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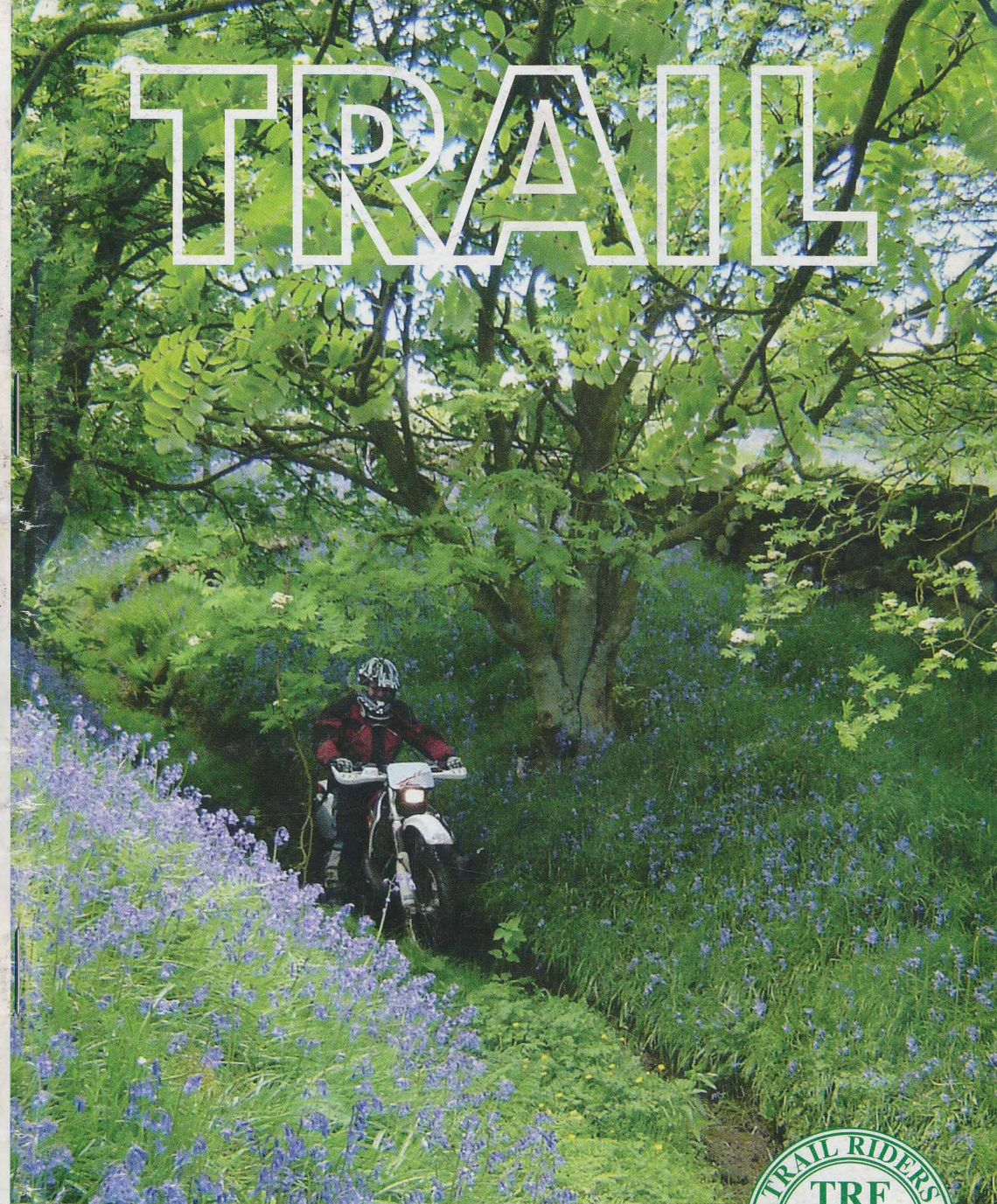
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# TRAIL



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

JULY 2007 No. 347 EDITOR: FRED ELLISON



Patron: Lord Fairfax



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classifieds with payment if applicable to THE EDITOR.

