitheroe, Lancs., BB7 9DG. editor@trf.org.uk
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

NOTICE BOARD

TEESIDE & N. YORKS FUN WEEKEND 6TH & 7TH AUGUST

For further details contact Phil on 01287 634972

NEW TRF SECRETARY

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Flitwick, Bedfordshire MK45 1ST
Tel: 01525 717634,
Mob: 07803 600571
Email: agerrard@btconnect.com

TEESSIDE & N. YORKS GROUP

LANE REPAIR DAY: Volunteers needed
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For details phone Leo 01325 463815 (8am -
5pm)

GROUP DETAILS For details and an up-to-
date runs list
please contact Tim on
timothy.whitfield@ntlworld.com

CONTACTS FOR PRESS RELEASES

Please accept my sincere apologies all those that have submitted contacts for inclusion in a mailing database. Unfortunately these were passed straight to Appletree, our contracted PR company, with no record kept and as such now form part of their larger database and are lost to the TRF except when we mail through Appletree. I would therefore request that you resubmit them to me and I will enter them in a database that will remain the property of the TRF.

The Chairman, Secretary, Andrew Prince and myself will have access to this and regular data backups will be taken. The contacts will still be given to Appletree or whoever is mailing on our behalf but we will keep a record ourselves. I have obtained a mailing system that will allow us to generate press releases and newsletters in-house. This hosted service has been very kindly donated by Robert Hughes, a member. So if any of you has an electronic mailing requirement in your business lives, Robert's your man! However... please don't expect too much too soon as it still takes a surprising amount of effort to create a press release or newsletter and we need to build the database. It will be used to supplement Andrew and Appletree's professional efforts rather than replace. However, ultimately it will allow us to make targeted fast and small hits, for example to council RoW officers only.

So please send your contacts to me including any already submitted. If you have a lot in a particular format such as text, excel or other I can also attempt to format them for import so don't be shy.

Thanks in anticipation of both your patience and effort - my email is:
pr@trf.org.uk. Please mark the subject "Contacts".

Thanks, Ian Packer, PR Officer

YORKSHIRE DALES

The TRF Rights of Way workers from the West Yorkshire Group and its recent offshoot the Knaresborough team are currently sorting out priority lanes which need to be saved by making a Byway claim.

The latest is Lofthouse Road which links up with Carle Fell Road at Grid Ref 110768 and runs over Lofthouse Moor for nearly 2 miles to join Pott Moor High Road at Grid 115749, which is a mile north of Lofthouse in Nidderdale.

I am asking for user evidence on this lane. Please let me know if you can help and I will send you a form to fill in and return to me. North Yorkshire County Council has issued a "Criteria" for claims saying they regard 10 completed use forms showing 20 years or more as a strong application.

I am pleased to report that this criteria is more than matched for the TRFs claims on Carle Fell Road and Carlton Road with more than 25 completed use forms with over 20 years use. These claims are now being processed. I want to thank all those who have responded including many from ACU clubs in the Leeds and Bradford areas.

This is the best way that the average member can help save lanes. A steady flow of keen TRF volunteers is now coming forward covering the eastern Yorkshire Dales and North Yorkshire, but we could always use more. Let me know if you are interested.

The new Hull TRF team who are concentrating on North Moors National Park have made substantial progress in just 5 months.

Brian Thompson (Northern Project Officer),
e mail: briant950@aol.com

WHITTON/AGRA MOOR & DRIFT LANE/WETSHOD LANE LANDRANGER 99

I am in the process of preparing claims for these two lanes. Whitton/ Agra Moor is lane number 191 (143814 145860). Drift Lane /Wet Shod Lane is lane number 53 (211721- 215701) and would like to hear from anyone who is able to claim unbroken annual use of these lanes for at least a five year period. Ten or twenty years would be even better. Please bring this to the attention of any friends who you feel may be able to oblige and let me know. I will then forward you the necessary claim forms. Please reply to pvbevan@tiscali.co.uk.

Paul Bevan - West Yorks

M.P. BRIEFING SHEETS

Every MP receives a copy of the TRF's briefing sheet, copies of which are posted in the TRF website. If writing to your MP, please ask if they find the briefing sheet useful. You might also see some value in downloading these MP briefing sheets and sending a copy to your local county councillor.

Dave Tilbury



RoW News

CLOSURE IN THE DALES

I was heartened this week after I had attended a meeting called by the NYCC at Bolton Abbey, in the Dales, to preview and feed back on the report of the survey carried out on the four closed lanes - Mastiles, Horsehead, Starbotton and Kettlewell.

