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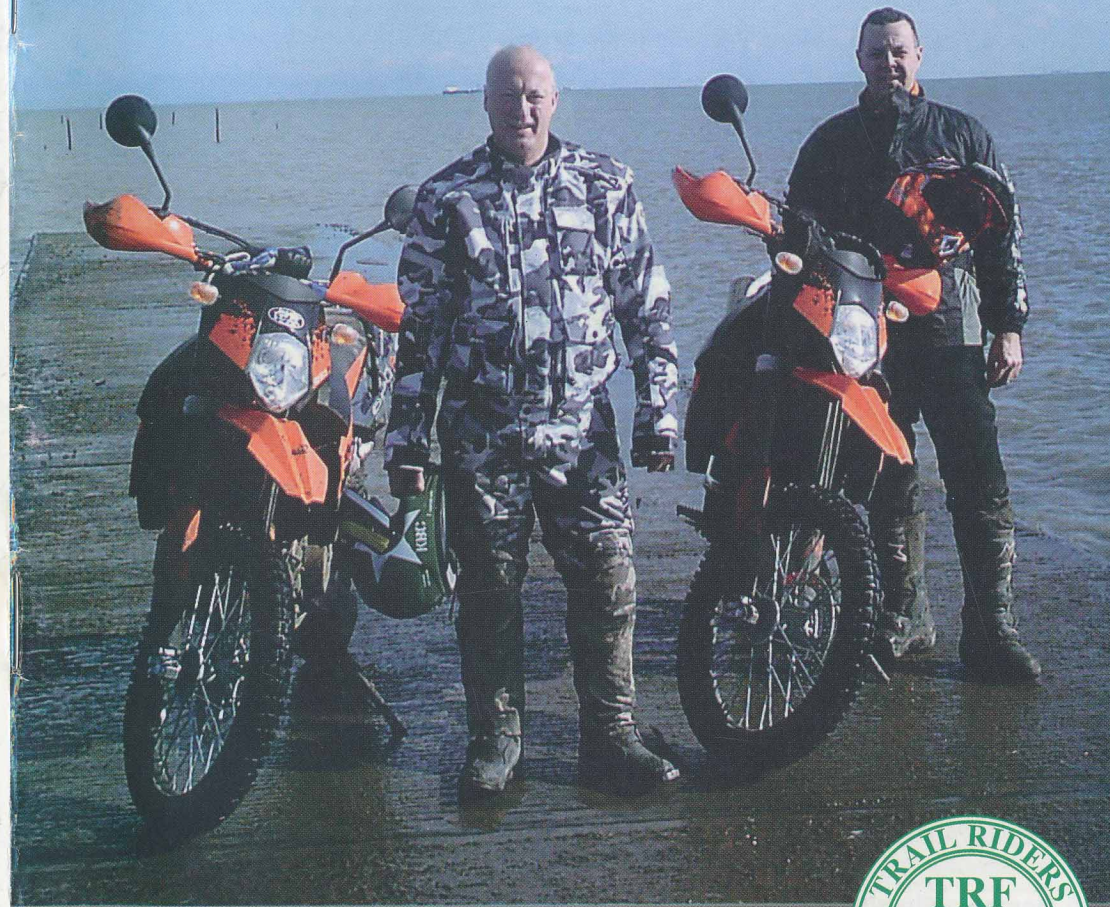
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TRAIL



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

APRIL 2007 No. 344 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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EDITOR

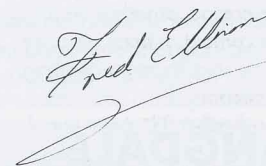
The Perfect Trail Bike!

What is your idea of the perfect trail bike? Is it a four stroke 125, 250 or 450? Is it a lighter 200 or 250 two stroke? Will it wear trials tyres, trail tyres or enduro tyres? Your answer will depend on where you ride and personal preference.

Have any of you even considered a BIG FOUR STROKE and I don't mean a 510 or even a 600. I mean BIG as in a KTM 950 V twin. Definitely too big for me to take into the Lake District or North Yorkshire and the thought of having to pick such a monster up doesn't bear thinking about - does it? Well, not one, but two, brave chaps put their money on the table and went for it - turn to page 5 (and see front cover picture) and see if they think that they have found the perfect trail bike.

Have yours yet? If you have, please let us all into the secret. I have to confess that I have spent the last 20 years in the quest and look forward to spending the next 20.

Happy Trail Riding.



CORRECTION

Issue 343 - Product Review
"Trail Magazine"

The telephone number given
was incorrect.

The correct number is:
01663 733137

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WANTED:

- Product Reviews • Bike Tests
- Long Term Reviews • Cover Pictures

COVER PHOTO:

From Glenn Vieira (see article page 5)

All contributions to THE EDITOR
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LADY ANNE CLIFFORD'S HIGHWAY, HAWES

Please do not use the South entry to the Highway, at the Cotterdale end, until further notice. A solution to the rutting, due to poor drainage and soft ground, is being looked into by the Dales National Park, the Dales Green Lane Liaison Group and the Landowner. Shaw Paddock to Hellgill is the alternative route until the matter is resolved.

Please inform all other users who do not read TRAIL.

Thanks, John Robinson

BMF BENEFITS

The TRF's affiliation entitles all members to discounts on:

BMF Shows and Memba Rally Insurance, travel, breakdown cover and all other BMF Member benefits

The discount code for The TRF is TRF07Y651.

Polly Cody, TRF Hon. Secretary

U5003 LITTLE LANGDALE

Please take note of a temporary closure to the U5003 in Little Langdale from the River Brathay Ford to the junction with the U5001 to the west of High Hall Garth.

Correspondence has been received from Capita Symonds to say that the U5003 will be closed for two weeks from 16th April to 30th April 2007 because of slate quarry tip spoil stabilisation work and the rebuilding of a wall at the foot of the slope. While the work is going on there will be pedestrian access only. For further information ring Tracey Powell, at Capita Symonds, on 0161 4861521.

David Robinson, Trails Adviser, Lake District National Park Authority

BMF SHOW PETERBOROUGH

The BMF Show will be held on Saturday 19th and Sunday 20th May 2007 at the East of England Show Ground, Peterborough. The TRF have booked a stand at the show.

If you are available to help with the stand please send your details to the secretary either via email (secretary@trf.org.uk) or post (see inside front cover). Please indicate when you are available and whether you can supply a suitable trail bike for the stand.

Polly Cody, TRF Hon. Secretary

MANX RALLY OF DISCOVERY

14th - 17th September

Scatter Rally using trails and small back roads. Searching for clues using maps and GPS.

*For further information contact:
alan.ogden3@ntlworld.com,
tel: 07941 402000*



Cut Gate Pass

This is a tale of a mountain pass in North Derbyshire, but very little known, that runs from the Derwent Valley into South Yorkshire near Langsett joining the A616 Sheffield/Glossop road before it goes over the Woodhead Pass.

Public bridleway status since 1955. Ideally it should be Byway status in 2007 perhaps with a TRO banning 4x4s and motorcycles exceeding 125cc except mid week.

In 1826 it was a cart road repaired at public expense bringing sheep, dairy goods and grain into the new industrial heartlands of West Yorkshire such as Huddersfield, the nearest large town, 20 miles from the Derwent Valley.

Amazingly the bit in South Yorkshire called Swinden Lane is a valid TRF Byway claim (ref B56). This runs from grid 203012 west 183006 for nearly 2 miles. No TRO is proposed!

Behold the ancient lane winding its way south up into the High Peak District to the dizzy heights of Mickleden Edge 1800ft high. It was only 3ft wide in parts.

No Byway claim exists on Cut Gate

Pass running over the moors for another 6 miles down to Derwent Reservoir where the Dambusters practiced their low level bombing in 1943.

The Peak Park regard this as extinguished per NERC.

Another green lane, not as old, called the Duke of Norfolks Road from Bradfield over the moors into Derbyshire, and awarded a Public Carriage Road by Act of Parliament in 1839, runs over Derwent Edge only a few miles from Cut Gate Edge from South Yorkshire. No valid claim exists. Not "sustainable".

Cut Gate Pass also comes under TRF sustainability rules i.e. unsuitable on condition, width (down to 3ft) and risk of conflict because it sometimes has very large parties of ramblers on it (up to 100), on Jacobs Ladder in the Edale Valley you will often find parties of up to 300 ramblers.

Cut Gate Pass is the only major route into Derbyshire from West Yorkshire for ramblers and mountain bikers.

At the junction of A616/A628 is an ancient, and very popular, ramblers' drinking place called the Flouch Inn and where there used to be a sign saying "No dogs and no

motorcyclists".

The potential clash of trail riders on summer weekends is all too real and so I decided not to claim it.

The TRF must be seen to be green and be environmentally aware if we are to survive in the national parks.

When I first researched Cut Gate Pass in 1967 it appeared on several pre 1835 maps sufficient to justify use by careful reliable TRF members but because it was so sensitive I said only mid week use please. No challenges were made during this quiet period of bike use from 1967 to 2006.

Always ridden from the South Yorkshire end, because like all pass riding it's more fun to climb a pass. The ride up to Mickleden Edge and the 800ft drop on one side was exciting.

Beyond Mickleden Edge is an area of barren moorland 1800 ft high, usually in swirling mists or pouring rain, called Lost Lad. A youth travelling on his own in the winter of 1738 did indeed lose his way in deep snow and lost his life and it's called Lost Lad on all maps ever since.

Then it comes to Howden Edge a 1500 ft high

rocky outcrop that runs along to Derwent Edge after many miles. Derwent Edge can be seen from many parts of Sheffield to the west. Cut Gate Pass then drops into the Derwent Valley crossing the River Derwent at Slippery Stones. These used to be 20 miles downstream in the village of Ashopton, now 250 ft below the surface of Ladybower Reservoir, moved in 1937 when the valley was flooded thanks to a campaign by the Sheffield Telegraph to pay for it.

I first rode it in 1967 on a £20 converted BSA 175cc D7 road bike. Later on a Suzuki 120cc Trail Cat then, on the best trail bike of all, a Honda SL125, and finally in 1989 on a Kawasaki AE80. Yes you, 40 bhp KTM owners sporting huge tyres and full face helmets, may choke on your cornflakes, but these little bikes used green lanes more quietly and more unobtrusively than we ever seem to manage these days. Blending in with the countryside should still be the TRF aim.

