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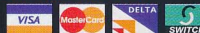


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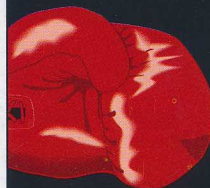
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TRAIL

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

SEPTEMBER 2006 No. 337



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

GRAB THE DAY!

An opportunity to meet National Officers, air your views and vote on issues which affect the future of trail riding.

TRF A.G.M.

Sunday 15th October 2006, 10.00 a.m.

THE CROW'S NEST,

THE NATIONAL MOTORCYCLE MUSEUM,

Coventry Road, Bickenhill, Solihull B92 0EJ

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COVER PHOTO by Dave Oickle
Members of Dorset TRF on a ride in
Hampshire/Wiltshire from Poole to Stockbridge

All Contributions to the Editor, Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancs., BB7 9DG. editor@trf.org.uk

COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

FROM THE CHAIRMAN...

A lot of people ask me "what's the big picture, what is the TRF doing about the future?" It's a difficult and complex question, but make no mistake, the presence of vehicles in the countryside is increasingly under scrutiny so it's a question that needs to be considered both in depth and quickly. Below are a few objectives that I believe the TRF can effectively achieve over the next few months to put us in a good position to deal with that detailed attention.

1. Have mechanisms in place to allow the TRF to rapidly react to circumstance, speedily communicate with its members and offer a broad range of services to both members and others.
2. Get feedback from all the members with questions pitched around Alan Kind's grim papers "Backroads into the future" and "Recreational Motoring on Unsealed Roads" (available through the website or on request) as well as my own (and others) personal fears. The questions and debate I hope to fuel will be a stark reminder to many people that the future is a little more than just being allowed to "ride my bike".
3. Provide solutions from the concerns raised above, get member input on those solutions and put those solutions into place at the earliest possible opportunity.

SITUATIONS VACANT

THE TRF URGENTLY NEEDS

a member with first hand experience of recreational motoring with less able members of the public.

This will allow us to make a more erudite and well informed response to the Government's latest consultation on access to the countryside for the disadvantaged or less able.

Contact Andy Gerrard direct (see inside front cover)

4. Work with other groups on lobbying for a sustainable future, but have plans in place that means if we have to go it alone, we can.
5. Recruit members from a broad spectrum of users. Far better to educate and inform than lose access to those people most in need of our help and advice.

You can see from the above that your views are invited, in fact they are desperately sought, every member is expected to respond to the questionnaires. I want to have a future trail riding, I am ready to be part of its development, management and control. Inevitably, that will mean compromise but, for all our sakes, are you prepared to be part of it too?

See you all at the AGM!

Andy Gerrard
TRF Honorary Chairman

NOTICE BOARD

TRF BIBS

Sleeveless reflective jackets available for horse events. TRF logo on breast, 'Horse Event Steward' on the back.

Contact Andy Gerrard
see inside front cover
for contact details

LINCOLNSHIRE LAF MEMBER WANTED

There is currently a vacancy for a member on the Mid Lincolnshire Local Access Forum (LAF) to represent vehicular users. If you would like more information on how you could join please contact me on andrew.childs@ntlworld.com or Andrew Watson at Lincs County Council on 01522 782070 or Andrew.Watson@lincolnshire.gov.uk

Andrew Childs

LINCOLNSHIRE TRF

New meeting place:

'The Nightingale', Nettleham Road, Lincoln.
4th Thursday 8 p.m.

James Vinter

LETTER OF THANKS



A big thank-you to the eighteen able bodied men who turned out for this repair. I was amazed at the speed the work was carried out. The four bridges were installed over the drainage ditches in two hours using sixteen sleepers, two tons of hardcore, forty eight plastic mats, fifty steel pins and twenty metres of wire. Several deep ruts were also landscaped and should grass over within six months.

Job done, we made for the Thwaite Arms for sandwiches where we were made most welcome. We sat in the Beer Garden chatting for an hour in brilliant sunshine before heading off to all points of the compass. Members of the Trail Riders of Craven, West Yorkshire TRF and Teesside and North Yorkshire TRF were all represented, coming from as far away as Leeds, Bradford, Durham, Darlington and Settle. Thank you once again for making it a successful day. Thanks also to Fiona for co-ordinating delivery of all the materials over the months leading up to the repair.

John Robinson



RoW News

DMMOs & NERC

To ensure the TRF's full support, groups must submit used routes (that have been claimed) to the contractors for verification.

The contractors are available if you or your group have problems with NERC or the interpretation of it - especially local authority interpretation that limits our rights.

Andy Gerrard

See inside front cover for contact details

Group News

DEVON

Picos Trip May 2006

We were a party of six, three experienced riders riding two XR250s and one KTM EXC 250 and three novice offroad riders riding two DRZ400s and one KTM SXC625 (yes!). We had all spent many years riding road bikes in England and in Europe on our annual trips. This year the offroad element had prevailed when deciding the venue for 2006 and this is a short summary of what happened.

Our excitement was dampened on arrival at Santander as it was raining heavily, not part of the plan! We took off on the back roads, the rain stopped after an hour, heading to Potes about 100km from Santander where we had prebooked into a hotel we had spotted on a previous road bike trip. It seemed dirt bike friendly and was cheap, at £19.50 a head for B&B sharing a twin room with en-suite. It's worth noting that the road CA182 from Sopena to La Hermida was excellent, full of twisties and spectacular scenery. We arrived at the hotel, La Pena Sagra at Ojedo on the outskirts of Potes and dumped our backpacks and surplus kit which ranged from me with everything for a week packed into a 25L pack plus levers, tubes, etc, strapped onto various parts of the bike to Andy who had a massive back pack containing oil, filters, an amazing array of tools and even a rubber mallet!! We all laughed at him when on the road because he had to stand up most of the time as the pressure of it all on his bum on the seat was too uncomfortable to endure for too long, he had the last laugh however.....

We were the only residents in the hotel, the staff were friendly and all spoke Spanish better than we did, rooms clean and spacious. We had a quick lunch and then off to the hills. Amazingly a track started right outside the hotel garage where the bikes were parked and took us up through some small hamlets and woods to the steel firewatch tower. (Maria, you know where I mean). We had a few moments getting there dodging tree felling operations and meeting a log lorry head on in a cutting with 2' deep ruts. The emergency about turn was a bit frantic as the truck did not want to stop and filled the track wall to wall. The views from the fire tower were fantastic,

tracks heading off in several directions, tracks across the valleys on other hills, snow on the high peaks, etc, etc. AND bright sunshine. This was the life! We ploughed on manfully, dust billowing behind us, up and down, through trees, switchback trails, loose shale climbs, gravel, rock, etc, etc. only stopping for photo opportunities and for us experienced riders to allow the novices to catch up. FANTASTIC.