The report with the grandiose title "The Effectiveness of Experimental Traffic Regulation Orders as a Management Tool for "Green Lanes" in the Yorkshire Dales National Park". The length of the title probably indicates the enormous cost of the exercise. The report did show 90% of trail riders did obey these orders, primarily because there was a time limit on the exclusion orders and basically we are Law abiding, as long as the Law is seen to be justified. I suspect a further extension of the exclusion would precipitate a different reaction.

As predicted the 10% illegal use continued unabated. As I suggested it is rather like having tooth ache. Instead of extracting the tooth causing all the discomfort, they take out all the teeth. There were no statistics to show the actual numbers of walkers on these lanes. It was assumed that there was a continuous

flow of foot traffic throughout the day every day i.e. there is a continuous number of walkers to disturb. We Trail riders know this is not the case.

The statistics used were based on a total monitoring of vehicular traffic, which when analysed showed, even in the peak month (October), the maximum number recorded was 250 motorcycles. That works out at 30 motorcycles per day if all the traffic was concentrated on Saturday and Sunday only. That is 8 motorcycles per day on an even distribution.

Unfortunately as most trail riders work a six day week, so most of the traffic is on a Sunday. Spread over the four or five Sundays in a month that is 50 motorcycles per Sunday. The average was 20 motorcycles per Sunday. Not a great "problem" on a road.

I worked out that a walker at 2mph, with a hearing range of half a mile and a

bike at 20 mph would "Disturb" the walker for 3 mins while passing. Three mins on a days walk. Again not exactly a problem unless you are the type of objector who declared that he was angry for half an hour after seeing a motorcycle. I suggested that was a function of his personality that could be addressed by Anger Management not by Lane closures.

The other factor was the response of walkers. Even presented with leading questions such as How could your day have been more enjoyable? 76 % of walkers made no reply. Only 13% of walkers said they did not want to meet vehicular traffic.

I think this showed the exaggerated claims, made prior to the ETROs, about noise pollution and demonstrated that it is only a vociferous minority of walkers who are crusading to ban vehicles from the National Parks on behalf of a Public that do not object to what the hard liners call "inappropriate activity" in the Park. In brief the report was shown to be a self fulfilling prophecy: Will the Park be quieter without vehicles? Ans: YES Would you rather not share these lanes with vehicles? Ans: YES

The criticism from the floor of the meeting was overwhelming. In fact the report was so flawed as to be embarrassing at times.

The meeting ended with requests for comments to be sent in writing before the 18th of July prior to a meeting to suggest a way forward.

It will be interesting to see how much credence the Authority give to the anti-vehicle lobby in the wake of this evidence.

Anyone reading the report can see clearly how, in their anxiety to show just cause for the closures, the analysis of the data was carried out, not in an objective manner, but rather desperately looking for angles to support their aim, which is to ban vehicular traffic no matter what.

They even suggested that 80% of motorcyclist were in favour of management of these Lanes. Presenting the data as though we had voted for a ban, when in fact the truth is we supported management of the illegal element by Laws and Powers that already exist. We do not subscribe to closures.

It would seem to me that unless the NYCC Highways department recommend the withdrawal of these ETRO's or the District Council and the

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NYDNP authority ignore this request we are likely to end up with a Permit system, as on selected Lanes, in the Lakes.

I certainly do not mind applying for permits to ride these Lanes. What I do object to is not having the choice.

It will be interesting to hear the views of the full committee and whether in the face of the findings they abuse their powers and continue with the closures. The next meeting is at the end of July, so watch this space.

*John Robinson,
Teesside & North Yorks Group*

PARKAMOOOR

The U5051 Parkamoor WILL BE OPEN for July 2005

There are some water-filled potholes across the level terrace near High Parkamoor and across Seven Wells but otherwise the route is dry. The route to and from High Nibthwaite is still blocked by large trees at grid refs. SD 3008 9096 and SD 3020 9118 (either side of the steep section by Selside Beck). Motorcyclists, mountain bikers and walkers are able to pass but 4x4s and horse-riders will not get through. I informed the National Trust of this in February but they have not yet cleared these obstructions.

The trees are lying across dry stone boundary walls which may come down if attempts are made to clear them. I spoke to the National Trust on 3 May and they provided the following information. The largest tree is a mature multi-stemmed European Larch. It has a twisted root plate which makes it difficult to fell or winch and will necessitate the use of a large machine to bring it down. I spoke to the National Trust again on 4 July and told them we have had reports of vehicles driving around and damaging the fellside to get past the tree. They said they would move it up their priority list but could not give a time when this will happen. Please be patient - those from further afield than Cumbria may not realise the extent of the damage from the January storm and National Trust properties around Coniston and Grizedale were very badly hit.