Ride it (or walk it) now on a mountain bike and marvel at how we ever did it on two wheels and a measly 7 or 10 bhp! I am sure we had just as much fun!

Brian Thompson

EXEC MEETING AT GAYDON

Top table right to left: Mary Stevens (Membership Secretary), Tim Stevens (Vice Chairman), Andy Gerrard (Chairman), Arnold Brewer (Treasurer). Grafting on your behalf!



NEW BIKE TEST: KTM SUPER ENDURO 950R

(...well, a couple of them actually...)

What's the ideal cc of a trail bike? 150, 250, 450 four stokers? 125, 250 smokers? Yep, each of you is probably right, it all depends on where you live, local terrain, accessibility and those boring on-the-road-in-between bits. It also throws up the question of what to do when an increasing number of your local lanes are closed for 6 months of the year?

Seriously, do you really expect a trail rider to want to take a BMW GS up onto the Dales or to nip over the climbs of South Wales on an Africa Twin? Yes, I know some of you do but boy, that must be hard work... great fun and I ain't knocking it by far, in fact, as you have gathered from the title above, I'm kinda looking forward to a bit of this masochism myself. So, here, in the orange corner, weighing in at 200kg, is the KTM 950R Super Enduro...

I know a few of you who are in the TRF and

also the Big Trail Bike Club, perfect for that XRV750 or GS you keep hidden away. The photos of you chaps riding are more reminiscent of an adventure than a Sunday trail ride... and that's why the 450 has made way for one of these. With test reports saying that it will go more or less anywhere your EXC will take you, I'm intrigued and worried at the same time that I'll be forced to find out for myself if this is true!

Picking up a couple of heavyweight beasts sounds like a scary scenario after leaving a disco, but this particular time it filled me with excitement! One Super Enduro from Leisure Trail and one from Gear4. So after a quick breakfast at a supermarket we loaded them up and completed the 300-mile round trip with enough time to ride them round the B roads of Hertfordshire's finest undulating tarmac...

Our plan for Saturday was to ride the blacktop to Harlow, pick up the numerous Byways and

piece together a route down to Southend for fish and chips. Rain first thing, clearing from the South East leaving a sunny day was the forecast, spot on it was too! Even though these are BIG bikes, they performed well enough on the muddy byways, confidence being the key word here, the throttle getting us out of trouble on more than one occasion. The original tyres (2-day-old tyres!) weren't up to the task of battling the Essex mud. The second byway greeted us with a front mudguard deep watery mud hole and the SE just waded through, I was laughing as much as the rear tyre was struggling for traction!

We wimped out from doing any more lanes at this point, promising that we'll be back in the summer when the trails dry out a bit! So West of Chelmsford we rode the road (something that was not a viable proposition on the smaller capacity trail bikes we have become accustomed to) into Southend. Nine hundred and forty two cc's of V-twin grunt made the motorway blast of 40 miles tolerable if not enjoyable.

So after the fish and chips we made our way through the MOD base guarding the access to Maplin Sands and The Broomway. This is a 3.5 mile beach byway leading to Foulness Island but as the tide was at its highest point we rode the bikes down onto the causeway with the sea lapping the tyres for a couple of photos. It was only as we rode back through the base did I notice the sign saying something about the Official Secrets Act and photography!

With a more dirt-orientated tyre pattern, life would have been a lot easier on these relative flat trails but I guess the on-road performance would have been sorely compromised too. That said, these are the same tyres that Charlie and Ewan took round the world without picking up a single puncture but the DVD would undoubtedly have been more impressive if they had started their trip on a byway in Harlow!

Glen Vieira

From
**UNCORRECTED TRANSCRIPT
 OF ORAL EVIDENCE**
 To be published as
HC 264-ii
 House of COMMONS
**MINUTES OF EVIDENCE
 TAKEN BEFORE
 TRANSPORT COMMITTEE**
**THE GOVERNMENT'S
 MOTORCYCLING STRATEGY**

Wednesday 7 February 2007

"Dr Ladyman: I am Stephen Ladyman, Minister of State for Transport and my colleague is Andrew Colski, who deals with these matters on behalf of the Department.

Q204 Chairman: You are both most warmly welcomed this afternoon. Did you have something you wanted to say to us first?

Dr Ladyman: No, we can just answer your questions on this occasion.

Q205 Chairman: That would be an improvement; we are going to break habits of a lifetime. Our previous witness, Mr Plowden, described the Motorcycling Strategy as something that might have been produced by "a dodgy PR firm, not by a Department of State". Is that fair?

Dr Ladyman: No, that is cobblers - if that is sufficient of an answer for you.

Q206 Chairman: I do not know whether "cobblers" is a Parliamentary word. Why particularly is it?

Dr Ladyman: Because it was devised with the motorcycling industry, with representatives of motorcyclists themselves; it is, I believe, a comprehensive document"

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NECESSARY CHANGES TO 'MOST DIFFICULT' LAKE DISTRICT ROUTE

Drivers who use 4x4 vehicles on one of the Lake District's most challenging high-level routes are being advised that two major changes are being introduced next month to sustain the surface of the route and to make it safer for users and National Park Authority staff.

Gatescarth Pass – which runs between Longsleddale and Mardale Head and reaches a height of nearly 600 metres – has a Traffic Regulation Order on it already which means it can only be used via a permit system. But from 1 April 4x4 users will be restricted to vehicles with a wheelbase of 100 inches or less, and they will have to start their journey not later than 1pm to ensure the pass is clear by nightfall.

The LDNPA is currently contacting permit holders and motoring club members to explain the changes. It will also post full details of the changes on its website – www.lake-district.gov.uk – later this month.

Trails Adviser, David Robinson, said he appreciates that the changes will not be universally popular, but stressed that the LDNPA had to do something quickly in the interest of sustaining the nature of this special route within the area's spectacular landscape.

"We have consulted with the Gatescarth Pass Working Group – which includes both 4x4 and motorcycle representatives – and have reached the conclusion that we must act now. We had to repair damage to parts of the surface last year and we know from our detailed monitoring that the damage was caused by the larger 4x4 vehicles.

"Even with these new conditions the route will still be available for the same number of days as before, with the necessary permit, to the majority of trail driving enthusiasts," David explained.

Gatescarth is also popular with walkers, pedal

cyclists, and horse riders. The three kilometre route, characterised by sharp bends and steep drops on both sides, can take vehicles up to six hours to complete. It is widely regarded as the most difficult route to drive in the entire Lake District.

Geoff Wilson from LARA, who advised in the decision making process said: "This is a route for experienced drivers and riders only. There is no mobile phone contact on the pass and any accident or breakdown would require specialist recovery. We can't legislate against driver ability but we can mitigate against damage by permitting only the most appropriate vehicles and by making drivers aware of the challenges they face."

While announcing the new restrictions, the LDNPA has also repeated its general advice to users of Gatescarth Pass:

- the route is not appropriate for "tarmac orientated" saloon type vehicles;
- even some 4 wheel-drive vehicles such as the Toyota Rav 4 or Land Rover Freelander should also not attempt the crossing;
- permit holders should travel in pairs and carry a tow rope in case they get into difficulty;
- inexperienced motorcyclists will find the bends to be sharp, steep and sometimes slippery; and
- standard "tarmac orientated" motorcycles with low ground clearance are not suitable for the journey.

The dates for the remaining south to north permit days in 2007 are: Sunday 1 April; Sunday 3 June; Saturday 4 August; Friday 5 October; and Sunday 2 December. Permit days for using the pass north to south are: Saturday 5 May; Friday 6 July; Sunday 2 September; and Saturday 3 November.

Lake District National Park Authority

'ARD GOING IN THE ARDECHE

Arriving at La Gorre, at first we questioned whether we had done the right thing. The accommodation was more bunk house than Posthouse. We were informed that we wouldn't be doing anything like our usual 100 odd miles per day, and that we would be returning to the house for a two hour lunch. It didn't seem like we would be getting much trail riding in. Although we are all old enough to know better, we continue to do battle with foreign mountainsides for a week of insanity every year. This year, having made a late decision to go we decided to deviate from our usual practice of finding our own way in and around Andorra, and to try for a guided week in a different area. After several phone calls across The Channel, I had (hopefully with my very limited French) booked the first week in October for guided *randonnees* for six of us in The Ardeche from an ad in the French magazine *Moto-Verte*; and we were about to have a very different - very French - experience.

As members of Farnham and Haslemere Motor Cycle Clubs, we have mostly been riding together since the late fifties - early sixties; competing in and organising trials, scrambles and more recently enduros. We also "invented" trail riding when we rode the green lanes on our trials bikes when there were no events to enter, before there were such things as trail bikes.

Apart from comparative newcomer Roy Cowie, I am the youngest at 62. Starting my bike career in trials just before the then legal age of 16, I have qualified as an expert at trials, motocross and enduros. I now compete in trials on a modern Sherco and a 1956 Ariel HT5, and Enduros, three stage trials and long distance trials on a KTM EXC 400 which I took on this trip. Roy

West is 65 and has always done well at trials, currently campaigning a Modern Montessa/Honda four stroke and a very special Triumph twin of his own making. He uses a 200 Beta Alp for trails. Alf Hill was one of my local heroes when I first started, getting the sort of results in trials that I aspired to, and winning a Gold in the Six Days in 1961. He went on to do well at scrambles. At 69 he now contents himself with trail riding and the occasional long distance trial on his TTR 250. John falls between Roy West and Alf in years and although he has always been an associate of the club, he was a comparatively late starter and has ridden as a novice in trials and a few enduros. His forté is leading us on trail rides on his TTR 250. He appears to know every trail within 100 miles and its current status. Mike May is an associate through the Southern Group TRF (where John and Alf are also stalwarts). Whilst he has never been a competitor he is a competent trail rider and is the oldest at 73. He also rides a TTR 250. The baby of the group at 44, Roy Cowie lives and works in London and escapes for the occasional trail ride, enduro or long distance/three stage trial. Currently between bikes he borrowed my "spare" KLX300 for this trip.