It all came to a sudden halt when Steve on the big KTM pulled a massive unplanned wheelie on one of the steep climbs, looped the bike, and pushed the gear lever through the clutch casing. We quickly stopped the oil from pouring out and took stock, we were now miles from the hotel and nearest hard road and were contemplating a long and tricky tow back when Andy (he of the massive back pack) said the magic words "I have some liquid metal". Half an hour later we were on our way with fingers crossed that it would hold. Richard, probably the most experienced of us, took it back as the clutch would not release as the casing was still pushed in against the plates. Afterwards, he said that it was a VERY INTERESTING experience!! Once back at the hotel, it was clutch cover off, straighten it out with Andy's rubber mallet (he was insufferable after that) more liquid metal, oil change and it was as good as new for the rest of the trip.

After that eventful first afternoon it was time to hit the hotel bar for some liquid refreshment. The tapas were great and the meal of the day was marvellous, 8.50 Euros for three courses. We were never sure of what we were going to get but were never disappointed, something always seemed to get lost in translation. Next day dawned bright and sunny and after breakfast we were raring to go. I had planned a route from

the Spanish military maps I had bought in England so we headed out in a SE direction to Lamedo where we found the track but with a "No Entry" sign, a red circle on a white background. Oh well, on to plan B. We found a track heading SSW from Frama, about 2km SE from Ojedo and it turned out to be fantastic. There was a small side track towards a monastery which had a really long and steep loose sandy/gritty climb which had to be done non-stop as there was no chance of a re-start: GREAT! Anyway, back to the main track and it emerged from the tree line into an alpine meadow where we almost expected to see Julie Andrews come skipping across the grass. More photo opportunities then onwards and upwards. The track kept climbing and then along a ridge past Pena Castillo and Corbera (1211m) before heading North and dropping down to Tudes.

There was no apparent track from here despite what the map said, but we



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bumped into an expat living there who pointed out the start of an unlikely track which apparently led us to Potes. He remarked that the track was a bit rugged in parts and wondered if our bikes were up to it; the challenge was on! It did lead us to Potes winding through deserted hamlets, trees, scrub, etc. and did have some technical rocky sections which even the rapidly improving novices managed to scabble through. Steve had a puncture just as we reached Potes so we crawled to the hotel for a quick repair.

After a quick bite to eat Richard, Andy and I headed out again, the others needed to recharge their batteries. We headed in an easterly direction through Cambarco to Somaniezo where the track took us on a wonderful climb up through trees to the Ermita de Ntra Sra de la Luz where we turned left in a N direction past El Sierro. This was an interesting track mainly clinging to the mountainside and in three cases where it crossed a stream it had been washed away making it VERY INTERESTING especially with the big drop on one side. This track eventually brought us back to where we had played the afternoon before, then the steel firewatch tower and home at about 1830hrs. Time for a well earned beer. The others had wandered into Potes where they had picked up a map "PICOS DE EUROPA Y COSTA ORIENTAL DE ASTURIAS" 1:80,000 scale which was clearer to read than the military maps. (Thank you Maria, that was good advice).

Next day dawned clear and sunny again and it was time for the big one right through the middle of the national park, unless we came across any No Entry signs. We headed W from Potes towards Fuente De and turned off N to Mogrovejo where the track started and no nasty signs. Wonderful tracks with jumps every 40m or so where drainage bunds had been made across the track climbing in a NW direction then W past Pena de Oviedo (1309m). Later this track turned N, through a steel gate, then joined a major gravel track which went right through the national park to Sotres. The scenery was stunning, wide open glacial bowls surrounded by towering snow capped peaks, more photo opportunities ensued at about 1650m altitude. Lunch in Sotres was tapas or how many ways can you eat pig: cured, smoked, peppered, sausaged, etc! We headed E from Sotres on tarmac to Hito Escaranol where we turned off S along a track towards Beges. This track was awesome, at times it was about 4' wide, clinging to the side of a mountain with a drop of many hundred feet on one side, no edge protection of course, we even looked down upon soaring eagles. We hoped we didn't meet anyone coming the other way around the many blind bends. From Beges we headed SE up a very steep hairpinned track to the Collada Pelea then down a steep descent to Cabanes. From there it was tarmac to Pendes then track to Colio then La Parte then S past herds of horses with bells around their necks to Nogalon, Rases and finally into the back of Potes. What a brilliant day, no breakdowns and everybody shattered. More beer!

Next day dawned clear and sunny again (the lack of variety made it hard but someone had to do it!) and we had plans for a big circular route S of Potes which linked together several tracks marked on the various maps. Hey ho, off we went towards Fuente De turning N at Enterria towards Pembes where we picked up the track which was a narrow, steep, hairpinned single trail heading NW up through trees eventually joining the trail we used yesterday, through the steel gate and then turning left (S) to Espinama. We had a short bit of tarmac to Pido then followed a gentle wooded trail

heading SE beneath La Rasa to Cosgaya. At that point we should have taken a trail heading SW but found the "No Vehicles" sign which seriously upset our plans for the day. We then went up to Fuente De, which is an absolutely spectacular setting ringed by high mountain peaks, to try a trail heading SW. Unfortunately, that also had the "No Vehicles" sign. Plan C : back towards Potes and turn N to Arquebanes to a track that led N to Puerto Solibeno (1226m) then back down to Nogalon and down into Potes behind the telecom masts. This hill turned out to be one of the steepest we found, covered in shale with odd bare rock patches. It was impossible to brake other than on the rock patches as the wheels would just lock and speed would increase. It was so much fun we had to turn round and do it again. Going back up was a challenge as well. It was back to the hotel for a regroup and snack then Richard, Andy & I went off again first up to the fire watchtower then in a N direction to explore some interesting trails we had spotted on a previous day. They just kept going upwards and onwards, through trees, over rocks, etc. One hill was the steepest and longest yet and I just made it to the top on my XR250 slipping the clutch in 1st. Perhaps the altitude was sapping the power? We then got lost and ended up in San Pedro NE of Potes. Now we knew where we were, we headed N to Salarzon and Cobena which was an interesting trail through farmed land for a change. From there was a short stretch of tarmac to Tama and Vinon then a climb up to Nogalon again then down into Potes for more beer!

The next day the novices were feeling tracked out so we spent most of the day exploring further the area around the steel fire watchtower and having photo opportunities, jumping contests, etc. We came away feeling that we had only scratched the surface of the possible trails that could be ridden without any challenge from a disgruntled rambler or anyone else.

That was to be our final offroad day as we found out that the ferry scheduled to take us back to Plymouth had been damaged in a storm and would be delayed by four days, however, Brittany Ferries offered us places on the Roscoff ferry, if we could get there...!!! Regrettably, most of our party had business commitments requiring them to return to England as planned. To cut a long story short we then got back up to Roscoff in two days by riding to Biarritz in France, NOT a pleasant journey on offroad bikes, hiring the last available van and driving up through France to catch the ferry. That episode makes a story in itself, it couldn't be made up, but as it doesn't relate to offroad activities that's all you are getting.

TO SUMMARISE, if there is anyone still reading this, if you are thinking of riding in the Picos, you must go, you will not

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regret it. We met very few people on the trails except in the popular part of the National Park at the weekend and everyone we met, with one exception, was friendly and helpful.