*Dave Robinson, Trails Adviser,
Lake District National Park Authority*



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Preferred Riding Style:

TRF Group: Membership No.:

Machine Details

Make: Model:

All entries are dealt with in a strict 1st come 1st served basis and numbers are limited. Please do not ask to be grouped with a friend, the intention is to ride and meet TRF members from afar.

All Motorcycles and Riders must be road legal

INDEMNITY

I declare that I am physically and mentally fit to participate and am competent to do so. I confirm that I understand the nature and type of event and the risks involved and agree to accept these risks even if such risk may involve negligence on the part of the organisers/officials. I further agree that I shall not seek to claim against the TRF, their organisers or officials, the landowners, or other bodies or individuals connected with the event in respect of any damage to my property regardless of the cause, including any damage caused by the negligence or breach of said bodies or persons. I confirm that my motorcycle is road legal and effectively silenced. **RIDERS OF NOISY MOTORCYCLES WILL NOT BE ALLOWED TO PARTICIPATE.**

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GIRLS AND BIKES DO MIX



Just to prove that some ladies do it standing up (hope that's not too rude for the magazine). Trail riding is an excellent pursuit, and one that I'm sure more women could partake in. It's not about nailing the throttle, but picking the right lines and riding the lanes. It helps improve bike skills, never more so when a nadgery track presents itself and my challenge is to ride it 'feet up.'

I've been riding a variety of off-road motorcycles since about 1991 including a 1969 Triumph

Tiger Cub, on which I rode the length of Sarn Helen. It was only because of the lack of lights and electric start that I eventually sold it and bought my 1989 Serow.

I've had the Serow for over eight years now and at 5'9", I could ride a taller bike, but the low seat of the Serow inspires confidence especially when negotiating the nasty stuff my partner makes me ride up!

The bike is not too heavy and even my puny arms are strong enough to pick it up. My partner does the maintenance, and I'm told they're pretty friendly in that department too; only recently did we replace the original chain and sprockets, and they weren't totally worn out!

In all, the Serow is an economical bike to purchase and run. As any Serow owner will tell you, fill the tank and the bike will run all day and most of the next, the electrics are good and even worked after I had the misfortune of loosing the front wheel in a deep ford near Sennybridge; completely submerging the bike (see picture).

Of course the other great attraction of trail riding to me, is the history of the lanes and the landscape. On a recent ride into mid Wales we discovered this milestone in the middle of nowhere (see picture).

So, if any ladies are reading this, then why not have a go yourselves. If you can ride a road bike half sensibly, then trail riding might be for you.

Maggie Smith

PS How many lady members has the TRF got?

Ed

As far as I know we don't have such a record but our lady members do seem very active.

Evaluation of the BMW F650GS for Long-distance Travelling

Introduction

My partner, Danielle, and myself have just returned from a three-month, 10,000 mile trip around South America. However, this is not going to be a tale of Patagonia, Machu Picchu, Bolivian salt flats and sheep-head stew. It's a consideration of the bikes – an F650GS and an F650GS Dakar – how we prepared them and how they performed.

The choice of bikes was somewhat predicted by the fact that Dan had already bought a GS to replace her 'points magnet' 1200 Bandit. I considered using my R1200GS but I felt it was too heavy, too bulky and too complex for what we wanted to do. Anyway, similar bikes meant common spares and the ability to trouble-shoot by substitution if the need arose. I chose the Dakar version because I'm over six foot tall and preferred the overall look of it, although the only major structural differences are the 21 inch front wheel (as opposed to 19 inch) and the longer-travel suspension.

Preparation

Bike preparation was based on our combined experience of overland biking, trail riding, desert rallying and a desire not to spend any more money and time on it than we really needed to. It is all too easy to go through the Touratech catalogue buying one of everything. Most of it is 'nice to have', rather than essential, and every little extra you bolt onto the bike adds a bit more weight.

Probably the most important change was the handlebars. We replaced the surprisingly heavy steel bars (complete with end weights) with Renthal Desert bars. These are lighter and stronger than the originals and give a better riding position, both seated and standing. They also allow aluminium-reinforced Acerbis Rally Pro hand guards to be fitted. The lever housings and hand guards required some minor surgery to prevent the levers fouling the guards, and the (unnecessary) silver plastic instrument binnacle cover had to be removed to allow full lock to be obtained.