After an overnight stop in a big old farmhouse *Chambre d'Hôte* near the Champaign area at Reims, where we were plied with champagne, wine and roast duck we turned off of the Autoroute into the Ardeche Mountains in heavy rain, which somewhat dampened our spirits. We found our destination at the end of some narrow twisty roads, culminating in some trail riding in the vans before we arrived at a *Tres Jolly* farm surrounded by mountains and trails just as the sun came out. This was "La Gorre". We



La Gorre

all negotiations had taken place in French up until then, and only three of us had any (very limited) ability in French. He had not had any English groups before but said that his English was useful for Dutch and German visitors. He had been Enduro Champion of France in 1989 and now runs training schools for enduro riders and for anyone just wanting to improve their off-road skills, as well as conducting trail rides. La Gorre consists of

500 hectares (about 1200 acres) of mountain. No longer farmed, the family keep some horses and run the A2o (Sounds like Adesso in French) off-road facility. It is used by the French magazines for testing bikes and Albert writes some of the reports himself. There are enduro stages, practice areas and plenty of trails before leaving his land, plus the use of his neighbours land and then hundreds of kilometres of trails in the surrounding mountains.

Albert explained the routine. We would start about 9:30, return for lunch around 12:30, then resume at about 2:30 and return for dinner in the evening. We were a bit concerned about missing out on riding with the two hour lunch break, as we would have expected to have been miles away by lunch time, and mentioned that *par habitude* we do about 150 kilometres per day. He said that we wouldn't be doing that mileage and would rarely be more than 15 kilometres from home, but assured us that we would get plenty of riding each day - a prediction that for some of us was to prove somewhat of an understatement.

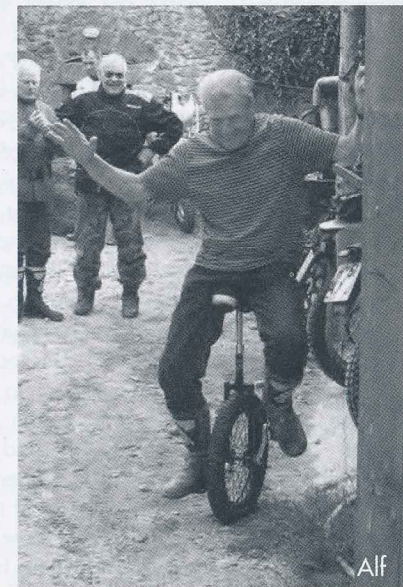
In our area on the Surrey Hants border a lot of events stipulate trials tyres only on the back. I have found that an MT43 lasts a lot longer than an enduro tyre and in my opinion finds

more grip on hard surfaces as there is more rubber in contact. In view of the rocky mountain terrain some of us had chosen them for this trip. Albert had never seen trials tyres on enduro bikes before and was extremely sceptical. He thought it particularly unsuitable for my 400, but was interested in the concept of conserving the land with them. He led us out on his 450 WRF Yam, and on the way stopped at one of his practice areas, set out for enduro bikes and cyclo trials where we could try various obstacles, some of them pretty extreme. On Wednesday afternoons, which the kids have off from school his son runs a very busy cyclo trials school on this area. We headed off onto some very enjoyable trails, nearly all rocks and varying from mildly challenging to stuff that you could get a 4x4 down. Then he stopped and said, in English, that there was now a "difficult" section with an option to by-pass it (taken only by John). It was a superb rocky climb with some tight turns - like a super long trials section. Roy Cowie stalled the KLX for the first of many times and discovered why I now have an electric start KTM. If you stop the KLX with the throttle shut on the button, it will start again first time every time. If you stall it with the throttle open it can take several serious kicks on full throttle to coax it into life, and if it's hot and has been on its side you are in trouble. Basically, the more knackered that you are, and the more difficult the position you are in, the more difficult it is to start. I think that there was a sadist at Kawasaki who hid a device somewhere that detects these conditions. Albert bumped it down the hill for him and helped others who had difficulties. Then onto

some more reasonably easy stuff followed by the offer of another "difficult" section. The question "How difficult?" was asked. He said that he would categorize them as "difficult", "hard" ("hard" being more difficult than "difficult"), "very hard" and "impossible". This one was again "difficult" but there were fewer takers this time. It was a steep rocky descent followed by an acute turn and an even steeper rocky ascent, with only Roy West, Alf and myself getting out unaided. The next "hard" one was only attempted by Albert and me. After a morning of superb trails, without going on a surfaced road we returned for *déjeuner* taken with Albert and "You". This turned out to be 4 courses of excellent French cuisine created by "You" accompanied by a jug of wine and followed by coffee. We mentioned to Albert that we normally had a sandwich *en route*, and he said: "For us, that would be impossible."

The afternoon was spent on some equally enjoyable trails with a petrol stop and a break at a cafe in a little village, a procedure that was repeated at several different cafes in the days to come. Albert knew the proprietors and most of the customers, and in fact nearly

everyone that we passed en route. The day's exertions had built up a healthy appetite despite the extensive lunch, and following aperitifs of white wine and *Kir* (blackcurrant liqueur), or beer which could be taken overlooking the mountains on the terrace, we were more than ready to do justice to four more superb courses with wine and coffee. This time we were also joined by their teenaged son and daughter who were now home from school and contrary to the



Alf



encountered a "very hard" route, which was up an extremely steep rocky mountainside and back down again, which I was invited to try while the others waited at the bottom ready to make rude comments. As much to my surprise as anyone's, the KTM scorched up with flying colours and Albert met me at the top and reviewed his opinion of trials tyres on Enduro bikes.

That evening Albert announced that he would have some special stages just for me the next day, which sounded ominously as if I was to be

uncommunicative grunts from teenagers that is taken as the norm in the UK, they chatted to their parents and us throughout the meal. A fridge full of beer was on hand when we were left to our own devices after dinner, where one Euro could be placed in a cardboard box for each drink, and bottles of unnamed volatile shooters were provided free to *enjoy?* (not many takers) whilst we re-lived the day's riding.

On Tuesday Morning the weather looked less promising (despite Albert's quip that it wouldn't rain again until December). Just before lunch when we were halfway up a mountain we were hit by a violent storm which had us drenched in seconds. The route back was up a steep trail on his land with some stream crossings and wet rocks, which had caused some problems on the descent that morning before the rain. There was an alternative route through the local town (Annonay) which everyone else took. I followed Albert at special test pace, which was great fun and warmed me up, but my grip on the handlebars only just outlasted the trail. But later in the week everyone had a more successful descent and ascent of this trail, which proves that you can still improve in your dotage. Despite our soaking, we were game for more in the afternoon. This time we

tested to my limit. Sure enough, after some "easy" and "difficult" stuff, we came to a route where he sent everyone else another way, and invited me to follow him. After a long tortuous climb over loose rocks and big steps he stopped and advised that I let him get ahead as it would get steep and there would be a lot of rocks from his back wheel (I thought that it was already steep). Well, it did get steeper, and the big rocks got bigger, and the small rocks got looser and it went on forever. I eventually arrived at the top with the KTM boiling and similar quantities of steam coming from under my helmet. Albert's advice was that KTMs need to have a fan fitted. We then proceeded to a second section where the same directions were given. After a long, steep rocky gully, a tight turn led to a really steep, seemingly never ending, climb - with some big steps, where I failed to maintain the delicate balance between maintaining grip and keeping the front wheel down, and was forced to de-clutch. This led to the exhausting process of re-starting on a hill where I had already failed to maintain forward motion. When I eventually emerged in a weakened state onto a wide trail, Albert offered another similar climb to the top of the mountain, but I elected for the *facile* route. I think that Albert, now knowing my limits had the measure of all our

abilities and could plan our routes accordingly. We met the others at the summit, where we enjoyed a commanding view of the Alps - over 100 miles away.

Roy Cowie mentioned that evening that he was considering a 250 WRF Yam as his next bike. Albert said that he had one and Roy could try it the next morning. True to his word the Yam was produced and fired up. The Electric start being a luxury after Roy's numerous struggles with the KLX. Things went well until we got to a "difficult" bit with no alternate route. A rocky gully, not excessively steep by "hard" standards, but steep enough and long enough to tax tiring muscles. Roy was going great on the Yam until a loose rock sent him up the bank with the consequence of a broken clutch lever. Albert and I then had to descend and respectively ride the weighty and somewhat over-gear'd TTRs of John and Mike up; leaving John to an epic feat of mountaineering on foot (Mike had made it up all but the steepest section). A spare lever and tools were produced and we were all on our way again. In the afternoon we had a slightly longer ride to summit a mountain that could be seen in the distance from the gite. This involved some great trails, including a slightly scary one that was narrow with a huge drop to one side. The view from the summit was outstanding - looking right across The Drôme to Grenoble and the Alps with some superb "balcony" type trails offering similar views on the descent.

On Friday morning Albert used a 200 KTM two stroke to test some work that he'd done on it. We had watched a video one evening composed of the get-offs in his training sessions. If there was a society for cruelty to bikes they'd have it banned as gratuitous violence, and this poor KTM seemed to be the favourite for throwing down mountain sides. Apparently his rental bikes only last about a year before they are "ready for the graveyard". As we reached the high point of La Gore on the way out, there were perfect light conditions with mist filling the valleys, and you could clearly see the distant Mont Blanc.

Alf had been a design engineer for Ford and on retirement had worked for several years as a consultant for a French subsidiary with a French guy - the allusive Frederick. We had had abortive attempts to meet up with him on previous trips, including a 100 mile detour last year only for him to be away on business. But at last contact was made and he arranged with Albert to join us for lunch and our final afternoon's riding on his 300 Gas Gas two stroke. He explained that he was somewhat of a beginner at off-road, but seemed to ride reasonably competently. But somehow he managed to loose it on a very easy section, with a resultant broken leg. I went ahead to catch up with Albert, who shot off to get an ambulance. The rescue involved the fire, police and ambulance services. *The Pompiers* impressed us with their high level of training when one of them - surrounded by spilt petrol from the Gas Gas - lit a cigarette. Afterwards, we were left us with a rider-less Gas Gas. Albert had a friend who lived about five miles away, so he set off on the Gas Gas with me following on his Yamaha. Having left the Gas Gas with his friend I then rode on the back of the Yam to the scene of the accident, and then we all had a longish ride home culminating in a several miles off-road in the dark which was quite challenging with KTM lights. Not the way that we would have wished to end the week. Alf has since spoken to him and he has apparently left hospital and has been discussing training with Albert, and signed off with the parting shot - "See you there next year".