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

## SOMETHING TO SAY? SENDING IN AN ARTICLE?

*Below is a handy reference guide  
to magazine submission  
specifications:*

### COPY

Via email, typed or handwritten  
(please try to make it legible!)

### PHOTOS

Digital via email or on CD or DVD;  
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or posted originals (please include an  
s.a.e. for return).

We prefer you not to include your  
photos in 'Word' documents. If possible  
please send images separately.

If sending possible front cover images  
please do not send camera  
phone photos.

### CAPTIONS

Please caption your photos!

### EMAILING

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

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

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### WANTED:

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

**COVER PHOTO:** From John Robinson  
*Down amongst the Bluebells*

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

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Just a quick note to say thanks to those that attended the Exec Meeting on Sunday 1st July 2007 at the National Motorcycle Museum.

The meeting was reasonably constructive and has resulted in a number of matters to be looked at in moving the TRF forward into the future.

I will put together a praisee of what was covered which will be available on the TRF website and published in Trail next month.

TRF Ltd is moving towards a conclusion in October (ish), at the next AGM.

A number of matters were discussed in respect to what we may expect to be attacked with next, and more importantly what we will do to counter such attacks.

It is intended to hold a 'workshop' for those involved with RoW work, to help understand the implications, exceptions and possible 'loopholes' of NERC. This will help those who get involved with ROW to advise others on how to fight against closures and problems.

We would like to see yet more input to the New Look Trail Magazine. A few more groups to do a Spotlight feature would be nice. Keep the photo's coming with ride reports. More articles and letters please.

**The magazine is what we all make it.**

I would like to hear from the following groups, as I still do not have e-mail contacts for the Officers in these groups which, in turn, means they are not receiving information from the Principal Officers: Axe Vale, Black Country, Essex, Lancs, Manchester, Ribble Valley, South Wales. If you are in one of these groups can you email me the contacts for your group's officers as

soon as possible.

I will be organising a stand at the **Dirt Bike Show 2007** at Stoneleigh in early December. The theme will be **'Trail Riding 1970 to Today'**. I would be grateful to hear from any member who can offer me any of the following:

1. *Pictures of bikes, outings, etc from any era, old and new.*
2. *Any member who has a older bike from the 70's, 80's and 90's who would be willing and able to deliver it to the show for the four days to exhibit it on the stand.*
3. *Any member who would be willing to help out on any given day or more.*
4. *Articles, ride reports that can be published on the stand.*
5. *Video footage that can displayed.*

Any help will be very much appreciated, as it is very hard work putting this together without assistance. Any other ideas for the stand will also be welcomed.

That will do for now, and once again thanks to those that attended, perhaps Reps from the 25 or so absent groups could make an effort for the next Exec on 9th September 2007.

Simon Bingham  
PR & Comms Officer  
Pr&Comms@trf.org.uk

## NOTICE BOARD

### PLEASE NOTE!!

#### NERC BILL REPERCUSSIONS AND APPLICATION

A meeting has been arranged to discuss the repercussions of the NERC Bill and the advice being given on its application.

All TRF Group RoW Officers, TRF Contractors and those working on DMMO claims should attend.

The meeting will be held on: Sunday 19th August 2007 10.00am at the Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ.

Please let me know if you are coming.

Polly Cody, TRF Hon Secretary,  
Tel: 01525 717634

### TRF STATIONERY

TO ALL GROUPS

Please destroy all old supplies of TRF headed notepaper/letterheads/compliment slips.

For a new supply apply to Fred Ellison, Editor, see inside front cover for contact details