Touratech sell alternative foot pegs, peg mountings and foot controls. However, we found the originals worked well, even though the pegs look unfashionably

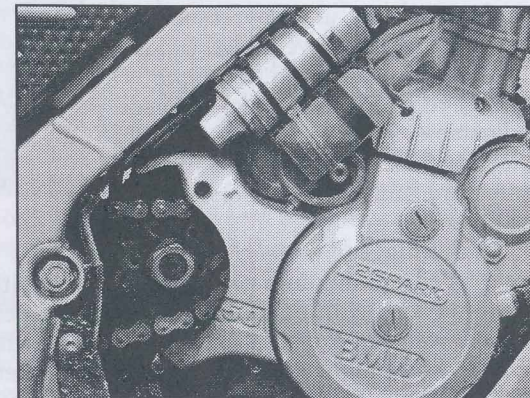
narrow. The only modification was to remove the horrible rubber 'grips' from the pegs. The original bash plates are made of thin aluminium sheet but proved adequate. We just packed the gaps between the frame tubes and the plates with hard rubber to reduce the chance of the plates being buckled. It is possible (albeit a little messy) to change both oil and oil filter with the bash plate in place.

The GS comes as standard with a low front mudguard; the Dakar does not. After seeing for myself how the Dakar throws mud and water up at the headlight, I fitted a Touratech low mudguard. Additional protection for both bikes' headlights was provided by a clear perspex Ventura stone guard. Both bikes were also fitted with gaiters to protect the stanchions from flying stones. Another GS item that the Dakar lacks is a centre stand. Rather than bolt on more weight, I just relied on the old technique of propping the bike up with big stones, etc. The Dakar side stand was improved by attaching a 20 mm thick plastic block to the underside of the foot. This increases the foot area and decreases the bike's rather excessive lean angle when on the stand.

We fitted the GS with the optional, longer screen that is fitted as standard to the Dakar. We would have liked to have fitted taller screens to both bikes but these are not yet available for the 2004 models. I tried raising the rear of the longer screen, using spacers. This reduced the air flow around the neck but increased wind roar. On balance, the standard position is probably best.

Pirelli MT21 tyres and heavy duty inner tubes were fitted to all wheels except Dan's 19 inch front which was shod with a Continental TKC80. You cannot get an MT21 19 inch front tyre but during the trip we fitted a 19 inch rear tyre to the front, which made the GS look like something out of Mad Max. To prolong chain life, we each fitted a 'Loobman' chain oiler. This device is almost comically simple (a plastic bottle and some tubes) and less temperamental than a Scottoiler. Because the GSs have their chains on the right, the feed tube was taken to the front sprocket via a hole drilled through the front sprocket cover. This prevents oil dripping from the rear sprocket onto the tyre.

Surprisingly the original batteries are the old-fashioned liquid acid type. These



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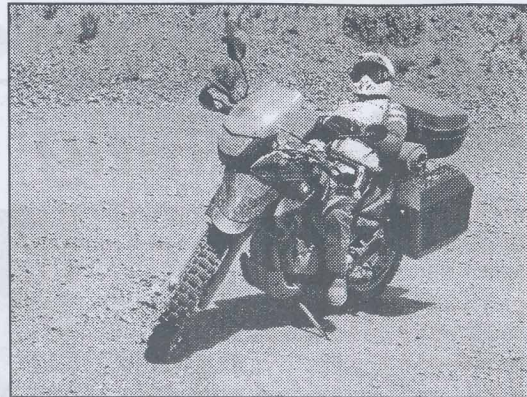
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were replaced with Hawker gel batteries which are claimed to give more power and to be more robust. We carried a pair of small, custom-made jump leads 'just in case' but did not have to use them.

The standard tool kit lives under the seat and is reasonably complete. All that we added (under the Dakar's seat) were a couple of tyre levers, a tyre gauge, a small adjustable spanner and a 30 mm steering head spanner. A pump and puncture outfit lived in one of the panniers.

For luggage, we each carried a pair of Jesse aluminium panniers; one each with camping equipment, bike spares, etc. and one each with day-to-day stuff, such as clothes, wash kit and guide books. The former usually stayed locked to the bike, the latter was taken into the hotel (or whatever) at night. Jesse panniers were chosen because of their strong construction, high capacity, but low overall width. We also carried an empty Givi 45 litre top box each, to take the helmets, gloves and (sometimes) jackets when away from the bike



GS Recliner

during the day. Even though we rarely carried anything heavy in these, both bikes suffered from a broken top rack support bracket (the tubular steel 'U' shaped bracket inside the rear compartment). Strangely, this had no obvious effect on the stability of the top boxes. When we replaced these brackets after the trip, we reinforced them with aluminium angle. The remainder of the subframe is strong enough without reinforcement (some might argue that is has to be, given the weight of the exhaust system).