That evening, we were joined for dinner by several French guys and one from Andorra who were there for training over the weekend. There were two brothers who were absolute beginners, and six experienced enduro riders. When we told them that Alf had won a *médaille d'or* in the Six Days, they thought that they should have heard of him, until we mentioned that it was in 1961 on a Greeves - a bit before their time. They were quite impressed that we were still able to tackle the Ardeche trails at some of our ages. More

trainees were arriving as we left the next morning.

So, an excellent week, some of the best trails I have ever ridden, beautiful countryside, hardly any roadwork, and no sore backside as most of it was tackled standing up. We did just over 300 miles in five days, which amounts to a lot of trails. It has to be said that there were not always easy alternatives to fairly difficult stuff, especially some very long, very steep, downhill sections, and all of us were seen "fossil hunting" among the rocks from time to time. Albert kept us entertained with a great sense of humour, while coping with a wide range of riding ability and machine capability; finding something for those of us wanting a challenge through to those wanting a pleasant scenic ride. "You" produced two superb meals every day - I wouldn't have known to order it had it been on a restaurant menu, but when it was put in front of you with no confusing choices, you got to enjoy genuine French cuisine that you probably would not otherwise have tried.

All the bikes performed well. The KLX, despite its starting problems was still as capable as anything on the most challenging stuff if you kept it going (something that you get very good at when you own one.) I had previously owned a 250 followed by this 300. A much

underrated bike in my opinion, which was the reason that I kept it when I bought the KTM. My last competitive ride on it was to win the Witley Long Distance and put in the fastest test against big Yams, KTMs and 2 strokes. The TTRs were undoubtedly the most user friendly on the few surfaced roads and the majority of the off-road trails, but seemed a bit over-gearred and showed their weight and lack of grunt on the more difficult sections. Some of this was down to the altitude, although Alf, having studied carburetion and gearing had his set up better. Roy's Beta Alp was amazing and could go anywhere - almost like a trials bike - although he was seen inspecting a stripped engine from one in Albert's workshop to see if it was capable of being bored out for more CCs. The KTM had more than enough power throughout the range, the suspension and handling were superb - if a bit flighty at higher speeds on the rocks. It was great fun to ride but with the smallest tank seemed vulnerable to the infrequent fuel stops. I had fitted a slightly larger than standard 8.5 litre tank and have since tested the reserve capacity, which I should have done beforehand. I found that there was a lot more left than I had thought: 2.7 litres including the non-tap side, which has to be tipped across when used sedately on the trails.

John Johns

Cumbria TRF once again marshalled for the Ullswater Ride for Endurance GB on April 1st.

115 horses and riders took part in this challenging cross country ride, with the longest route being 42 miles.

Our job was to check flags on the moor and mountain sections before the event, and to collect them afterwards, and to be available should any problems arise. Thankfully only the first 2 duties were called for.

We were based at Moor Divock, south of Ullswater, a route finally lost to trail riding due to NERC. Endurance GB had permission for us to cover Askam Fell and Heughscar Hill, and a circuit around the 672m Loadpot Hill, altogether about 15 miles.

Weather was beautiful, unlike last year when

HORSES FOR COURSES



we collected the flags in a blizzard. All 6 of us not only enjoyed the day, but also collected a generous donation to Group funds.

Thanks to Maurice Newsham, Tommy Hopkins, John Swindlehurst, Edwin Duckett and Ray Morse for supporting me.

Steve Pighills

ROTHERHAM: ON WHAT IT PROPOSES

Rotherham Metropolitan Borough Council (www.rotherham.gov.uk) has published a ROWIP which gives evidence of solid research and serious thinking. Assessing - partly by means of a rights of way user survey - the needs of various users and the provision currently made to meet them, it identifies a number of 'key issues' and formulates a plan (with timetable and costings) for actions to address them. The 'issues' include:

- 'The network of routes available to horse riders is very limited'.
- 'There is no meaningful network of routes available to carriage drivers'.
- 'The facilities available to cyclists are limited especially in rural areas'.

• 'There is no meaningful network of routes available to recreational motorists'.

• 'The rights of way network is generally inaccessible to wheel chair users'.

In addition to its user survey, the council also conducted a 'Farmer Survey' to gauge the attitudes of local farmers towards countryside access. Of those who responded to the survey, though 17% "would prefer to have no public access", 76% are "happy to allow responsible path users". However, exactly 0% actually "welcome public access across my land". The plan reflects that "a more co-operative attitude must be developed between users and land managers if a significantly improved network of paths is to be achieved".

Byway and Bridleway 2007/2/13

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We're All on the Same Bus!

As a relative newcomer to the TRF, and encouraged to write by two excellent articles that appeared in February's issue of TRAIL ('The Others' by Glen Vieira and the experience that Richard Hirst of West Yorkshire had as a newcomer. I thought I would impart a few of my observations from a beginner's point of view.

My first incarnation as a trail rider was in the late 1970s. A Suzuki TS185 was my trusty steed and many a happy mile it carried me, until it sadly had to depart to make way for musical equipment. A teenager trying to get a band off the ground needs all the spare coin he can muster.

Fast forward 23 years or so and I'm working in a studio in north west America when some fellow musicians suggest going on a ride out. A light went on and I jumped at the chance. I was given the use of an ancient Husaberg. It was a bit like riding an angry bull and if the painful truth be known I spent more time off than on it. Never the less the seed was planted and the passion that had lain dormant in me for so many years was re-awakened.

On my return to Blighty I scoured the mag rack in W H Smith and came upon a copy of TBM which in turn led me to the TRF, I became a member in 2004. Next came a mount. A CCM 644 soon found its way into my garage and I was ready to hit the trail. The 644 was a hefty gal and with the benefit of hindsight I should have opted for the lighter 404. But never the less she carried me loyally up by-way and down RuPP, summer and winter for a year or so until I decided to try life on easy street and purchased one of those 'Orange Horrors'.

Now here's where things get tricky as I don't wish to upset any of the many different factions that exist within the trail riding community, but I do feel that there are things that need to be said.

Firstly, I was very lucky to meet a friendly face on my first visit to a TRF meeting. Had it not been for Keith Dobson, who introduced me to the Southern group, I probably wouldn't have bothered attending another one. The tribal atmosphere that exists within some groups is ridiculous. Remember for a new member it can be an extremely depressing experience to be ignored and made to feel unwelcome.

Secondly, I find the whole enduro versus trail bike issue a dangerous hobby horse that needs to be dismantled rapidly, otherwise it will serve only to divide a thoroughly worthwhile organisation. Surely it is how you ride the bike that matters, not what make or colour it is. A properly silenced and fully road legal WR, XR, KTM or Husky (see review in February issue of TRAIL) ridden at the TRF recommended speed is no worse in the eyes of a NIMBY bike hater than a Serrow or TTR250. We are all on the same bus going to the same station. We should not be ashamed of what we are, it is us who are continually being wronged by the selfish over Lords who have taken it upon themselves to dictate and destroy the freedoms that are justly ours. There is no point in trying to placate the likes of the Ramblers Association, they are like a Bond villain 'hell bent' on world domination.

The light at the end of the tunnel is that we have friends in places that you would least expect. There are plenty of farmers who have no objection to a few bikes pottering sensibly

down a lane, but have every objection to 30 bobble hats with sticks and attitude making their lives a misery. Before the weekend 'Laura Ashleys' came to sterilize rural Britain, dirt bikes were as much a part of country life as mud and dung!

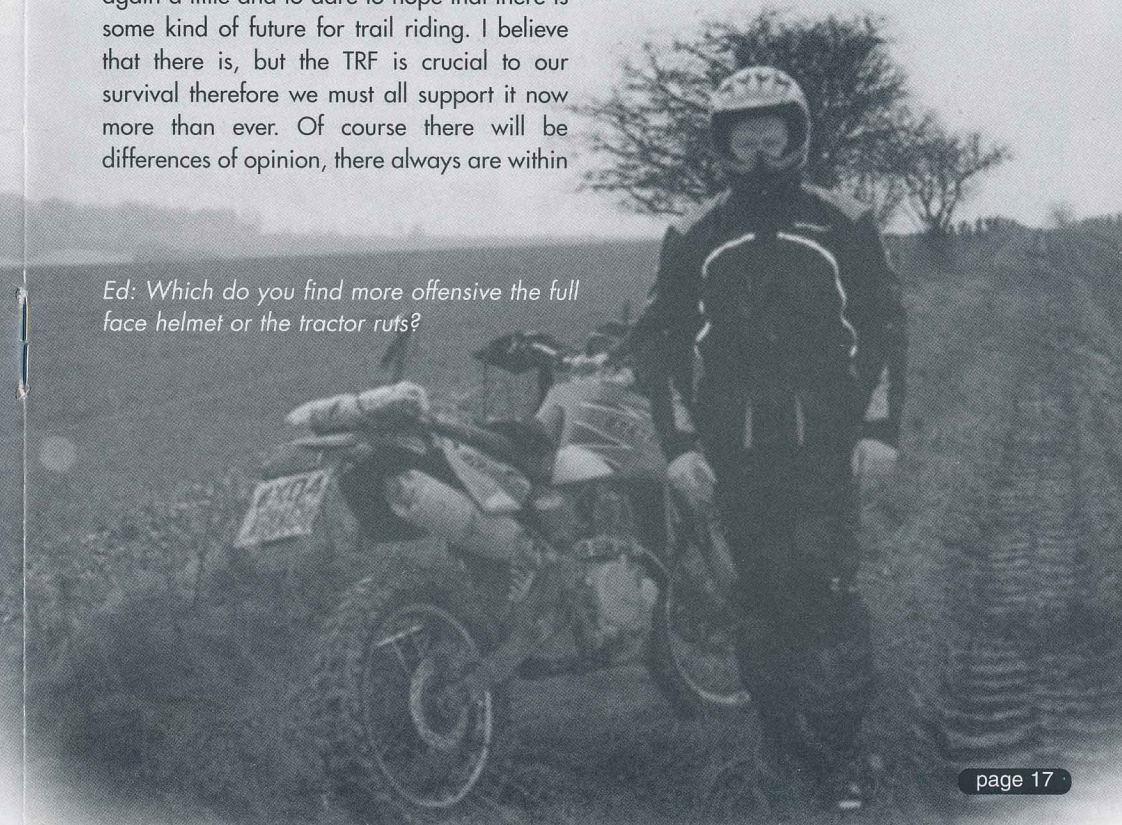
The NERC bill incensed me. Like many others I dutifully wrote to my MP, had my letters published in the local rag, and honestly believed that some sensible common ground would be found. If this government can 'Jack Boot' its way through an issue like NERC imagine what it has done with other matters! Scary thought, wouldn't you agree? However, I sense that we have all started to breathe again a little and to dare to hope that there is some kind of future for trail riding. I believe that there is, but the TRF is crucial to our survival therefore we must all support it now more than ever. Of course there will be differences of opinion, there always are within

a group of like-minded people fighting for a common cause. But the TRF is still a great banner for all of us to ride under.