Devon Newsletter

GLOUCESTERSHIRE

Inter group contact is a wonderful thing – thanks go to Stuart and Alan from W. Mids group, Dave from Worcs., Glenn and Chris from Bristol. Their input at our monthly meeting will hopefully inspire Gloucestershire members to continue their efforts to formalise their user-evidence for the county's lanes over the crucial period of May 01 to May 05 with renewed vigour (not forgetting the first few months were inactive due to F&M). Names, dates where possible and number of uses per year for each individual lane will be shared so that the group's data-holder can store such info for easy access by members. We are also hoping our records of use will help the county council to decide that our dual status lanes were mainly used by MPV's before commencement of NERC Act.

If you ride in other groups' areas do the same – get to their meetings and offer your evidence before it's lost in your memory – they'll be most grateful.

Jacky German. Research Officer, Glos Group.

The Benefits of Engineering?

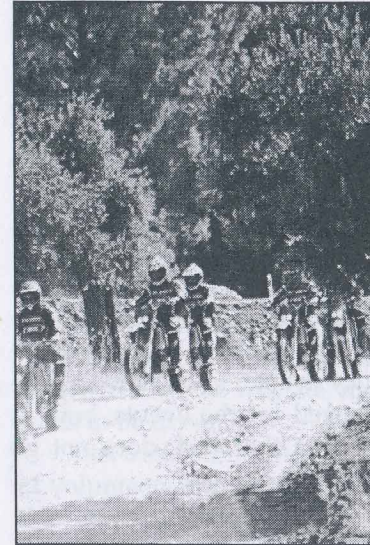
Interesting Article taken from the Summer 2006 Newsletter of the Friends of the Ridgeway

I just thought I'd drop you a line and let you know about what could be a new development with the types of vehicle using the Ridgeway. Now that the Ridgeway surface has been vastly improved in many parts and because of the current dry weather, whilst out on the Ridgeway yesterday, there were a number of normal vehicles that were attempting to get along it. I counted 6 in the afternoon, an Audi TT, a people carrier and a Mercedes saloon car and a post Mercedes SUV on the section between the Blowing Stone road to Lambourne and the Sparsholt end by the big ariel opposite where they fly the model aeroplanes, a Ford Focus, and the same Mercedes saloon on the Foxhills to Bishopstone section. I appreciate that they have every right currently to go along there at present, but these are not the normal types of vehicles that you would expect to see using the Ridgeway, so I hope it's not the start of a new trend with people using it as a road because of the improved surface. I personally wouldn't like to use an Audi TT up there and I don't know how far it got or if they had to come back the way they'd come. I assume that because of the signs saying the Ridgeway is open from the end of April to October, that people are maybe assuming it's a proper road, or maybe it's shown on their satellite navigation systems! Anyway, I hope it's not the start of more cars attempting to use it, as to me it should be for walkers, horse riders and cyclists who are environmentally friendly to the Ridgeway.

Geoff Nash

Whats that all about? Comments for next month.

PRESS RELEASE



Nick Bointon and Neil Harries, ('The only guide in the village') formerly owners of the trail riding centre Llanerchindda Farm near Llandovery have sold up and moved to Northern Cyprus and set up: **CYPRUSACTIVE.COM**

The new venture is mainly aimed at trail riding and benefits from a massive area of tracks and trails with no restrictions on rights of access across the whole of Northern Cyprus. They have invested in a range of bikes to offer a holiday destination for all sorts of bike riding. With 14 x WR 250s, 10 x WR 250s in Supermoto configuration (full Talon kit), 8 x Scorpa Trial Bikes, 30 x Marin Bobcat Trail Mountain Bikes plus Honda Falcons 400s and Yamaha XT600 for road cruising they can offer a selection of 'mix and match' riding.

They have bought five large comfortable, well equipped villas each with heated pools near the beach. Sleeping 6/8 they are suitable for groups or families and bookings so far confirm the popularity of the idea that you can park the wife and kids by the pool and the chaps can clear off trail riding!

The extensive selection of rides on mountain, dune beach and all the other areas developed by Neil and his team of guide range from tough to sedate cover the requirements of all riding abilities.

The guided Supermoto run is a new concept using several very steep, very twisty narrow tarmac mountain passes (climbing to 2,500 ft in 3 miles!) plus the use of a Go Kart track makes for a fun day out.

Even the mountain bikers have a novel arrangement whereby they are offered off road prepared Suzuki Jimnies with special 4 bike racks making to the very highest mountain areas accessible giving stupendous downhill blasts.

Couple all that with road cruising over mountain passes swooping down to wonderful beaches and Trial riding in our back yard of 30,000 acres of fractured limestone mountain all make for a bikers paradise.

It is of course possible to sit by the pool with a beer (£1.00 a pint) and being at the eastern end of the Mediterranean the winters are very mild, February being like an English summers day. Needless to say all riding gear is provided.

There are special flight arrangements and deals which may be accessed from the web site; www.cyprusactive.com

The office is open 6am to 12.00 UK time.

Tel: 0090 533 831 90 71/2, Fax: (free) 0870 330 59 92 email: info@cyprusactive.com

NGLD Autumn 2006

NGLD is a LARA initiative, coordinated at present by GLASS; however, anyone can organise a NGLD event. In practice an area rep from the TRF, GLASS or a volunteer from many other 4x4 clubs often undertakes this task.

You may not think so, but it is already time for some of us to start thinking about the next National Green Lane Day. The date; Sunday 29th October is fast approaching, and as someone once said; dates on the calendar are closer than you think.

A lot of preparation goes into organising a NGLD event, and as with any task, the earlier the preparation begins, the less arduous is the task. Planning takes some while; meetings may need to be arranged with personnel from the local Highways or Rights of Way Department; work agreed; site visits and risk assessments need to be done. When doing a risk assessment, make sure you look for places along the lane where a mobile signal is available – an emergency is not a good time to have to go signal hunting. Publicity will need to be arranged for the events, both in advance to get volunteers and afterwards to make sure the work does not go overlooked.

The reasons for running such an event are many-fold.

Holding a NGLD event will promote co-operation between different user groups. On NGLD you have the opportunity to meet users from other clubs and build up working relationships that may extend beyond NGLD. This is a good chance to discuss what you see happening around you. Talk to the volunteer coordinator during a break; they may know of other plans in the pipeline. On the subject of breaks make sure there are copious amounts of tea, coffee, (soap) and water available, on a hot or windy day working outside you can dehydrate fast.

It helps sustain the RoW network for all to use and enjoy and at the same time allows us to present vehicular users in a positive light, redressing the balance of so much antipathy and other negative publicity. It helps foster a sense of ownership of the rights of way network, and that has been proven time and time again in other projects to be an important step in engendering a protective attitude towards the environment.

The types of work that can be involved range from small-scale litter picking to removal of abandoned burnt out cars, drainage work, resurfacing, post-setting, tree-planting and cutting back encroaching vegetation.

So how does someone arrange a Green Lane Day event? The first step is to identify and agree on the lane in question and an appropriate program of work with the body that has jurisdiction over the lane.

A risk assessment will need to be done. Some Council departments have their own risk assessment forms and some will even do the assessment and supply you with a copy, if not, one can be obtained by emailing ngld@glass-uk.org or ngld@laragb.org.