### 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

Kent TRF Presents

## LOIS ON THE LOOSE

**Lois is on the Loose in Kent on the 12th September at The Pied Bull in Farningham.**

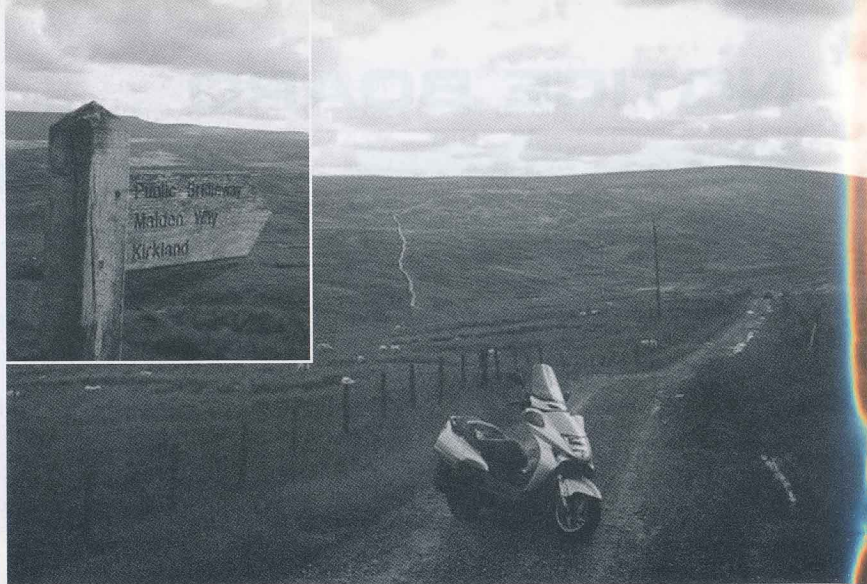
*A talk and slideshow by Lois on her latest escapade across Africa on her TTR250.*

*Tickets only £5.00 per head which will include a buffet.*

*Tickets on sale at the Kent Group meeting. 2nd Wednesday of the month 20.30 hours.*

<http://www.loisontheloose.com>





## Maiden Way

Maiden Way is a Roman Road. It says so on all the maps. It is a true mountain pass running right over the North Pennines for about 8 miles.

As the Romans used chariots or carts this indicates that it was a way for vehicles.

There is a long history of use by carts and horse and carriages and in the 20th century by motorcycles regardless of its later public bridleway status.

It is fair to presume it existed for 2000 years as a way for vehicles. Yet it is shown on the Definitive Map as a Public Bridleway and has been since 1955.

It is now closed per NERC to vehicles. For the first time Definitive Map status is conclusive and the proviso in earlier countryside acts that this is without prejudice to any other rights has finally gone.

There are many many errors on the definitive map. There is anger out there in the TRF at the losses such as the Roman Roads through the Cheviots. Not just against M.P.s who

showed total disinterest in green lanes, even against the TRF. Trail riding is growing in some areas but supply of long interesting trails is in short supply in the north.

It was open to any person to claim Maiden Way and other lost trails as a Byway, and during 1981 to 2005 the process was favourable with only one simple test i.e. do vehicular rights exist. For the record I did claim 20 green lanes in Cumbria as Byway in 1977, but for reasons I cannot remember, I did not include Maiden Way. Ahhhh!

Blame me and the TRF if you wish but its the good old ACU who for 50 years and who are still officially the governing body for green lanes. The ACU must take some of the blame for what has gone wrong.

The TRF should long ago have asserted itself and demanded that they should be the only governing body for motor cyclists. That said there is still 4500km of Byways in England & Wales plus about 6000km of UCRs so the situation could be far worse.

Many Byways and UCRs have never been explored or used and according

to Government figures some 10% are reported obstructed. We must get out there and do some rights of way work.

We must survey the entire network and use legal means to open up all those blocked.

The West Yorkshire Group is now doing just this and discovering some marvellous exciting UCRs that seem never to have been used before. These are usefully in quiet non national park areas of Yorkshire without the pressure from other users.

Maiden Way is situated in the most remote, wild and unspoilt wilderness areas of England. Designated an AONB (Area of Outstanding Natural Beauty) a sort of second rate national park but thankfully without the TRO powers now enjoyed by national parks.

It runs due south from the A686 4 miles west of Alston. (2 miles east of the famous Hartside Café). Climbing steadily to a summit of 700m or 1800ft at Megs Cairn on Melmerby Fell before dropping down to the village of Kirkland on the west side of the north Pennines.

Use it now only on foot, horse or pedal cycle because sadly it was not claimed as a Byway and there is no valid claim on this superb track. However, don't be too gloomy, in this quiet area are some excellent lawful green lanes both Byway and UCR to enjoy.