For me personally the pleasure I get from trail riding is as much about being out exploring this wonderful and unique countryside that we have, its history, its wildlife and seasons, as being in control of the machine I'm riding. It is all part of the same wonderful package that is our pastime. When I press the kill switch and stand there beneath a thundering winter sky in the middle of Salisbury Plain, I am truly in heaven. It's amazing how quickly trail riding has become an integral part of my life.

Clinton Bradley (Southern Group)

Ed: Which do you find more offensive the full face helmet or the tractor ruts?



Apologies to those familiar with the journeys of Celia Fiennes, but for those who are not I can wholeheartedly recommend dipping into her writings. Celia travelled extensively throughout England from around 1682 through to about 1712 and whilst her work doesn't make an easy read, it does make for a fantastic account of travelling by road over 300 years ago.

There are many versions to choose from, some more easily read than others but I found the 1982 Edition published by Macdonald and Co entitled *The Illustrated Journeys of Celia Fiennes 1685 - c.1712* and edited by Christopher Morris to suit me just fine.

Celia lived at Newton Toney near Salisbury and started her travels with journeys to London, through Hampshire, Herefordshire, Gloucestershire and the Isle of Wight between 1682 and 1696. Clearly not put off spending that much time on a horse she went on a Northern journey and tour of Kent in 1697 exploring Cambridge, Lincoln, Nottingham, York, Harrogate, Hull, Scarborough and Pontefract to name a few. Certainly, as a trail rider, I found her accounts of the actual travelling, the states of the roads and the people she met more interesting than her destinations.

Still undeterred in 1698 she embarked on *The Great Journey to Newcastle AND Cornwall*. It's even more incredible when you consider the quality of maps that would have been available to her at this time, though I guess local knowledge passed on by mouth en route would have been of immense value. Something we have lost today perhaps – as an aside from Celia you may be amused to know that last week I was asked at a petrol station at Victoria on the A30 (by a man heading WEST bear in mind) where

Yeovilton was as he thought he had missed his turning. I suppressed the urge to point out he had missed it by about 100 miles. He was clutching an A4 print off of an AA route – no map, nothing.

Anyway, back to Celia, the really interesting part about reading her account of *The Great Journey* is when you get to the areas that you know yourself. As everyone knows their own patches I won't bore you with too many of my favourites but here are some extracts:

Never let anyone accuse us of damaging lanes..... On her travels to Leigh near Lyme she writes "and then from Leigh I went through narrow stony lanes up hills and down which steep causes the water on rains to trill down on the low ground, that for a few hours or a day there will be no passing in the bottom; which happened while I was at Leigh, one nights raine put the cattle in the meadows swimming and hindered us from going to Church, the water would have come up to the windows of the coach; these stony lanes I passed till I came to the great road which runs from Lyme..."

And for those of you who know the lanes at Dean near Ashburton from Devon runs: "About 4 or 5 mile from Ashburton I came to a little place called Dean and at the end of it ascended a very steep hill, all rock almost and so it was like so many steps up: this place is called Dean Clapperhill, it was an untoward place but not so formidable to me as the people of the place". She also comments "This country being almost full of stone streets and roades too have a natural sort of paving or pitching, tho uneven..... I cannot see how two such horses can pass each other or indeed in some places how any horse can pass by each other and yet these are the roads that are all hereabouts".

And finally she has plenty to say about the lanes between the Cremyll Ferry (yes, even then) and Fowey. "Here indeed I met with more inclosed ground and soe had more lanes and a deeper clay road, which by the raine the night before had made it very dirty and full of water; in many places in the road there are many holes and sloughs where ever there is clay ground, and when by raines they are filled with water its difficult to shun danger; here my horse was quite down in one of these

holes full of water but by the good hand of God's Providence which has allwayes been with me ever a present help in tyme of need, for giving him a good strap he flounc'd up againe, tho' he had gotten quite down his head and all, yet he did retrieve his feete and gott cleer off the place with me on his back".

So take Celia's advice the next time you fail to get up Muchlarnick – a good strap is what does it....

Sally Madgwick, Cornwall Group

RIDE REPORT

by Mark Holland, Gloucester Group

When: Thursday 28th December

What: The Last Gasp of 2006

Who: Leader Mark Holland; Mark (you hum it and I'll saw through it) Reid; Martin (any colour as long as it's pink) Courday; Paul (A new kind of Serow to demonstrate new ways of falling off) Wilde; Alan Clarke and Tim Porter.

How: An ordinary TRF trail ride.

Why: For some recreation and to enjoy the countryside and the green roads.

Where: Monmouthshire.

(Translated from Mark's handwriting)

Early on we lost two people for a while and thus sharpened up the "system" for the rest of the day. Down Pant-Glas "steps". Down green road near Raglan checked on "The Sheep Fanciers" ride. Via the green roads north of Raglan. The one by the chicken shed fortunately we were able to ride in the centre as the tractor ruts, later leading into two fields, would swallow a Serow! Over the River Usk at Llanvihangel Gobion and over to the climb from Ty Cooke. Long run for about 6km then over Ochram Brook beside the Troll Bridge (picture by Paul Wylde) where I found the only knee-depth hole in the stream – luckily I'd booked mild weather! "The Troll pulled me down, straight up!" Over the canal and on tarmac to the green lane over the mountain to Cwmawon via Waterworks Road. North on the main road to Cwmawon then up, and I



mean up, Snail Creep Terrace, zig-zagging up the water-washed surface made of loose rocks the size of gorged cricket balls. Lunch at the garage in Pontnewynydd, Pontypool.

Via track to enjoy the beautiful climb around Graig Ddu and back down the green road passing the same garage. Up another explored on the previous ride and on tarmac to Cwmbran. Bit lost! Asked a man where the road went. He said: "It depends where you want it to go!" We got out in the end!

A steady tarmac ride took us through Newbridge-on-Usk and, waving to the farmer, we continued as the day drew in. Another three lanes and to Devauden, where the South Gloucestershire contingent refuelled and rode home. A Last Gasp indeed was had by all.

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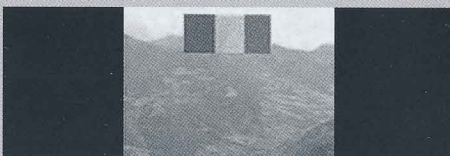
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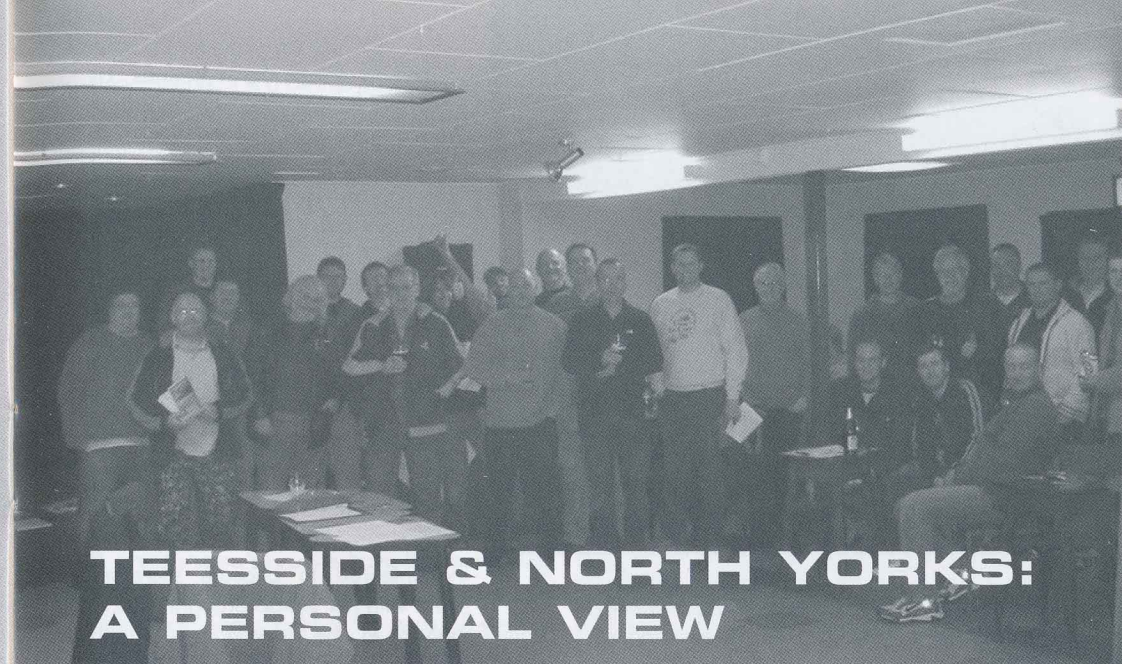
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TEESSIDE & NORTH YORKS: A PERSONAL VIEW

It was 1999 when I attended my first TRF meeting at Swainby, as it was in those days.

A small group of inner circle members sat at the top table and no one spoke to me. By the third meeting I was thinking: is it worth attending these meetings. Then I got a ride out with Roger and things started to look up.

Leo, the ROW officer said he would mark my local map up after a year, then after another year he would mark up an out of area map. He guarded the information like the crown jewels. As things turned out in later years, he was probably correct to err on the side of caution. It is a difficult balancing act to have enough members to be viable but not so many as to attract too much attention.