You will need to be insured and have first-aiders present. GLASS insurance

covers anybody on a GLASS organised event, even a member of the public who happens to be passing and decides to join in, providing the Project Manager is a full member of GLASS, a risk assessment has been carried out and a signing on sheet has been completed. The TRF has also arranged insurance for member groups.

Additionally, many local authorities have their own volunteer insurance but it may not allow the use of chainsaws or power tools. Find out about this beforehand so that volunteers do not arrive with false expectations and equipped with equipment that they will be unable to use.

When you have a suitable lane identified, you will need to let as many potential volunteers as you can cope with working on the lane know about this as possible, advertise it on the TRF, LARA and the GLASS websites by mailing information about it to ngld@laragb.org, post information on it on responsible email and web forums, and use any other local networks you have. Do not forget to give contact details, ideally an email address and mobile number that you are happy to use on a website, meeting place and start time and details of the types of work to be done.

Set a start time and use that time to give a safety briefing and get a headcount of volunteers and get them to sign in and find out which clubs are represented so that their contribution can be acknowledged later. You should also make sure everyone knows who among you is a qualified first aider.

Your local press may be interested, tell them about it in advance. If you send them a write up afterwards include some pictures and try to use positive words like clearance and maintenance and avoid words like damage.

It is a good idea to keep a tally of anticipated numbers. On occasion, volunteers have turned up in numbers superior to the task at hand; being forewarned of this as a possibility will allow you to plan for it.

During the day take photos - start taking them early, sometimes work is completed faster than was envisaged. Take photos of everyone assembled for the safety talk, the vehicles that turned up if the parking area tells a story, the lane before maintenance, people working on the lane, tricky operations, people talking together during a break, the lane after you have worked on it. Before and after shots from the same spot explain what has been done and make very good publicity.

Use the photos to send a positive message, send them along with a story about the day mentioning all the clubs represented to your local paper. Send a write up to the co-ordinator at ngld@laragb.org information can be got to the TRF and GLASS magazines and the LARA, TRF and GLASS websites. Such information helps to build a national picture of what has been done. It does not have to be a long story, only 4 or 5 paragraphs, but if on the day something unexpected happens, don't keep it to yourself, share it, give us all a laugh and get us all some good publicity in the process.

Gillian Nelson

National Green Lane Day Coordinator 2005-2006

SOS Ecuador



We have just finished a 2500km trip through Ecuador. Jungle tracks through the Amazon, massive rivers, enormous mountains and erupting volcanoes! 20 of us spent seven days riding around one of the most spectacular bits of South America in a huge effort to raise money for SOS Children, the orphaned and abandoned children's charity.

The idea was to collect as much cash as possible by doing a full on long distance

sponsored motorcycle enduro, using the Andes Mountains and the surrounding terrain as a backdrop. This set us up with a ride that took in The Valley of Volcanoes, a 12 hour non stop stint in the Amazon, a night on the edge of a real life fire spitting and popping monster of a volcano, a breathtaking ride right through the middle of the Andes Mountains and more.

Our team was assembled from riders aged 19 to 60 with a couple of unofficial motorcycle champions thrown in. All of whom knew their stuff. All of who admitted afterwards that they had no idea that it was going to be like that!

With just 48 hours to adjust to the extreme altitude in Quito we had a lot to do. We sourced enough motocrossers and enduro bikes to get everyone through it, bringing along a couple of spares. These were soon being called up as the miles took their toll. We also had a hectic visit to see 50 very excited kids in the SOS Children's village. Three hours of football and water pistol fights later we were nicely shattered and ready for the off.

In the morning, breathing very thin air, we departed rumbling through the capital to Cotopaxi, a snow cap peaked volcano. The route was down the Pan American Highway and then off road along the tracks that head right up the side of the mountain. As this was the official bedding in day for bikes and riders we stopped after a couple of hours of mud plugging just before we hit the snowline. We celebrated our achievement with a photo session and a full speed blat back down to the first nights rest. Fortunately people got a relatively early night cos the next day was a biggy.

We had a route off the Andes Mountains and into the Amazon. Reports were of a mainly tarmac'd road so we calculated about 8 hours to get to our stop, Baños. 12 hours of mainly untarmac'd track later we were there but five riders down. Three

people set off on a minor detour and ended up on the Columbian border for the night. My self and our Scottish entrant Lee set off to get them, but running out of daylight and with a carb full of watery petrol we ended up stopping right in the thick of the jungle in a village without electricity, phones let alone a mobile signal. Couldn't have found nicer hosts anywhere! All five of us got descent grub and a roof over our heads and caught up in the morning with the main group who were outdoing each other with tales of snakes and dirt, Amazon downpours and breathtaking views.

We stayed in the shadow of Tungurahua, the most active volcano in the region. The day before we arrived the eruptions were shattering windows in the town. Smoke and fire were clearly coming out the top. Like a thunderstorm that never breaks. We were at a safe distance but it still had the heart jumping a bit. Bit sad but also relieved to crack on. (Pun intended).

We were now looking to go right back up and over the Andes to the Pacific side. The roads up here were over 14,000 feet. We swapped the sweaty Amazon for high clear mountain passes and then dropped down on to the hot, but not so humid, pacific plains.

Great tarmac here at last. Just bend after bend going up and down. The highlight, Chimborazo, a 26,000ft daddy of a volcano.

We made it to the Pacific and then had 2 days of riding along white sandy beaches, swimming in clear blue waters and eating freshly caught fish.

Heading inland we found an eco lodge just in the foothills of the Andes and made a stop there. More amazing animals than you could shake a stick at, quite a chorus in the night.

At this point Jamie, our life saving mechanic was on full time duty bolting everything back on to the unsuspecting bikes as we slew them around the county. The big Honda XR400s and the Kawasaki KLH400 seemed the most robust. We somehow ended up with a Korean Enduro bike christened, half correctly, the Red Rocket. Thank god for gaffer tape. To be fair it did make it all the way despite being ridden with no foot pegs or bodywork for the last two days. It just all fell off. Honest.

The rise back into the Andes took us up to 10,000 ft again and no air. We crossed the Equator and at the unofficial monument got to see various tricks performed with kitchen sinks and even gerbils, don't ask!

We had a few offs but nothing more than scrapes and those were mainly in car parks.

Everyone got round and the few initial protests about too far and too hot soon evaporated once the country sucked us in. At the end everyone had made it and was smiling. A quarter of the group immediately said they'd do it again next year. Not a bad way to raise money and give some great kids a proper start in their lives.

We are off again next May. We need everyone to raise 3000 pounds sterling to join in which covers just about everything.