Performance

The best thing about the GS is probably its engine, being powerful (for a 650 single) and economical. It will cruise at 80 mph and averages around 63 mpg, the seventeen litre under-seat tank giving a range of around 240 miles. The latter is important because it avoids having to buy a bulky oversize fuel tank or the hassle of carrying an additional fuel can. Only one time, in Patagonia, did we think that we

might need to carry extra fuel so we filled a five litre disinfectant container with petrol and popped it into my topbox. In the event, we could have reached the next fuel stop without it. The range is also aided by the wide, comfortable seat.

The electronic fuel injection compensates automatically for changes in altitude (up to over 5000m in the Andes) and crappy, 84 octane Peruvian petrol. Both factors still give a small power loss but this was never found to be a problem. We did not have to touch the spark plugs or adjust the (bucket and shim) valve clearances during the trip. This was just as well; the spark plugs are difficult to access and the valves require at least an hour's disassembly work before they can be checked, let alone adjusted. Oil changes are relatively easy and neither bike consumed any oil between changes.

The suspension is the main discriminator between the standard GS and the Dakar. Although the GS coped with every rough road and track, the extra suspension and ground clearance of the Dakar meant that both bike and rider had an easier time of it. By the end of the trip, one of the GS fork seals was leaking slightly and the steering head bearings had to be replaced. The Dakar suffered a slightly dented front wheel rim but this was probably the result of trying to ride it up a high step in order to get it into a hotel.

One feature of these bikes is that the air box, air intake duct, battery, oil tank and coolant tank all live where most bikes have their fuel tank. To access these items requires the removal of the plastic 'tank' panels and this involves the removal of lots of small screws plus the indicator housings. Although a nuisance, you get used to doing this and it does not have to be done very often.

In 10,000 miles we each consumed one front sprocket, one air filter, one front tyre, two rear tyres and two changes of oil. The rear sprocket and chain lasted well, there was surprisingly little brake pad wear, and no bulbs blew (despite the poor state of many of the 'roads'). We each had a heavy duty rear inner tube split, apparently due to flaws in the tube itself.

Summary

Having owned or ridden most of the bike options for overlanding, I would say that the F650GS is one of the best, if not the best. It is significantly lighter than the BMW boxers or Varadero, is better suited to carrying luggage than any enduro bike, and is more up to date than other big trail bikes, such as the XT600, Transalp and KLR650. If you are reasonably tall, say over five-nine, go for the Dakar. Otherwise go for the standard GS and take it easy over the very worst bits.

Dave King

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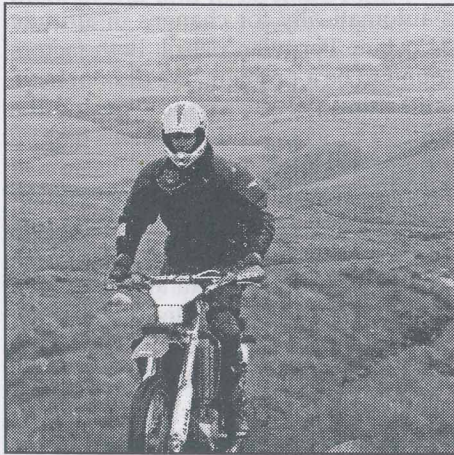
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Over the Hills and Far Away



David: Flying at 2000 Feet!

On a rainy June morning we arrived in Hexham - Up North. Alex, GPS navigator. Simon, he's changed his bike again. David with his sparkling new 450 Yam. Paul and I on Mangy old DR's, actually when Paul showed me his, his was bigger. Then there was Eric 450 KTM. Eric who had been taking the Mick out of me for the past few months ever since my back wheel bearings collapsed on consecutive club runs. Then I found the other bearing that should have been in the drive side hiding in the garage. When I knocked out the original set of bearings I failed to notice the inner bearing roll across the floor and hide in a corner. Talk

about DIY--Destroy it yourself, anyway more of the saga later.

Alex had been saying how great the trails were from Hexham across Allendale to Alston and Melmerby. He said it was like the North York Moors and the Dales rolled into one only on a bigger scale and so it proved to be.

Alex said the biggest bonus was that with all the hassle and closures in the North York Moors and Dales and the restrictions imposed in the Lake District this area was a joy to ride.

As we found out the whole area was virtually deserted, with a few scattered Hamlets, very few walkers, we did not see a horse rider all day, we did see one other trail rider in our hundred mile round trip.

The variety of lanes was enormous, walled lanes, woodland and forest tracks, some of the greenest lanes I had ever ridden since the year after foot and mouth (all legal I might add), mainly because there are few riders to take advantage of these wonderful lanes and their landscapes.

There was never a dull moment and many of the lanes were long and technical some rising to 2000 feet affording some panoramic views.