At the first AGM I witnessed a revelation. The incumbent Chairman was stepping down and no volunteers were forthcoming. A first time attender, a chap from Leeds, said he would stand as Chairman. There followed a hushed silence before Alex, one of the inner circle put his name forward. A vote ensued and the interloper was "seen off". Serious stuff I thought. There must be something worth saving.

Alex proved a good Chairman and was followed the next year by Roger (an old Sea dog, turned teacher) who proceeded to knock the Group into shape.

A new members' welcoming committee was formed in the shape of Keith, who later also took on the roll of Raffle Master, with Paul as his whipper in. Many prizes are donated by members and local businesses for which we are very grateful.

Phil Fawcett our principal fund raiser, with his Ayton Weekend and famous, or infamous, Coast to Coast ride, gained strength. We donated £1000 to the Air Ambulance and Keith was the first to benefit from its services when he broke his leg, out on the trail, two years ago.

Leo, our long standing ROW officer, has built up a working relationship with the Highways dept of NYCC and serves on the Local Access Forum. His work load has increased of late, to take in all the implications of the NERC Bill, a minefield of negotiations will ensue, no doubt, as we attempt to claw back a few vital link lanes around North Yorkshire.



Fish & Chips on the Sunday Run

I try to keep the meetings as informal as possible. I use to cringe every time we had to listen, in silence, to the minutes of the last meeting as they were read out. Now members get a copy and we take them as read, with the proviso that if anyone wants to comment or amend any inaccuracies they may.

We have initiated a website, <http://www.teessidetrf.co.uk>, thanks to Chris McCallum and his good wife, through which we try to keep our members informed and entertained.

Fiona, our first lady member, also volunteered to become secretary and with her laptop brought a bit of professionalism to the proceedings. Fiona initiated an e-mail service for distribution of the minutes to members who can not always attend meetings but are online. Mark, her husband, was then pressed into the treasurer's job when Stuart stepped down due to pressure of work.

Our runs officer, Richard, has a tough job getting people to commit to runs, due to the climate of uncertainty post NERC, for which we thank him. Most runs are arranged at short notice by phone nowadays. Everyone is catered for. The meetings are a good place to start and our e-mail at the web site or at nytrf@hotmail.com provides a contact for new and old members alike.

The amount of work involved in running the group has increased over the past five years with all the legislation and many thanks are due to all the members who keep their ears to the ground and pass on information.

I have always had an interest in lane repairs and maintenance. I call it putting something back. We did have one success at Kirby Bank because for once the landowner, the council, the NYMNPA and the NYCC all agreed: a very rare occurrence. All attempts since have failed, despite hours of talks with highway

Leo is also a key figure in raising money through Horse Events, a vital public relations exercise, that brings in money and provides an opportunity for members to ride around the course, picking up score cards, across fields, uphill and downdale, normally areas reserved for the privilege of farmers' boys.

We also have a member, Matthew, on the NYMNPA Local Access Forum who keeps us in touch with the latest developments, or is that shenanigans, with respect to the Moors National Park.

News from the Dales and Lakes, pours in from Geoff Wilson and Brian Thompson through e-mail. The internet has become a vital part of our information network. That is why on taking over the reins, as chairman, I did so on condition that I was put on broadband. Phone calls are too intrusive for the day to day running of the group.

Over the past seven years much has changed. The group, now, is more of a social club than a secret society. Membership has grown to peak at one hundred and fifty, with a core membership of around one hundred. Around thirty to forty members attend every month at the Ranch House. We gather members from a sixty mile radius, so we must be doing something right.

departments. It is a bit like pass the parcel. You are asked to contact someone to arrange an interview to discuss lane repairs, then months later you find out they have retired. Politics and red tape stinks. Some are so guarded in their comments as to be useless. Others are economical with the truth. That is putting it politely. Why people can not be up front and state their position I do not know. Perhaps they think if they show any initiative they will lose their job. Whatever it seems to be a policy of delay by neglect. Even asking for information from a Public Body, ie. the NYMNPA under the freedom of information act drew a blank. So any work we do is small scale and clandestine. A great shame since we have the manpower, expertise and financial clout to make a real difference. That's politics for you. All we can hope for is a sea change in attitude in the future.

I hope so. Apparently I am the first Chairman in our group to have presided over a loss making year, in terms of finance. I ordered enough equipment to repair half a mile of a green lane that failed to get completed due to the Landowner complaining.

The treasurer pointed out that we had made a loss due to the fact that we had spent more than we had earned in that year. He failed to mention the value of the stockpile. It is called creative accountancy, to show a loss.

Seriously, although Trail Riding is not as carefree as it was a few years ago there are still some beautiful lanes out there to be enjoyed.

On a bright note, walkers complained bitterly when mountain bikes first came to prominence. Now they are accepted by all but the lunatic fringe and hopefully they will fade away.

Meanwhile we continue the good fight for Hearts and Minds. I hope we have more success than Tony!

John Robinson

TRF RIDER RESCUES HORSE

At last weekend's Wiltshire Drove Horse Endurance Event one of the horses was started by a car and threw its rider. She suffered a fractured shoulder but her agony was made worse by the worry caused when the horse bolted away from the scene of the accident.

Ted Spires and Reuben Alcock, two of the TRF motorcyclists marshalling the event, set off on their bikes in search of the missing animal. They found fresh hoof prints at the start of a bridleway and set off in pursuit. Having followed the trail for several miles they lost it at the edge of a field. Over an hour of searching by Ted, Reuben and local farmers eventually led to the discovery of the horse tangled up in undergrowth at the edge of the field. The horse was freed by Ted Spires who then walked it back two miles to the road where the owner had arranged for it to be collected.

In a similar incident last year a horse died after it had bolted following a fall - it was not found until several days later.

The organiser of the event Liz Hinings said "Trail riding motorcyclists receive a certain amount of criticism in this area but we could not run this event without their assistance, they mark the course beforehand, help during the event by replacing missing markers and locating missing riders/horses and then de-mark it afterwards."

Chris Stanbury



Ted Spires leads the horse away

TO BEAMINSTER & BEYOND

with Dave Oickle (DR350) & John Williamson (KTM 450)

The day's forecast gave sunny periods with the threat of rain in the afternoon. We started the run at Top 'o Town, Dorchester a little later than planned as John turned up a little late, having had to read his emails before he left. It appeared that George Cherry who was to join us had forgotten that he had some guys coming round to fill his cavity (wall type not teeth!) and Alan McLeod had to go somewhere to collect his bike.

The route took us towards Bradford Peverell to Wrackleford UCR. Using the footbridges we gave the fords a miss as the water was way too high after the deluge we'd had in the past few days.

Next was Mill Lane UCR in Charminster and then heading north for a couple of road miles, we then did Nether Cerne UCR.

Up Cerne UCR was next, which had the usual deep puddles (lakes) at the western end. We continued down the steep hill towards Batcombe and rode through Drive Lane, where we noted that the large oak tree that we reported across the lane had been cut up and removed. Good to see that the system works.

We then rode the Batcombe BOAT up onto the top of Batcombe Hill then did the UCR near Clay Pigeon, then continued along the UCR that comes out at Warden Hill Farm near the now-closed gas station. The lady at Warden Hill Farm gave us a friendly wave as we passed by.

Next was Frome St. Quintin BOAT and on to Chantmarle UCR. I failed this section, having got half way to the top on the first attempt. Having gone back to the bottom, I had another go but only got slightly higher than the first time. In the end I had to push the bike up the last part, much to John's amusement. He of course did it in one!

We continued onto Wraxall and rode Wraxall Lane UCR then continued onto Kingcombe UCR

then Mill Lane UCR at Hooke.

Still heading west we found the entrance to Dirty Gate UCR. This lane was pretty sticky but it was easier than the last time we rode it.

We crossed over the road and went along Crabb's Barn Lane, which is county road/bridleway/UCR as you head west.

We rode onto Meerhay UCR which was pretty lumpy, as a few weeks before the MCC had it as one of the sections in the Exeter Trial. We then rode on towards Meerhay Manor and found the narrow BOAT that leads into Beaminster.

Sitting in the car park and spinning yarns, we completely forgot to refuel and headed away from Beaminster on the Crewkerne Road, passing through the tunnel to head west along Common Water Lane UCR. I hadn't ridden this for many years, the last being on an Exeter Trial and at some ungodly hour in the dark. It's a good long route with a few steps and deep puddles.

We passed through Broadwindsor and then travelled along the UCR near Hursey. This route was pretty sticky with mud and narrow ruts which required a bit of leg work, although it got a bit better as we progressed to the end.

Next we rode along the UCR that runs NW from Knowle Cross which also was pretty difficult with mud and a few small fallen trees. Partly doubling back on ourselves, we tackled the UCR that runs in a curve around the north side of Knowle Hill. The start was easy enough but the last 100 metres or so was really deep water, bank to bank, which was almost over our engines.

Heading SE we then found the UCR that runs NE up towards Sandpit. This was a good challenge as it had mud in places, interspersed with the hard stone surface covered in large flints together with gullies carved out by the water flow. When we got near to the end, our

way was blocked by a tractor and trailer loaded with wood.

The farmer appeared and told us how lucky we were, as he'd walked the route on Sunday and seen all the fallen trees blocking the lane. He'd just finished clearing the last one when we arrived. He also said he'd picked up a section of number plate of someone who'd come through at the weekend and left half of his bike behind!

Heading for Drimpton we stopped for a map check. Next thing John is off his bike and rolling around in the grass as though he's a dog trying to mask his own scent! Apparently he fell off on the last lane owing to (his words) "A lack of concentration"! This is becoming a habit when we're out that we'll have to consider bringing some Kennomeat for his lunchtime snack!

After Drimpton we continued west where John said he was now running on reserve and he now had around 15 miles of gas left. We passed Horn Ash and headed south, where luckily we saw the gas station at Kittwhistle. The guy who served us said "Me and me brother have got bikes like these and we ride all over the place". We explained about the TRF and legal (did I hear boring) routes. We gave him the web address and he said he'd look it up and maybe join. I hope his geographical knowledge improves because he tried to convince us that we were in Devon, which we certainly weren't!