Call Charlie 07092 045 949 or e-mail Charlie@7fifty.cc

The 'Future Face' of Trail Riding

Last week a TRF member picked up a BBC News item concerning Tony Blair's departure. A Welsh Labour MP was saying that Blair's going is a 'non issue' with his constituents, citing that he gets a bigger (biggest?) postbag about 'scrambler bikes in the Welsh valleys'. One response to this is 'Get real! - worry about Iraq, poverty, and terrorism rather than a few motorbikes...' But think about it. If this MP really does get his biggest postbag about 'scrambler bikes' then, to many people - and you can be sure it is significantly more than those who trouble to write - recreational motoring in the countryside really is a 'big issue'. To put it simply, the public/governmental view of 'noisy dirt bikes on public paths' is now generally a negative view. You could graph this with 2 curves: change/increase in public attitude against recreational vehicles, and the increasingly 'aggressive and visible' profile of trail riders (leaving aside 4x4s and illegal use). The curves crossed somewhere before NERC. Why did the backbenchers want to vote down the minister during NERC? Because it is not only Wales: just about all of them get a large postbag about noisy, frightening, fast motorcycles on what the correspondents perceive to be 'their' paths and open spaces.

The TRF could embark on a hearts and minds initiative - 'under this muck, we are just ordinary people, like you' - but you could put Mother Teresa, Cliff Richard and President Ghandi in Barbour suits in an advertising campaign, and you'd barely shift opinion half a point. You might say that people don't know or care about the difference

between a 'docile' bike and a racer with lights. They do. Think about the anti-SUV-in-town campaigns that show little sign of abating. People can tell the difference - that is why some 30 years ago the truck manufacturers took steps to change the appearance of truck cabs into something more benign. And, of course, tachographs, limiters and stiffer tests just about eradicated the cowboy trucker. If the TRF / industry wants to argue that it is 'acceptable', or yet worthy of support, to ride aggressive-looking bikes, with patently knobbly tyres, on what most people think are, or should be, only footpaths, or bridleways at the most, then I fear this is just arranging the deckchairs on the Titanic. Trying to change other people's attitudes before we change our own attitudes is doomed to fail.

I really do believe that the only viable course for survival is a change in stance to reposition BOATs and UCRs as 'roads' (and not 'rights of way') on which 'ordinary road-going vehicles' (as opposed

to converted scramblers) are used, as part of road trips. It really is no longer a matter of 'rights' - particularly rights founded in laws that are an 'accident of history', rather than the intentional product of parliament - but a matter of 'fitting in', 'need', 'provision', 'sustainability', 'accountability', and a small raft of other external issues.

You might think your bike is quiet - but do other green lane users agree? You might think that if a BOAT gets cut up then the highway authority should fix it. The highway authority might prefer to fix you instead. You might think that it is all grossly unfair, and that the antis should b****r off and leave you alone - but they are not going to. To survive, 'trail riding' needs to become 'visibly inconspicuous'. The TRF stands up for the right to drive on unsealed 'roads', but trail riders leave only a small footprint on the ground, and upset no reasonable person by their passing. Fighting doggedly to keep the rump of what you had before NERC actually plays into the antis' hands.

Alan Kind

Summer Camp - Yorkshire Style

Day One: with North Yorkshire wilting under the heat wave the time was ideal for trail riding, although a little dusty.

The camp site was prepared by the usual suspects and the on-site motocross track was lengthened and escape routes for the less able created.

The local motorcycle shops responded magnificently with hundreds of pounds worth of raffle prizes. A crash helmet from Graham Charltons, a year's subscription from TBM

Magazine, a pair of tyres from Kawasaki Newcastle, Tilsons filled a basket with goodies, those essential spares we all need, Yorkshire Enduro gave a free entry to one of their events

BIB insurance donated £100 off a policy, local club members donated lots of practical prizes that any trail rider could appreciate, which all led to an exciting draw and a great fund raiser on the Saturday night.

All we needed now was a good turn out from the TRF groups country wide.

The weather encouraged a magnificent turn out. Thank you, one and all, for supporting this event. We had riders from Cumbria in the North to Norfolk in the South and all points in between. The guys from Lincoln and Norfolk certainly appreciated the Hills, quote "we only have bumps".

When I arrived at the campsite on the Saturday morning, all the riders looking for a run out, were swarming around the information tent. This was in marked contrast to Sunday morning when hardly a rider was in sight at 9 o'clock, most were still in bed after a late night around the Entertainment Gazebo.

The on site caterer had done a roaring trade with curry and burgers. The things some hungry riders can eat for breakfast does not bear thinking about.

Anyway, back to the swarm, we split them up into small groups. We had planned our routes so as not to duplicate the runs, although some routes used in the morning by one group were used by another group in the afternoon.

9.30 and off we went, heading for Rudland Rigg. The view from Battersby Bank gave the visitors a magnificent impression of the Tees Valley and the Cleveland Hills as well as locating the camp site under Cook's Monument. Rudland Rigg was a dust

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bowl and with a slight breeze from the East, the scene was classic Paris-Dakar, a small plume of dust for 100 m drifted off across the heather. Few grouse were seen. Their numbers have increased this year but probably not enough to warrant a shot. Not a walker in sight, just two intrepid cyclists.

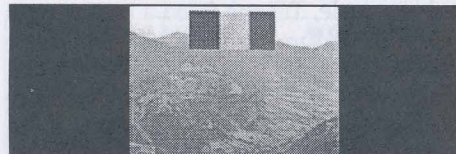
Down into beautiful Bransdale, a blind valley that can only be reached by a 120 mile round trip from Teesside by normal roads, hence its seclusion. Yet here we were six miles from base using the UCR network. On to Pockley Moor. This UCR has been partially TRO'ed, on very dubious grounds, for 5 years. However a great ride over open moorland, not a soul in sight.

Our first casualty, a chap on an old, and I mean old, Montessa, twin shock, circa 19 plonk. When he crossruttled and dropped it, the magneto "fell off". After half an hour's maintainance we got it going and got him to the nearest road where he phoned the AA for assistance, having decided to quit, while he was ahead. Shame, we do not like to lose anyone.

By the time we reached Kirkbymoorside, everyone was gasping for food and drink, the temperature had reached 85°F.

After lunch I took them to the trout farm ford to fill their boots, to cool their feet. It was much appreciated or I think that's what they said!

Hutton le Hole was crowded as usual with tourists. We headed for the Lund Road where a sheep tried to grab a pillion ride. This is a major hazard in North Yorkshire, you have to be aware that sheep can appear from anywhere, at anytime. To be fair this one leaped out of six foot bracken, just as well I was riding at a sensible pace. It certainly frightened the two riders behind.



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They were part of the "flat-country brigade", not used to steep hills, let alone sheep and sheep are brainless and can easily leap backwards without prior warning.

On to the lower half of Rudland Rigg the boys stretched their legs and it wasn't long before we had an impact puncture. Big stones and soft tyres don't mix. Still at least they were all geared up for the repair and it provided an opportunity for a chin wag.

Off the Rigg and down into Farndale. We waved at Graham's group, as they tucked into bar meals, outside the Feversham Arms. Graham's party was the laid-back, hippy group, no rush, just take in the sights and an easy day.