Eric took the wrong line through the only boggy area we came across all day. It had been dry for six weeks, I am sure the Winter months would prove a lot softer going. Anyway as we helped extract Eric's bike he noticed some play in his rear wheel bearings and by the time we hit the next road things were looking bad. Eric said he had RAC cover so he would return the eighteen miles to his trailer at Hexham. So after endless ribbing about poor maintenance Eric set off and when his bearings completely collapsed he called out the RAC.

We did offer to escort Eric back to his trailer (honest gov.) but Eric is too generous and did not want to spoil our day.

We arrived in Alston, a bonny, historic, market town, set on a hill top, a Mecca for fish and chips (according to Paul) and on the Road bike route to the famous Hartside Cafe.

Duly fed and watered we set off on the return leg, the rain had eased, the cloud base had lifted to 2000 feet so the rest of the day was a little dryer.

The area proved to be a joy to ride, I am sure with good weather it would have been even better. The area offered us every type of surface to ride on and ever changing landscapes. I for one will be returning

A big thank you to Alex for his faultless guidance.

If you fancy a couple of days riding away from the major tourist areas consider Hexham or Alston as a base and you will be well rewarded.

John Robinson, Teesside & N. Yorks

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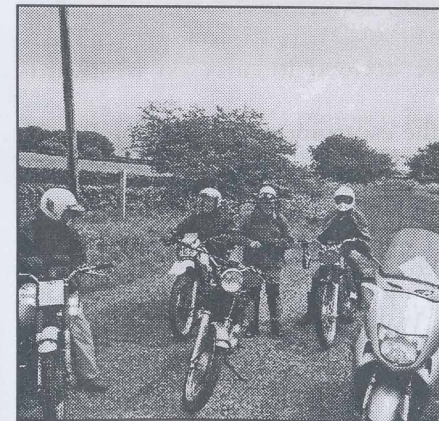
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Trail Run - Northumberland Group



Here is a picture of the first ever (in 35 years) TRF green lane run led by a scooter! (Honda 125 Pantheon - very quiet). Ridden by Brian Thompson - who else would be on such an unsuitable machine!

No wonder only four TRF members turned up! However all enjoyed the 60 mile route in the Hexham area which is well supplied with signposted Byways. But riding a smooth tyred (12" diameter) scooter made for some of the harest trail riding since I started in 1970! It will have to go!

Brian Thompson



letters

NORTHUMBERLAND WEEKEND

A big thank you to everyone who took part in the northumberland trail/camping weekend. Open air, bevvies, camp fires, great trail riding - the weekend was great with people coming from all over Norfolk, Wales, Lincolnshire, Cumbria, Gloucester etc. Planning to do it all again next year or even later this year.

Neil Pattison

BIKES, BEVVIES AND BANTER



Through the pages of the TRF magazine, may I sincerely thank the members of the North East TRF group for their hospitality during the weekend of 5-6 June.

Special thanks must go to Neil and Tracey Patterson for the excellent organisation, and to Brian Eland, our group leader and tour guide.

First group away on Saturday morning, six of us headed West through rain and occasional hail. Climbing high over Hexamshire common and through cloud, across

probably some of the most desolate roads and deserted villages in the country; remains of the old lead mining industry everywhere. Brian found a smashing pub at lunchtime, complete with roaring fire to dry our bones. There we waited for a break in the weather, which didn't come, and so we decided to carry on westwards anyway in the hope of some sun.

After miles of riding, we reached the edge of the escarpment, just in time for the clouds to part and reveal below us the best Westmoreland could offer: views to the Lake District and Solway Firth.

Returning along the Maiden's Way, we were the last to arrive back at camp - damp, tired, but revelling in the days' proceedings.

Aching from our epic ride, Sunday was a little more leisurely and I knew that I would have to end it short to get back to South Wales. Brian's planned trip was to head north to Kielder, but to start, he took us on a whistle stop tour of lanes around Hexham and Slaley. Sad to depart so soon, we waved goodbye at the mid morning fuel stop.

All in all it was a fantastic weekend, well worth the seven hundred mile round

trip and one I can't wait to do again. The weather may have been lousy but that didn't stop the smiles and banter amongst folk from all over the UK. If you weren't there, then you missed a great event and for any ex-pat Geordie like myself, it's definitely a date for your 2006 diary.

Maggie Smith

THANKS, PET

On 4/5 June Northumberland TRF Group held a social weekend (as advertised in the May issue of TRAIL). For those that missed it, I can tell you that this inaugural event was terrific. I did not stop laughing from the moment I arrived till the moment I left. Fantastic company and cracking trails and superb run leaders and incredible atmosphere made for an outstanding weekend. Well done Neil! It did exactly as described on the 'tin' except you forgot the babes (and big Brian)!!! If they do it again - support it as the people up North do not have two heads and eat their young, but do have an awesome sense of humour.