Continuing south we found Attisham Lane UCR which starts as a slippery climb in narrow Landrover ruts up a shallow gradient. At the top it opens up into a wider, roughly surfaced lane which then turns south at a junction of another track. This then passes Higher Attisham and Attisham Farm. When we got to the end of this lane it started to rain but we were thankful that we'd kept dry for the major part of the day. Now it was time to test the new ex-Army gloves I'd just bought at the Shepton Classic Bike Show at the weekend.

We continued south east by various narrow roads to arrive at Stoke Mill UCR/BOAT. This was a good choice as this lane has everything namely plenty of water, rocks and mud. After this we went west again to pass Cutty Stubbs

which has a UCR coming into it from Stoke Mandeville Farm to the north west. The RoW people at County Hall say that they can't determine where the route goes in the central section, so at some stage I'll go and have a look to see if we can't sort it out for them (and us!).

Morecombelake was the next spot on the route, where we crossed the A35 (Ship Knap pub now closed) and rode down the Upcot BOAT, turning left at the bottom and going up the hill to Langdon Lane UCR (past the NT car park) and joining Pettycrate Lane to arrive in Chideock.

Next was Quarr Lane UCR and turning right at the cross roads to head down the UCR to Symondsburly.

After a welcome tea and cake in Bridport (still raining) we headed towards Dorchester and rode Green Lane UCR. The northern end has been opened up quite a bit as it comes into Loders with a lot of the laneside trees having been felled and/or tidied up.

We now headed north east towards Powerstock where a couple of the white van brigade tried to wipe us out on a narrow road section. How I missed the first one's wing mirror I shall never know! We rode Nettlecombe UCR then headed east to Marsh Farm and Eggardon Hill UCR, and as usual it was pretty windy up at the top.

Heading south for a short while from the crossroads, we then rode Two Gates UCR which was fairly benign. The next lane was West Compton UCR which was more than slippery now the rain had been falling for a few hours. When we got to the gate at the bottom, a kind old lady with a dog held the gate open for us and John got into a conversation about dogs. I think he was asking how he could get rid of his scent without rolling around in the grass every time!

We rode onto Maiden Newton to ride the Cuxton UCR then through Frampton and past Stratton to the UCR at Wrackleford and back to Dorchester.

Since leaving the town this morning we had covered 90 miles and seen a lot of West Dorset's great and varied scenery.

Dave Oickle, Dorset Group

Leader: Mark Holland

Group: Simon (we'll try that and if it doesn't work we'll try something else) Roberts; Pete (hold on while I adjust this) Vaughan.

"Only three riders came along on this exploratory ride. With only two others I took advantage to expand my repertoire of green lanes - rediscovering ones which I had been on with other leaders. Good weather as booked.

We first looked at Nanny's Lane near Raglan. A previous visit found this lane which runs in a stream bed in the middle third of length, a mass of liquid mud! Something large and agricultural had been through and redistributed a lot of the banks. Now much of the worst mud has washed away. The road is rideable downhill - uphill with difficulty. We also sawed through a tree to make it passable - motorcycles had been going up a difficult bank. It's often not until lanes are obstructed do the signs of regular passage become apparent. On our way we went up a little sunken road at Gwehelog, going over a pile of leaves a metre high. Like many green roads in Monmouthshire all the leaf mould had washed out leaving a firm stony base. Proof that short lanes are a worthwhile break on a tarmac dominated journey.

We stopped for supplies at the garage outside Pontypool then re found the charming road down from Penreol, wide with twin heavy beech tree lines and small remnants of tarmac. We then rode over towards Old Furnace, passing former hedges displaced by the invasive Japanese Knotweed - so ugly in winter. It is an offence under the Wildlife And

Countryside Act 1981 to plant or otherwise cause to grow in the wild. Another law not enforced? We climbed up the hill through Tranch and then turned onto the green road via Jacobs Farm and down the very steep hill. We then rediscovered the beautiful climb around Graig Ddu, observing near the end the shot shattered remains of "clay pigeons" in bright orange - what an eyesore! We returned to the tarmac road at Mynydd Llanhilleth on the former National Coal Board road used for tipping from Blaenserchan Colliery - a tribute to the un-sealed road builder's art.

We then explored two green roads below Cefn-Crib and stopped for lunch, where we panned through a potted history of Simon's shop and discussed Pete's car repair business. After lunch no one was following and I turned back to find Pete adjusting his tyre pressure. He claimed he actually had a puncture and I suggested just adding air, which held out all day.

We went down to Llanhilleth via the green road through the yard of Maes-Y-Chym farm, naturally waving cheerily to the farmer. We went back over the mountain via British and onto Blaenavon, home of the Big Pit Museum. We enjoyed six green roads around Twyn-Allys above Govilon near Abergaveny, stopping to move a tree. We enjoyed two grassy lanes before Raglan just as the sun approached the yardarm. No other users were seen; saw lots of sheep - one farmer waved! The others said they enjoyed themselves and I let them go home."

Mark Holland, Gloucester Group

LETTERS

TRAIL RIDES FOR THE MENTALLY HANDICAPPED 2007

Mike Rees is again organising this year's event on Saturday 16th June and in order to encourage a larger turnout of riders he is also organising a trail bike trial on the Sunday at the same venue. He is expecting approximately 50 handicapped children and adults to descend on the Gwyddon Forest near Abercarn Gwent eager to enjoy an afternoon's motorcycling as pillion or sidecar passengers. The 4 mile route of private forestry roads and trails is suitable for a variety of machines including trail bikes large or small, sidecars, quads, landrovers etc. The most popular "device" last year was John Richardson's mobile sofa comprising quad, trailer and settee.

The South Wales TRF, Caerphilly and Trials Cymru clubs will be helping out as usual but the NERC legislation has hit hard in South Wales and the numbers of riders with suitable machines (i.e. rear footrests) is dwindling so Mike is desperate to attract more trail riders and especially those with sidecars.

In an effort to encourage help from further afield Mike has gained permission from the Forestry Commission to run a "fun" trial for trail bikes and sidecars on the following day, Sunday 17th June, at the same venue. Since all profits will be donated to the Handicapped club the entry will be opened up to include pre 65 and novices but the sections will definitely be set out with the trail rider in mind. Trials pattern rear tyres are recommended but not compulsory. The East South Wales Centre has been very helpful in minimising permit fees etc and "special arrangements" are in hand for those requiring an ACU competition licence. The £10 entry fee will be waived for those who help out with a machine on the Saturday's handicapped trail ride. Camping/accommodation is available nearby.

This is a very worthy cause and has the makings of a great weekend of trail biking for little more

than the cost of petrol. It is also an opportunity to share the pleasures we take for granted.

So Saturday 16th June 13:00hrs Trail Ride for the Mentally Handicapped.

Sunday 17th June 10:30 hrs Trail bike/sidecar trial.

Both at Gwyddon Forest, Abercarn ST235959. signed from A467 at Abercarn.

Further details from Mike email mikerees65@hotmail.com or 01495 222728.

HOW OTHERS SEE US

Below is a copy of a message I've received recently from another RoW user who is very active in the RoW scene and who, until recently, has been tolerant of trail motorcycle use and who generally accepts that there has to be a place for all users. We could say that he has been a supporter of our rights. However, current abuse of some routes in the North East has tipped the balance for him. Believe me this is serious for riders in that area. This correspondent is a good measure of informed opinion, and that he has written this means that even for him things have changed.

I also include my reply.

GINGLEHAUGH ROAD

I am out and about in Slaley Forest a lot just now and can't help but get upset at the degree of damage trail bikes and 4x4s are doing to this lovely old route. The MPV riders and drivers are there legally of course but morally (not a legal term, I know) I think it is thoroughly thoughtless and selfish that they have rendered it unusable to walkers, mountain bikers and horse riders for ANY level of enjoyment never mind the quiet enjoyment we have an equal right to experience on such as the Ginglehaugh Rd. Last Sunday, even my Border Collie struggled to find a way along the edge of some sections. Week by week MPVs widen the area they are despoiling. Soon there won't be even a narrow strip left for the most determined walker to use - it is already

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impassable for even skilled mountain bikers and horse riders to travel on and far too dangerous for the latter to make an attempt.

I note some of the other newly-gained routes in and around Slaley Forest are generally OK but they all have sections which are a worsening and widening morass of deeply rutted peat and sphagnum. If the Ginglehaugh Rd is anything to go on then it will just be a matter of time before more and more sections become unusable by walkers, mountain bikers and horse riders.

Additionally I note an increasing number of the narrow paths INSIDE the forest (until quite recently with unspoilt green surfaces) are being trashed by illegal use by TRs. This displacement means that not only has one of the prime unsurfaced routes through the forest been made unusable for shared-use enjoyment (MPVs and walkers, mountain bikers and horse riders) and other legal but vulnerable tracks are gradually going the same way but also the narrow informal paths along breaks and rides inside the forest are now being illegally 'commandeered' and trashed by TRs thereby making them unusable legally by anyone else. The message this gives out is that 'we have ruined the Ginglehaugh Rd for everyone but us selfish guys with the big engines and now we are going to systematically trash all the little paths inside the forest we can find'.

I don't speak out at Pls against recreational MPVs per se so it would have been reasonable for you to have assumed I am not against their careful use of legal trails but such gross selfishness is hard to excuse. The guys I meet when I'm out in sustainable areas all do the PR bit to their credit which I reciprocate of course but making tracks unusable for non-MPV use really is as unacceptable as it is unsustainable - unusable that is to say except for the guys with big engines with no thought for anyone else but themselves whilst exercising their legal rights at the expense of other equally legal users.

The situation has now passed the point where they are using the Ginglehaugh Rd without fear

of meeting walkers, mountain bikers and horse riders to spoil their enjoyment. I don't think this is fair, reasonable, acceptable or sustainable and inside the forest is illegal other than on legal routes.

MY REPLY:

I've received your message about the Ginglehaugh Road. You need to know that the situation you describe offends me as much as it does you. It's not excusable by any standards or interpretation.