For example, going east on A686 a few miles from Alston is Long Cross Byway from Cargillhead partly in Cumbria and partly in Northumberland; and then another green lane called Parmently Road (UCR) which starts from the A686 at grid 748520 and runs north east for an interesting 2 miles to rejoin the A686. (not shown as ORPA). And again just off A686 before Hartside is an interesting network of UCRs. All these are shown on OS maps.

So look at Maiden Way on the map and see how it winds its mysterious and lonely way over the high hills and think of how lucky were the TRF members of the past to be able to enjoy it.

Brian Thompson

## RoW NEWS

### NEW B.O.A.T.



Thought I would drop TRAIL a line to mention that Dorset now has a new Byway!

It's Mill Lane at Cranborne and was confirmed as having BOAT status in June following a Public Inquiry.

Many thanks to all who contributed to the claim, especially Dave Oickle for his exhaustive research and backing up the claim with as much evidence as he could lay his hands on.

Special mention to Steve Teuber for managing to get his claim in before the NERC backdate/cut off date.

Not to forget these members who attended the Public Inquiry to give evidence:

M. Diamond  
J. Long  
W. J. Williamson  
P. Boyce  
C. Spire  
K. Mumford  
D. Tilbury

Regards, Mark Mason



# JOINING THE TRF LEAFLETS

## Trail Riders Fellowship MEMBERSHIP APPLICATION FORM

- Please complete the details below and return the form with a cheque or postal order (payable to the TRF) to: TRF Membership, 5 Offa's Road, Knighton LD7 1ES.
- This form is for new applications only. Renewal forms will be sent out separately.

I wish to join the Trail Riders Fellowship and I undertake to abide by the rules of the Fellowship, and to honour its Code of Conduct and general behaviour. I agree to ride only unsurfaced rights of way which I genuinely believe to be vehicular.

### PLEASE PRINT DETAILS CLEARLY

First name(s) \_\_\_\_\_  
Surname/Family name \_\_\_\_\_

## Who Are We?

The TRF is a national, voluntary and non-competitive body, formed in 1970 by people who enjoyed exploring green roads by motorcycle.

Trail riding is only lawful on public roads. As green roads are subject to the same laws as surfaced roads, motorcycles and riders must be road-legal.

### We ride by a strict code of conduct:

- Use only vehicular rights of way
- Keep to the defined way across farmland
- Give way to walkers, horses and cyclists



Patron: Lord Fairfax



Joining the  
**TRF**

## JOIN TODAY!

Enjoy Britain's rich heritage of green roads with like-minded bikers

and protect the full status of the rights of the motorcyclist as our heritage and a legitimate to the countryside.

I runs and also organise runs as, but if you want to join these e TRF. Go to a Group Night and

company! Just a group of like- ever, if you're a responsible out the countryside the TRF g for.

all type motorcycle can be used utable tyres are best for new r not to use tarmac surfaces nst use illegal 'bridleways. range from classic and long

ict the Membership Secretary: Road, Knighton LD7 1ES. call: memsec@trf.org.uk www.trf.org.uk 16, Derby, DE1 9EY.

Photo: John Robinson and Sue enjoying some green roads

# THEY'RE A POSTER TOO!!

### WHAT WE DO

Ride road legal trail bikes on green roads to preserve the use of these roads and have fun with like-minded riders.

Support local motorcycle clubs and also equestrian events with their competitions, by helping with marshalling duties.

Research Rights of Way and work alongside other organisations such as The Byways & Bridleways Trust and The British Horse Society, to protect our recreational use of the countryside.

Discourage improper use of green roads. They are not for race practice, noisy bikes or ignorant riding!

Organise a range of social events including barbecues, fun days and trips to ride in other parts of the country.

www.trf.org.uk

Now available from Mary Stevens,  
Membership Secretary  
(contact details inside front cover)

For additional Membership Forms  
contact Mary Stevens.

For Letterheads and Compliment Slips  
apply to Fred Ellison, Editor.