Phil Staples, Lincolnshire

JOIN FORCES



Back in February my partner rode the Caerphilly MCC's long distance trial the 'Spring Surprise' on a 1955 AJS. I've ridden a couple of these types of long distance trials in the past, on various bikes including a 1964 Triumph Tiger Cub, and always found them to be good-humoured and lots of fun.

These long distance events use the green lanes we all hold so dear, and are based on skill in the sections and not on speed.

The event attracts motorcycles from Pre-65 up to the latest Japanese import, all are road worthy vehicles and are ridden in the spirit of the TRF; showing a courteous respect to fellow road users, closing gates, riding with due care etc.

It is with this in mind that I put to the TRF that we should think about raising our profile with these riders, many of whom, I'm sure, have not heard of us. Perhaps we should think of involving ourselves with the various motorsport governing bodies such as the Amateur Motorcycling Association (AMCA) and Auto Cycle Union (ACU), after all we are all in a minority and need a very loud voice in these changing times.

Long Distance trials entry forms could mention the TRF; such as who we are, what we seek to do, with perhaps a cut-off slip that entrants filled in if they required

further information. Perhaps we could offer a 3-month trial membership and send newsletters to these people, a little like the Byways and Bridleways folk do.

Event organisers could also help our cause by donating £1.00 per rider to the Fighting Fund. I'm sure no-one would begrudge a pound extra on their entry fee. Of course if these folk knew who we were, it could be a voluntary donation anyway.

This may help get the TRF noticed a bit more as well as help raise it's profile to the right people.

Comments please, Maggie Smith

MAINTAINING THE SUZUKI

Frankly, I am not surprised that Suzuki GB did not reply to Peter Fancourt's complaint ('Trail' May issue). I find it quite mind boggling that a rider can apparently use a Trail/Enduro bike for 4 years, covering some 5700 miles and has never taken out the brake pads for inspection and cleaning. Does Mr. Fancourt really need to ask his last question? Yes. Of course you should strip your bike. You should wash it and dry it then strip and re-assemble where necessary, after every trail run. (Come to the Fens in Winter!). Surely this is fundamental stuff to ensure safety and reliability.

Martin Key, Cambs TRF

BRAKE TIP

We know how stubborn allen key bolts can be especially when they have been on a long time. So before you tear their heads off try this little trick - Gas ring needed.

Wait until your better half has gone out, then take your wheel into the kitchen. Chose a ring big enough to cover all the bolts at the same time. Fire it up and hold it over the flame until you hear a pinking sound. Then take the wheel outside and the bolts should easily unscrew.

This works because of differential coefficient rates of expansion i.e. different metals expand at different rates and hence pop the bolts that are otherwise rusted in.

Do not forget to check the bolts after your first run with the new discs. Easy peasy lemon squeezy.

John Robinson

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OBITUARY - RALPH SNOWDON

Ralph of Riccall, North Yorkshire died on the 28th May 2005 as the result of a hit and run accident whilst he was out on a road ride. We first met Ralph about 3 years ago when he started trail riding aged 64! He enjoyed road or trail riding and spent many an hour at Squires Bikers' Cafe at Sherburn. He had spent the weekend before the accident in Norfolk with 5 fellow trial riders. Luckily we had a great time, but little did we know this would be the last time we would see him and ride with him.

Ralph, a vastly experienced rider, always had a story to tell be it about bikes, his time spent working overseas, or about life in general. We will miss his stories, his humour, his enthusiasm for life but above all his companionship on the lanes. Ralph leaves a daughter Mandy and a granddaughter Danielle - our thoughts are with them R.I.P.

Geoff & Shaun Younger

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YAMAHA TTR250 RAID (1995) Very tidy bike. Taxed & MOT to Oct '05. £1950. Tel: 01747 825378 or 07836 708564.

FOR SALE Garmin GPS 3+, perfect cond., comes with billet alu "rallye" mounting for attaching to handlebars, manual & case. Can be wired into battery with optional cable. Screen features moving map (whole world is on there!) at any scale, routes, waypoints etc. £100. Call Adrian 01895 237670.

SUZUKI DR250 1995, E/start. Only 8200m, T&T, new 'gritty' rear tyre. Tidy mid-height trailie. £1450 ono. Tel: 01905 27419 (Worcester).

HONDA XR600R Yr 2000, 51 reg, T&T, FMF Q Pipe/orig. exhaust & parts (indicators etc) & spares available. Exc. cond. Mature owner. £2350 ono. Tel: 01302 350987/07703 908322 (S. Yorks).

KTM 200 EXC 03 model. Green lane use only. V.g.c. £2,600 ono. Taxed Feb

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06. Tel: 01642 519297, Mob: 07949 438409 (Middlesbrough).