Over Blakey Rigg, into Rosedale and then Northdale, another secluded valley with few visitors. The climb out of Northdale is wonderful, providing views of open moor on one side and Rosedale on the other side. Then we headed for Glaisdale Rigg via Stoney Road,

Lealholmside, another opportunity to cool one's feet in the ford before traversing Danby Moor. This led us to Sis Cross Rigg. Then we made for the seaside by road. Saltburn was packed to the gunnels. Not a parking space to be seen, legal or illegal, but we found a spot on the sea wall in front of the Ship Inn where we took a break for ice creams. Suitably refreshed we made for Guisborough, climbed to the top of the moor from Hutton Gate, then took a right into Gribdale and back to Little Ayton and the campsite. It was 4 o'clock. Some made a bee line for the enduro course, some for the burger van and others for their beds. A truly mixed ability group. See you tomorrow, same time, same place!

Day Two: as I mentioned before, the Saturday night revels had taken their toll and I had to go round the site rousing the campers and drumming up business for the ride outs.

Another brilliant day, incident free, apart from a snapped chain, thank goodness. We took in a series of "Green lanes" without going more than ten miles from the Camp and returned at 2 o'clock since some people had a long drive home that evening.

The campsite was thronging with riders exchanging experiences of the motocross course. Some were relatively clean, others looked as though they had been dipped in brick dust.

The site is an old ironstone mining site, with the notorious Red Hill, a vertical climb of 60m, many have tried, many have failed. Not for the faint hearted. The two mile course has every conceivable obstacle you could ever meet on a day's trail riding only set out on a wooded hillside, with an average gradient of 1:5. Surprisingly once on the course, apart from the odd over enthusiastic stroker, you can not hear the bikes from the campsite. The sound is absorbed by the two meter high bracken and the trees.

The whole event had been a great success both socially and financially. Many thanks to Phil Fawcett and his family for organising the event. Thanks to the backroom staff, who kept the weekend ticking over, not to mention the volunteers who stayed behind after the event, to take down the miles of tape and posts used on the course and in the camping area.

Just hope next year's event will be as good.

John Robinson

P.S. If you were with my group and you want a copy of a photograph e-mail nytrf@hotmail.com with a brief description of your bike and I will oblige. Anyone with photographs of the weekend please send to same e-mail address. Thanks.

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letters

YAMAHA SEROW EXPERIENCE

I have owned my 1994 e-start Serow for 20 months and used it on country roads, trail bike trials, three stage trials (3st) and long distance trials (1dt). First on country roads the light weight and short wheelbase make a flickable machine which is a joy to ride. I have lowered 15/45 gearing (instead of 15/41) and this allows a comfortable cruising speed of 60mph in fifth or sixth. In trials the lowered gearing comes into its own and the short 53 inch wheelbase allows simple sections to be tackled easily - the forgiving nature of the engine allows the bike to claw its way up steep slippery slopes. On the fast third stage of a 3st, the soft suspension limits can easily be found and for this reason I would not choose to ride a Serow in any enduro.

In 1dt's the ten litre plus fuel tank always provides more than enough petrol for well over 100 miles of technical and/or muddy riding. The Serow fairs well in these events against bigger more powerful bikes, which require an expert in tight sections.

I get my spares from Fowlers in Bristol who offer a 10% discount for TRF members. Note the following discounted prices which include p+p and VAT: oil filter £10, front disc £60, adjustable rear shock £155.

Servicing is straightforward with five grease nipples for the rear shock, lock nut adjustment for the two valves. I recommend replacing the old open wheel bearings (5 of) with sealed ones, part no. 6202.

The standard equipment is very good with flexible tucked-in indicators, big alloy sump plate, 11.2" ground clearance, 31.9" seat height, dry weight approx. 265 pounds. There is a well made rear carrier, grab handles on both sides and even one under the headlight. The extras I have fitted include Polisport handguards, Fowlers disc guard, MPH converter (from M & P), home made stainless steel frame guards, Scottoiler and to increase power I have fitted a Splitfire multispark system and opened out the first exit hole in the silencer.

I would highly recommend the Serow as a versatile green laner that will take you over very technical terrain at a moderate pace, but don't use it for racing!

Rupert Kemp (Farnham, Surrey)

MORE SEROW EXPERIENCES

I have had a Serow for 3 years, an old (12 years) J reg., which I use equally on and off road. It is my first and only trail bike, so my experience is limited and my opinion possibly biased and it came to me after a 30 years absence from biking, having previously had a BSA C15 and Velocette LE, which probably tells you I am a bit of a "safe plodder".

On road it is fine in the dry, but I would not like to lean over too far on the knobby tyres in the wet. Top speed is about 60. I think it would become uncomfortable for long distance on road riding since the seat is a bit hard, but I have been over 100 miles on it on trail days, albeit being a bit stiff the following day.

For trail riding I find it excellent. The power (225) is more than adequate. I like the wide (by comparison) handlebars and the low seat is a real asset when having to

effectively "walk" it through deep ruts or heavy mud. I am continually amazed at the rough treatment it will take without problems. I once ploughed into a large "puddle" which quickly became a pond and as a result the bike was almost totally submerged for about 5 minutes while I and it were dragged out again. With the use of a little choke the bike started again second pull 2 minutes later, without having to strip anything off or dry it out. I wish the same could have applied to me - I was condemned to sitting outside at the pub that lunchtime!!!

Maintenance has been much less than I was prepared for and I have had no significant problems. I had to adjust the position of the gear lever to get my toe under it with big boots on and finding neutral now can be difficult. The back brake seems to need regular adjusting, but overall I cannot praise it highly enough. They do also seem to hold their value well and in my experience are well regarded, except perhaps by those who need a bike as a macho image. Fortunately I don't.

Good luck if you do buy one.

Roger Morrison

NATIONAL TRF EXECUTIVE

A word of thanks to the National Executive Committee for all their efforts over the past couple of years, which have been trying times for all.

Please do not assume that a few negative comments are indicative of the general memberships views. Rather it is an indication of the openness of our fellowship that members feel they can criticise the Executive with impunity.

Running any non-profit making organisation is usually a thankless task. Inevitably when things do not go in our favour someone has to take the flak. There are the odd few who look to the "blame culture", someone must be accountable. It could not be that circumstances, beyond the executives control, conspired against them.

Few members aspire to the political element in running the TRF. Most are content and see the TRF as a social club, which it is. This elevates those willing to serve on the executive into the realms of superstars.

Above all we must pull together and make the best of what we have left. There are moves to forge alliances with Local Authorities with respect to lane repairs and maintenance by the TRF. This may be part of the future at ground level. Some Highway Departments feel NERC and the ramblers have gone too far.

Meanwhile the executive must continue



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to wrestle with the Politics, Legalities and Public Relations involved in keeping the TRF alive.

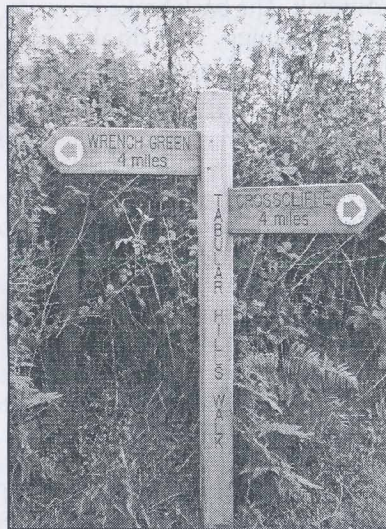
We as members can support their efforts by staying strong and renewing our efforts, as well as our membership.