# SWITCHING & CHANGING

In the shadow of the introduction of the NERC bill (2006) time is being spent looking at ways of saving the use of as many 'Green Roads' as possible that fall into the relevant category.

## ARE THERE OTHER OPTIONS WE COULD CONSIDER?

We are already finding a great many routes around the country which, because of their status of RUPP at the NERC cut off date, have now been designated 'Restricted Byway' status and therefore are not useable by motorised vehicles. The real stupidity of this is that many are now not being used by anyone and will simply grow over and be lost forever.

In the meantime, we continue to battle with local authorities over their use of TRO's to stop motorised vehicular use of perfectly legitimate 'byways'. There are obviously occasions where the use of TRO's to stop vehicles using roads to allow repairs and improvement of the road's condition is appropriate, however, it appears that the local authorities are bowing to pressure from anti-vehicle groups to use TRO's to avoid potential conflict situations or simply stop the vehicular use and equally they are using TRO's to delay or avoid repair obligations.

The whole situation appears to be spiralling out of control and is being administrated in a way that falls far short of guidelines, intended procedures and more importantly common sense.

To quote Dave Giles in his article in June 2007 (Trail 346) entitled The Aim of the TRF; Better Byway Protection, "In looking to its changing

role post NERC, the TRF might sensibly take on this stance, save its good name and REGAIN THE INITIATIVE."

Looking at these now unused 'Restricted Byways' and their locations and then looking at legitimate 'byways' that fall into areas that often create user conflict, perhaps we could negotiate swapping one for the other.

To take an example, I have ridden several times, as a day's ride, a route that commenced at Chipping Norton in Oxfordshire, and crossed the countryside towards Cheltenham in Gloucestershire and back to Chipping Norton (This would cover North Oxfordshire, East Gloucestershire and loosely the Cotswolds area). During the course of riding this route, I covered a great deal of decent sustainable sections that were predominantly surfaced in 'crushed compact stone' and very occasionally passed the odd farm buildings, but were essentially not close to any populated area. I do not recall during the course of seven or eight outings, ever meeting a sole of any of these roads or indeed any other motorised user.

In contrast, I rode several 'Green Roads' that started or ended within village confines, some of which were rocky climbs or descents, some of which were muddy and wet. Most importantly a number which were obviously used by a significant number of other users, and on which I met other users frequently.

## NOW HERE'S THE STUPIDITY OF NERC

In a significant number of cases (although not all, I agree) the sections that were frequented



by other users and close to built up areas are designated 'byway' status and those that were clearly out in the countryside and basically unused were lost to NERC, having been RUPPS (now 'restricted byway' status).

In my opinion, I feel sure that this has occurred all around the country and represents one of the most 'stupid' situations that we face and one that, in my opinion, needs addressing. I would be interested to hear from any member that has discovered similar situations.

Perhaps in 'regaining the initiative' the TRF should put together a campaign of talking to

local authority or higher with the intention of swapping routes in order to reclassify and make use of what are presently unused RB's and cease the use of the sensitive byways by way of agreeing either reclassification or preferably permanent closures to vehicles.

In my view we will only see the steady decline if we do not step forward and try as many approaches as possible.

I leave this for the reader to mull over and discuss at group meetings. Feedback would be welcomed.

Simon Bingham

## Press Release

**CCPR**  
One voice for sport and recreation

19 JUNE 2007

### **'Coastal access proposals are a leap for walkers but small step for other activities', says CCPR**

Commenting on the launch of DEFRA's consultation on coastal access, CCPR, the national alliance of representative and governing bodies of recreation and sport have called on ministers to use the opportunity to open the coast to as wide a range of activities as possible.

CCPR, whose 260 members include the Ramblers' Association, the British Mountaineering Council, the Cyclists' Touring Club and the National Federation of Anglers, is campaigning for:

- activities in addition to walking to be accommodated and
- the access 'corridor' to extend to the sea.

Tim Lamb, CCPR chief executive, commented:

"These proposals are a step in the right direction but they are not the leap which could transform access to our coast.