One of the main problems in the north east seems to be that there is little coordinated action in favour of route management or mechanism for partnership working with NCC by Trail Rider or 4x4 clubs in the north east. In my view, if that's the case, then maybe the lanes should be regulated against MPV use if there is no concerted effort by the MPV user groups to drive NCC to get involved with management programmes. I think I can safely say that if the same inappropriate activity was happening in Cumbria, the LDNP, or in the YDNP, MPV users would be in the forefront of advising on how the lanes should be saved/protected from those who have no care.

The flip side of this is that it also seems that Northumberland County Council (NCC) won't easily engage in any effective or proactive way with MPV users to work out ways of managing use. I get the impression that this is as much a personality problem with some authority officers as it is a policy issue. In other places what we try to work for is historic accuracy of route status and then appropriate use management; but at the present time NCC appears incapable of developing any objective programme to deliver the latter. The end result is a lot of tension for all parties, a lot of trench warfare as various interests accuse each other of various things, and management (sic) based more on prejudice than anything else. That results in anxiety for people like me, and an ill-managed and sometimes unusable by many, recreational RoW network.

The solution rests in part with NCC objectively engaging with MPV local user groups. If the user groups don't respond and develop a partnership management programme then they must expect regulation/closure ... for any number of good reasons.

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Also, in part there is a responsibility on the police to tackle the unlawful use problems. This has been done effectively in both the Lakes and the Dales. Usually with 'sting' type exercises and a few high profile prosecutions and some bike seizing, sometimes in collaboration with local MPV users/clubs. In my experience the issues of inappropriate but lawful use, and unlawful use, aren't directly related, other than they may be the same people not caring about any sort of rule or law. It may just mean that those riders/drivers causing the problems are riding/driving unlawfully for less time than they may otherwise do ... if you see what I mean. And fair man that I know you to be, you'll understand my view that much should be tried before the careful lawful users are prejudiced by the actions of the careless and often lawless users. But I know that even the careful MPV users realise there is a limit!!

Geoff Wilson

Ed: There would appear to be no evidence that TRF members have caused damage, but if the helmet fits then take note - also we must, wherever possible, discourage inappropriate use by others.

ADVANTAGES OF BEING A RUN LEADER

Have you ever ridden the UCR at Plashford Farm perhaps and headed up the tarmac that follows the East Looe River bearing West for the village of St Keyne?

John and I were out the other day and did just this pausing on our way up the hill to have a look at St Keyne Well. It's a charming well and worth a pause in the trail riding, it's also worth seeking out the fascinating Spell of the Princess who guards this place.

Being the run leader I was just ahead of John when I read the following:

The Spell of The Princess

*The Quality that man or wife
Whom chance or choice attains
First of this sacred spring to drink
Thereby the mastery gains.*

So I had a quick drink and hurried him on his way.....

You may also be amused that the 19th century poet Robert Southey immortalized it in a ballad which tells of how he lost the contest with his bride.

*"I hastened as soon as the wedding was o'er
And left my good wife in the porch, But i' faith
she had been wiser than I For she took a bottle
to church!"*

Sally Madgwick, Cornwall Group

THE OFF-ROAD VEHICLES REGISTRATION BILL

I feel I must draw your attention to The Off-Road Vehicles Registration Bill which is currently before parliament. Below is the e-mail I have sent to my MP (Tom Levitt). Can I urge all TRF members to write to their MPs to oppose yet another ill thought out piece of legislation designed to eradicate motorcycling in this country.

Sir,

I last wrote to you in 2005 asking you to oppose the NERC bill which was then before the house.

You chose not to, citing the high volume of support from such groups as the Ramblers Association for your decision.

The passing of the NERC bill has effectively criminalised many law abiding riders like myself due to uncertainty of road classification. Even local authorities and the police are not sure of the status of many roads and the burden of proof is, as usual, on the motorist.

I agreed that antisocial use of unlicensed and/or unroadworthy machines in public places should be stopped but laws already existed to cover this. In much the same way that banning handguns only hit responsible sports marksmen while gun crime escalated, the NERC bill has only hit recreational bikers while the nuisance riders carry on regardless.

The Off-Road Vehicles Registration Bill proposed by MP Graham Stringer (Labour, Manchester Blackley) is currently before parliament. I urge you to oppose this on the grounds that it would make it a criminal offence even to possess an unregistered

motorcycle, of any type or description, under any circumstances. Even if the bike were an objet d'art in your bedroom, it would have to be registered.

The Bill as it stands would therefore kill British motorcycle racing at a stroke. It is impossible to make most racing bikes RTA-compliant and it would be an offence to race any that was not registered. Custom and classic events would be equally devastated and museums would be liable to prosecution if they displayed any bike that did not carry a DVLA registration. Imagine the authorities confiscating Honda's racing machines (worth around half a million pounds apiece). The Bill would put a vast number of jobs, let alone people's enjoyment at risk. Not only the racers, professional and amateur of whom there are thousands, but all the mechanics, suppliers of bike parts, clothing manufacturers, bike builders and tuners would be out of a job.

I believe the bill is intended to rid our streets of the mini moto machines which are generally ridden by anti social, selfish individuals with no thought for the safety of others. Surely existing laws would cover this, if only they were enforced properly.

I would be very interested to hear your views on this matter, although I suspect that you will go along with whatever such anti-motorcycle groups as the Ramblers' Association demand of you.

David Lally, e-mail: lallychka@aol.com

END NOTE

These four friends went on a trail riding holiday together. To save money, they decided to sleep two to a room. No one wanted to room with Daryl because he snored so badly. They decided it wasn't fair to make one of them stay with him the whole time, so they voted to take turns.

The first guy slept with Daryl and comes to breakfast the next morning with his hair a mess and his eyes all bloodshot. They said, 'Man, what happened to you?' He said, 'Daryl snored so loudly, I just sat up and watched him all night.'

The next night it was a different guy's turn. In the morning, same thing -- hair all standing up, eyes all blood-shot. They said, 'Man, what happened to you? You look awful!' He said, 'Man, that Daryl shakes the roof. I just watched him all night.'

The third night was Frank's turn. Frank was a big burly ex-football player; a man's man. The next morning he came to breakfast bright eyed and bushy tailed. 'Good morning,' He said.

They couldn't believe it! They said, 'Man, what happened?' He said, 'Well, we got ready for bed. I went and tucked Daryl into bed and kissed him good night. He sat up and watched me all night!

The Welsh Beggar

MEMBERS FREE CLASSIFIEDS

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HONDA TRAIL BIKE 2006 Ridden six times. Offers around £3500. North Yorkshire area. Email for details mark@markreeves7.wanadoo.co.uk.

KTM 200 EXC Nov 2005. One owner. Good condition. Never raced, trail use only. Taxed. £2650. Tel: 07802 712431 (N. Yorks).

HONDA XLR 650 97 'P' 22,900 miles, new tyres 100 miles, MOT 24/07/07, tax 03/08. Heated grips and hand guards. Top and screen if required, free. Good condition throughout. £925 ono. Tel: 01254 662337.

SUZUKI DRZ 400E UK bike reg 23/08/06. Bash plate, frame guards. Just had oil filter changed, sprockets & brake pads. Immaculate condition. £2795. Tel: 01460 62548/07756 638640.

YAMAHA TTR250 2004 5800 miles. Hand guards, Renthals, AC10's etc etc. Road legal ready to trail. £2500. Just bought another. Tel: 01477 534425 (Cheshire).

GASGAS EC300 2004, Trail use only. £1995 ono. Tel: 07771 635076 (Surrey).

GASGAS PAMPERA 250CC 2002. £1300 ono. Tel: 07771 635076 (Surrey).

PURPOSE BUILT 2-BIKE TRAILER ramp, spare wheel and lights. £150. Tel: 07771 635076 (Surrey).

DINGBATS

sent in by John Robinson

Figure these out, answers next month:

- XX
- PUT
TON
- CARJACKTON
- THE QUICK BROWN FOX JUMPED
OVER THE AZY DOG
- J O H N A G
- WORD
LOST WORD
WORD
WORD
- GROUND
FEET
FEET
FEET
FEET
FEET
- TRALONSLATISTON

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B&B NR 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 the bridge over the River Greta), North Yorkshire via Carnforth, Lancs LA6 3ND. Tel: 015242 64988, Mob: 07766 271889.

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GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home), 0117 9139005 (Work). Mob: 0793 1220895.

2nd Tues, 8pm, Windmill Inn, Nore Road, Portishead.

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

BRISTOL Glenn Summers, Tel: 01454 619246
4th Mon, 8pm, The Midland Spinner, Warmley, Bristol.

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

CORNWALL Adam Hedley, Tel: 01579 349217
4 times per year, March 21st, June 21st, Sept 21st, Dec 21st at the Victoria Inn, Roche.

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 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 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 Richard Simpson, Tel: 07812 402021
1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

HERTFORDSHIRE Stephen Vaughn, Tel: 01438 231571
2nd Thurs, 8.30pm, Broadlakes Lodge Social Club, Shenley Lane, London Colney, St. Albans, Hertfordshire, AL2 1DQ.

HIGH PEAK & POTTERIES
Graham Till, Tel: 01782 510533 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 Phil Airey, Tel: 01732 847055, Nige Jeffrey
Tel: 01795 438769 2nd Wed, 8.30p.m. for 9pm,
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, 9pm, 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, 8pm, Royal British Legion Club, Rutton Lane, Yarnton.

PEAK DISTRICT Steve Cartwright, Tel: 01782 848034
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby.

RIBBLE VALLEY Mark Wolstenholme, Tel: 01282 432088
2nd Tues, 8.30pm, Pendle Hotel, Chatburn, Clitheroe (off A59).

SOMERSET Mark Stride, Tel: 07815 062021
2nd Thurs, 8pm, The Crown Inn, Fivehead, Nr. Taunton.

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

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 Wed, 9pm, The Old Sun, 10 Middle Street, Nether Heyford, Northampton NN7 3LL.

SOUTH WALES Stuart Dodwell, Tel: 01446 710851
1st Tues, 8pm, Bedwas Rugby Club, Bedwas, Nr Caerphilly.

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 Julian Flack, Tel: 01306 740586
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

TEESSIDE & NORTH YORKS
John Robinson, Email: nytrf@hotmail.com
3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

THAMES VALLEY Julian Ogle, 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 8.30pm.

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 Tues, White Hart, Fernhill Heath, Worcs.