Do not give the opposition the satisfaction of knowing they have created divisions within our ranks!

There is still a lot of Trail Riding to do.

John Robinson

ENCOURAGING SIGNS



The Tide may have changed. This is a new sign near Troutdale, Scarborough. It is the first dedicated Byway signpost I have seen in North Yorkshire. Maybe NERC has drawn attention to the fact that some lanes have vehicular rights and they are willing to acknowledge the fact.

Having said that I visited the general store come tea shop in Lockton, for the first time in three months and I said to the owner, "Have you noticed a drop in trade due to a lack of motorbikes?" She said "Yes! Has something happened?" So I explained the effects of NERC on lanes and morale. She said things have gone too far. She said she owns land round Lockton and is always getting complaints from the Moors National Parks. Walkers and horse riders complain to the Parks as soon as a footpath or bridleway has a minor obstruction. The Parks inform the landowners and so bad feelings are generated. Why don't the 60,000 strong Ramblers

Association have a policy of clearing paths and bridleways themselves. Maybe it is easier to whinge. I have never heard of a trail rider complain about the state of a lane.

John Robinson

EDITORIAL AUGUST ISSUE 336

Another interesting issue of TRAIL - well done.

Re your opening comments - the future is nearer than you think. Many drivers/riders already use the technology to which you allude on a daily basis. Most GPS based speed camera detection systems readily identify which road you are using, the speed at which you are actually travelling plus the prevailing maximum speed limit. It is not beyond the wit of man to record this data for later use (tachograph style) or relay it back to a central unit for 'real time' monitoring. If I remember correctly, earlier this year a Subaru driver involved in a fatal crash was prosecuted using evidence extracted from his own car - probably from a Tracker style theft detection system which is GPS based.

So, the technology exists but it isn't 'standard fit' - yet!

John Jenkins

GREAT AYTON

I find I have to put fingertips to keyboard to tell you about the weekend I just spent in Great Ayton with the TRF.

I received a surprisingly warm welcome when I turned up at 11:30 pm! After a terrible nights sleep, panicking about how badly I would ride (I'm not very experienced), the morning began at the start with my brothers Del and Glenn, and friends Alan and Ian, only to be told I had a flat tyre, soon remedied by Glenn (Action Man!) Vieira and we were back at the off.

Graham was to be the trail leader and a very imposing figure he looked with an equally imposing bass voice. After hearing the rules of engagement regarding other lane users we were on the trail.

It wasn't long before we came to what I thought looked like a vertical cliff face, which I duly fell at. Glenn came to the rescue and I finally made it to the top, thankfully I wasn't the only one to bin it!

I was promised the rest of the trail was easier than this and we were off again, I can't really remember the trail in detail, but what a fantastic ride out, rock climbs (which for a novice looked more like sheer cliff walls!) runs through heather, flat gravel and rock sections, fords, narrow bush lined cuts, this trail was full of surprises.

When we finally stopped for lunch I was feeling really good about my riding. With plenty of encouragement from my brothers and friends and the kind words of Graham, I was looking forward to the rest of the day.

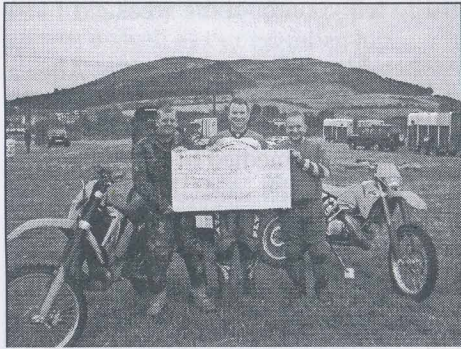
The afternoon seemed a bit easier, just a few deep awkward ruts, (I get these on the trails I ride in Bedfordshire, but at least these ones were dry) and some nice undulating trails, on to the Rudland Rigg. What can I say. Wow! Mile after mile of wide trail, the surface could change within a wheel turn, sandy, gravel, rocks, bedrock, it all came and went then came back again, always keeping me focused (my brother Del had warned me to stay focused! I guess he knows my mind can wander occasionally!). Then I came to the end of the Ridge. I must have thought it came to an end at a nice flat car park or something! Well whatever I thought, the end I came upon would probably have rated with my worst nightmares! A left hand bend leading to a blind summit a short way off. I started breaking but I was carrying far too much speed. As I reached the brow I saw a trail resembling the famous Corkscrew at Laguna Seca but this one was strewn with rocks and boulders.

It was at this point that I believed I might be in the running to Buy a Farm, so to speak, but I tried to do everything I had been taught and clung on for grim death, first to the left, then over a hump, then right, now down and flat, my Absolutely wonderful KTM250 EXC coming to a gentle halt at the bottom and safety! I can't explain how exhilarated I felt when I slowed to a halt and realised I was still alive and breathing!

I would like to thank all that took part, from the young man who closed the gate for me upon my arrival and sold me two winning raffle tickets, the ladies that ran the show, Graham and I believe his tail gunner was Steve, thanks for a fantastic ride. I have never enjoyed myself so much. Thanks to my brothers Del and Glenn, to the other attendees, all were very friendly and helped to make an unforgettable weekend. I will certainly be there next year!

Keith Vieira,
Cambridge group

CHEQUE FOR GREAT NORTH AIR AMBULANCE



Steven Cample, Neil Pattison & Gilbert

During June earlier this year the TRF Northumberland held a family fun weekend including organised trail rides for members from other branches. The weekend was a great success with over 45 bikes and lots of people enjoying great trails and wonderful weather.

On the Friday and Saturday night we even had live music played by the mad bunch from Cumbria, Mark and Paul, what a great act singing in front of the camp fire.

There was only one mishap over the weekend and that was from Eddie the

Eagle! aka Trevor Summers, the ditch jumping nutter, if only he'd had some cans of red bull to give him wings then he would have made it! The things a man will do to get rubbed down by the ladies (even if it is only with frozen peas). But he lived to tell the tale.

I would like to say thank you to everyone that turned up and for putting up with the wet feet after the big river crossings and the late night parties.

I wish to thank Steve, Brian, Nick, Tony, Ray for making this weekend work. Thank your for your help and support.

This event raised £200 to be donated to the Great North Air Ambulance - a further £120 was raised at another TRF gathering in Scotland where members of the TRF marked out the course for the international horse endurance finals. Both the trail riders and horse riding community felt that the Great North Air Ambulance was a charity that either groups could need at any time and therefore gave generously towards this valuable service.

Neil Pattison

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August's Caption Competition



Moustachio Man: "Hey buddy, I thought that without all the latest gear, I was the uncool one"

Richard Long

If you did not ride so fast you would not need all that plastic. or All the Gear, No Idea. When I were a lad we could only afford a pair of wellies and a tee-shirt. Crash helmets were just to keep you head in one piece if you came off.