"There is a great opportunity to create thousands of new 'theatres of activity' around our coastline where people can cycle, canoe,

climb, cave or ride. But that won't be achieved by opening up a narrow 'corridor' which constricts access on either side - what is needed is comprehensive access from a point inland all the way across to the sea. That will mean that people aren't restricted to just sight-seeing but that they can actually interact with our coast right around the country."

He added that limiting access to the coast solely to walkers would deny participants in other activities unique opportunities.

"If conservation and landowner concerns are appropriately managed, there is no reason why people engaged in a whole host of activities like cycling, canoeing, horse riding, angling or surfing couldn't benefit. As the proposals stand, there seems to be no presumption that participants in these activities will have general access to beaches, cliffs and paths."

*CCPR is the umbrella organisation for 260 national governing and representative bodies of sport and recreation in the UK, which speaks and acts to promote, protect and develop the interests of sport and physical recreation at all levels. It is completely independent of any form of government control.*

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[www.devonrimcompany.com](http://www.devonrimcompany.com)





# BIKES, BEVVIES & BANTER...

Left to Right: Steve Campbell, Vinny Scully, Kevin Scully, Richard Dodds, Fred Ellison

## ...and 2 days trail riding in Northumberland.

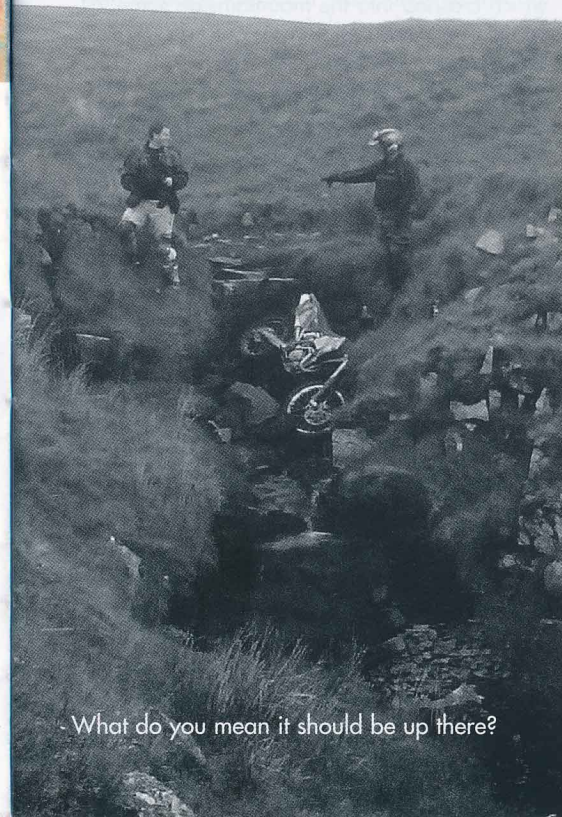
That was the offer in last month's TRAIL and all for £20 too good to miss so I rang Neil Pattison, the organiser, to make the booking for the Ribble Valley contingent: Kevin Scully, 450 Honda; Vinnie Scully, 450 KTM; Roger Smith, 400KTM; Fred Ellison, 300 KTM. Our run leader was to be Steve Campbell, 300 KTM. The other two members of our group were: Richard Dodds, 300 KTM; Dan Laws, 250 Suzuki Djeubel. I arrived around 8.00 p.m. on the Friday and found the venue, a field somewhere in Hexhamshire. I was welcomed by Neil who introduced me to his wife Tracy and the other riders, along with their wives, families, etc.

By now the barbecues were sizzling and the empty beer cans piling up. They know how to enjoy themselves in the North East and are

generous with it. I, and the rest of the Ribble Valley group, were not camping so I couldn't accept the food and beer that was generously offered as I had already eaten and had to drive back to the B&B, leaving the others to party on.

Saturday morning, a quick breakfast and back to the campsite. Kevin, Vinny and Roger, who had driven up that morning, had just arrived so we offloaded the bikes, got into our riding gear and went off to find Neil. He introduced us to Dan, Richard (whose very excited daughter, Natasha, had won the Italjet 50 which was part of the previous night's raffle) and Steve, who was to be our very capable run leader for the next two days.