YAMAHA TT250R New preregistered in June 04. Only 250 miles. Rental bars. £2400. Tel: 01371 859120 or Mob: 07798 776929. (Dunmow, Essex).

WANTED Triumph Tiger Cub bits or complete bike requiring attention, for trials project. Tel: Dave 01244 550110.

KAWASAKI KX60 Childs motorbike. Good condition. £595 ono plus helmets, boots, body armour, clothing etc (hardly used) sold separately. Tel: 01993 882760 (Oxon).

KTM 400 EXC 2001 Very well maintained, serviced & reliable. Mainly green lane use & the odd rally. £2,900 ono. Tel: 0777 5806653.

FOR SALE KTM 950 Black. Two years+ warranty. For details & email pictures contact 01332 874947.

HONDA XR400 Reg 07/03. 7000k. V.g.c. Professionally serviced. Easy start carb. Low link. Vortip Rentals, bark busters, alloy bashplate. Green lane use only. Mature owner. Fully road legal c/w indicators. £2600. Tel: 01522 750303 (Lincolnshire).

DRZE400 Road legal September 2002 4500 miles one owner with crd exhaust, bark buster. £2500 ono. Contact before 8pm. Tel: 07734 855566.

SUZUKI DR350 1993 sound bike, c/w enduro pipe & spares. £1200 ono. Tel: 01691 684870, Mob: 07778 195533.

HONDA XR250 1998 Exc. cond. Rentals, new Michelins, lively & quiet bike, DIY overload forces sale. £1575. Tel: 01686 629734 Mid Wales border.

YAMAHA SEROW FOR SALE L reg (94). V.g.c. T&T April '06, 9,600km, spare tyres & tubes. £1550 ono. Tel: 01778 393118 (S. Lincs.).

SUZUKI DRZ400 2002, 9mths daytime MOT, 5 mths Tax, kick start, green lane use. £1800 ono. Phone Dan 01489 573018/07985 979131.

SUZUKI DRZ400E Ims large capacity plastic petrol tank, yellow, v.g.c., may fit Suzuki DRZ400S. Capacity guess 14 litres, £120 ono. Tel: 01622 758201 (Maidstone, Kent).

SUZUKI DR350 Elec. start, 1998. 7,000 miles only, taxed & tested, Acerbis tank. £1,600. Tel: 01937 832975 (N. Yorks).

YAMAHA SEROW 225 'G' reg for sale. T&T, exc. runner. New battery, full service, elec. start. Ride away. Ban forces sale. Tank dented hence £750. Tel: Pete 07762 205180 (Lancs.).

SUZUKI DR250 92 J, e/start, low seat height, Rentals, new battery, 11 months tax/MOT. £1,150 ono. Tel: 0161 4490564 or 07980 981486 (Cheshire).

SUZUKI DR350P Enduro model. 1993. Fantastic green-laner. Exc. cond. Powder coated frame, new tyres. Too many new parts to list - hundreds of pounds spent with receipts. £1350 ono. Tel: 01625 531705 (Wilmslow, Cheshire).

KAWASAKI KLX 250 M reg, electric & kick start, spare Acerbis tank, tax & MOT till January, good road legal condition. £1295. Contact 01539 725292 (Kendal).

MEMBERS CLASSIFIED ADS ARE FREE. If you must write an essay a contribution to the 'fighting fund' would be appreciated (enclose a fiver!)

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, The Star PH at Star on A38.

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

BRISTOL Glenn Summers, Tel: 01454 619246
4th Mon, 8pm, The Midland Spinner, 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, The Gilpin Bridge Inn, Levens, Nr. Kendal.

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.

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
Nicola Graham-Adriani, Tel: 01582 623 277
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, The New Inn, Leek Road, Longsdon. (A52, 1.5 miles West of Leek).

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.

MANCHESTER Phil Kinder, Tel: 0161 339 5343
2nd & 4th Mon, 9.00pm, Arden Arms, A6017 in Bredbury.

MID WALES John Mason, Tel: 01597 811141
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, 8.00pm, Royal British Legion Club, Rutten Lane, Yarnton.

PEAK DISTRICT John Ward, Tel: 01335 370191
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 Crown Inn, Fivehead, 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
8.30pm, 4th Wed, Nescot Centre for Sports Development, Banstead Road, Ewell, Surrey.

SOUTH NORTHANTS
Graham Walker, Tel: 07841 158820
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 Paul Clark, Tel: 01564 741700
1st & 3rd Thurs, Willmote Mens Club, Stratford on Avon.

WEST YORKSHIRE Peter Dyson, Tel: 01274 571747
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.