John Robinson

I used those drink systems once, didn't like them, so I grew this massive tash, it holds 10 gallons. Are you hearing me kid?

Andre Hopps

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YAMAHA TT250R 2004 Blue, 7000 road miles. Standard bike. Exc. cond. Never been off-road. £1995. Tel: 01942 810370 (Lancs).

ITEMS FOR SALE Wulfspor 'Dualsport' Cordura jacket & trousers, size small (suit 38/40" chest, 30/32" waist), black/red/grey, removable padded lining & memory foam. £75 ono. **Clymer Service Manual for Suzuki DRZ250/350 models, 1990 to 1994, £10.**

Wanted: single bike trailer in good working order (also consider 2+1 or suitable gen. purpose type with runner), will pay up to £150. Tel: 01905 27419 (Worcester).

YAMAHA TTR600 RE 04 reg T&T still under warranty. 6000 km. Bashplate, handguards, rear new enduro tyre.

Tel: 07770 775929 (Dorset).

1958 ROYAL ENFIELD 350 CLIPPER Recent expensive mechanical overall. Tax exempt. MOT. Good orig. cond. Easy mod. for trail, or ride as is. £950. Tel: 01257 241289/07799 460641 (Lancs).

YAMAHA WR400 Yr 2000, road reg., 5000 miles, Acerbis hand guards, gadget sump guard, flywheel weight, recent chain, sparks & pads. Fully serviced. Genuine bike. £1995. Tel: 07768 431007 (Bristol area).

SUZUKI DRZ400S 2001 Blue 12 mths tax, MOT till April 07, well looked after bike. 10,000 miles, mostly on green lanes. £1950 ono. Call: 07814 826610 for details.

KTM EXC 400 V.g.c. Light trail use only. Mature rider, many extras, 55 reg, recent service. £3650 ono. Tel: 01977 620990, Mob: 07989 913655.

SUZUKI DR200 1995 T&T. Prepared for green lane but not used, few new bits included. £1000 ovno. Tel: 01494 871369 (Bucks).

And You Thought Noisy Bikes Weren't a Problem....

the Newspaper article below may make you think again

A man from South Wales shot two dirt biking brothers after a feud boiled over. He had complained about the noise of the dirt bikes for the last five years.

CLASSIFIED CTD

SUZUKI DRZ400E New Aug 04. 4600 miles. Recent service, new front pads, oil o ring chain & sprockets. Excellent bike but not being used. Taxed until April 07. £2100. Tel: Paul 0207 9112199 (w), 01732 885259 (h), 07774 995686 (m). **CCM 644DS** 2002 Suzuki engine, WP suspension, Acerbis plastics, low mileage, very good condition, taxed & tested. A lot of bike for little money. £1800. Tel: 07759 187500 (London).

TTR 250 'M' reg, 6620 miles, new tyres, pads & chain. Just serviced with 12 mths MOT. Lowering link, tool kit, handbook. New unused Scott Jacket, trousers & body armour. £1300. Tel: 01597 810738 (mid Wales).

FOR SALE Honda XR250 R3. 2003 UK model. Taxed & tested. Low mileage. Kept as original by mature owner. Exc. cond. £2500 ono. Tel: 01803 812940.

KTM 450 EXC 03 v.g.c., T&T, new tyres, c&s. Injury forces sale. £2800 ono. Tel: Paul 02392 751762, 07876 587725 (Portsmouth).

06 MODEL KTM 525 EXC Main dealer serviced every 20 hours, 72 hours use, clutch saver/ex guards/rad guards, Michelin legal tyres, excellent all round. £3500. Tel: 07977 410694/07976 252191 (Clitheroe).

DRZ400S Blue, April 05, Dakar high bars, brush guards, good condition, 1500 miles. £2,700 (no offers). Contact: 01303 813887 or 07974 002052 (Ashford, Kent).

YAMAHA SEROW 1996 but reg in 2000, only 5,500 miles, in good condition & a year's MOT, colour: red & white. Asking £1125. Tel: 01494 446198 (Bucks). Could possibly email pic.

MEMBERS CLASSIFIED ADS ARE FREE. If you must write an essay a contribution to the 'fighting fund' would be appreciated (enclose a fiver!). Enclose membership number.
ALL Commercial Advertising to be paid for - £1 per line, £5 minimum.

MARKED UP MAPS

Brian Thompson strictly as a private person is offering marked up trail route maps showing lawful trails, valid claims and known TROs for the following areas (all this is public information): Yorkshire Dales North & South, Northumberland, Co. Durham & South Yorkshire.

Available to members only for £2 each post paid. Bargain offer of all five for £8. Cheques made out to B. Thompson and sent to PO Box 593, Lemington, Newcastle upon Tyne NE15 8WU. Not available via internet, only by post. The Scottish maps have been withdrawn for further research. I am working on maps for North Yorks Moors but not the Lake District. For further information email me on brian950@aol.com

ACCOMMODATION

BRENDAN CHASE B&B Windermere from £17.50 each x 4 sharing. Bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy, CCTV surveillance. Tel: 015394 45638.

B & B NEAR KIRKBY LONSDALE Convenient for Dales & Lakes. Lock up for bikes. Food & ale 100 yds. 1 Double, 1 Twin. From £20pp inc. Full English Breakfast. Sorry No Smoking. "River Cottage" (2) Brookland, Burton in Lonsdale (next to bridge over river Greta). Tel: 015242 64988, Mob: 07766 271889.

GROUPS

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

BLACK COUNTRY John Oseland, Tel: 01902 656011
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 Steve Woods, Tel: 01326 211860
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 Thurs, 8pm, The Welcome Stranger, Bickington, Nr. Newton Abbott.

DORSET W. John Williamson, Tel: 01929 553640,
Mob: 07850 727873 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 Wheatsheaf 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, 8.30pm, The Old Guinea, Ridge, Near Potters Bar.

HIGH PEAK & POTTERIES
Graham Till, Tel: 01782 510533 or 01782 833222 (work)
1st Tues, 8.30pm, The New Inn, Leek Road, Longsion. (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 Phil Airey, Tel: 01732 847055, Nige Jeffrey
Tel: 01795 438769 2nd Wed, 8.30 p.m. for 9.00 p.m., Pied Bull, Farningham, Nr Brands Hatch, Kent.

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

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079
4th Thurs, 8pm, The Nightingale, Nettleham Road, Lincoln.

LODDON VALE Patrick Evans, Tel: 01252 660179
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 Brian Eland, Tel: 01207 272228
1st Tues, 8.30pm, The Travellers Rest, Burnopfield.

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

NORWICH Jeremy McNulty, Tel: 07800 690269.
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: 07940 885867
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 Old Sun, 10 Middle Street, Nether Heyford, Northampton NN7 3LL.

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 David Yarwood, Tel: 01793 762455
1st Wed, 8.30pm, The Sun at Liddington, 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
John Robinson, Email: nytrf@hotmail.com
3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

THAMES VALLEY Julian Ogley, Tel: 0208 5799778
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, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE Richard Hirst, Tel: 01274 632676
1st Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford. Rights of Way 7.30pm, main meeting 8.30 pm.

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.