Two superb days of trail riding followed, with a good curry and beer in Hexham on Saturday night in between. Great lanes, good



What do you mean it should be up there?

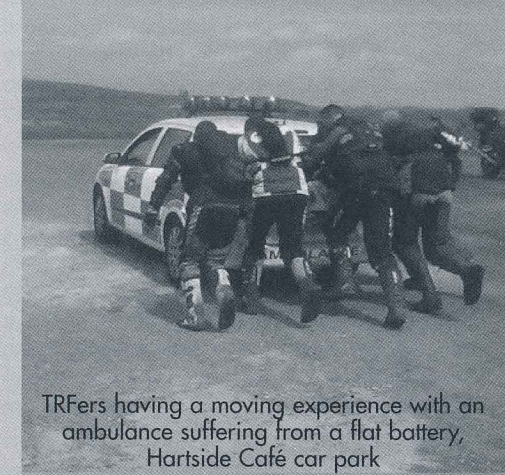
weather and good riding companions. What more could we wish for. The promised rain didn't arrive until around lunchtime on Sunday and then for about only an hour.

### MEMORABLE MOMENTS:

- Crossing the River Tyne - and I don't mean on a bridge.
- Push starting the Rapid Response Ambulance on the car park of the famous Hartside Café (you never know when you might need one!)
- Dragging Roger's KTM out of the ravine where he had carelessly parked it!

Finally, thanks to Neil Pattison and his team for organising an excellent family weekend, along with some top class trail riding. Hope you run the event again next year.

Fred Ellison, Ribble Valley



TRFers having a moving experience with an ambulance suffering from a flat battery, Hartside Café car park





# FIVE GO TO THE SEASIDE

With the Picos trails now in question, an alternative was needed. So, after a brief web search, 5 Wilts and Dorset TRFers headed off to NW Spain, with a Go-Sun-Go booking in our pocket.

At the airport, Malcolm & Martin swerved into the drop off point in M1's Jeep Cherokee driven by his fierce looking wife in a mask reminiscent of the Phantom of the Opera, just after we had checked our baggage in. It turned out that Malcolm had been hurrying to close down his leather (gimp mask?) shop before the trip, and had accidentally brained her with a scaffolding pole!

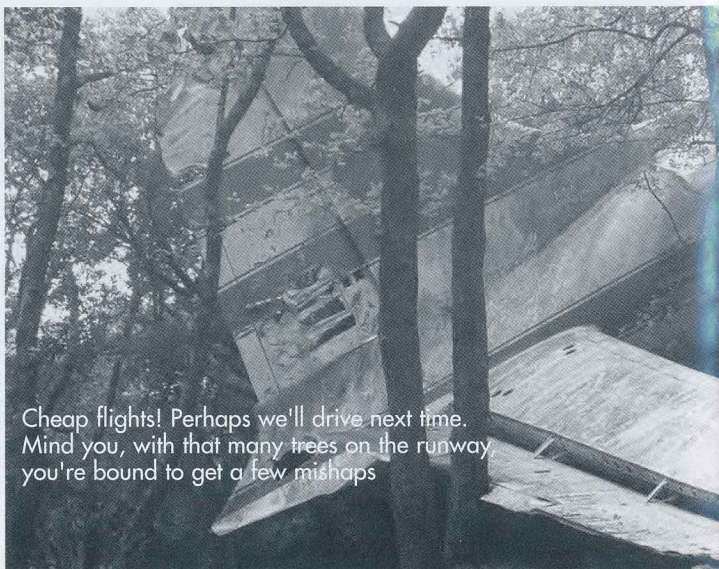
To be precise, we flew into Girona from Bournemouth "International", arriving on time at 1930, Monday 30 April. Julie, our guide's partner and chief taxi-driver, collected us from the airport, and whisked us off to Empuriabrava, on the Gulf of Roses. After a tour of the town, and a brief history of the area, (it didn't take long, the town was built in the 1960/70s on land reclaimed from swamp), we were deposited at the villa. Absolutely sparkling clean! After claiming appropriate rooms/beds, with due consideration to flatulence, snoring and other such unsavoury habits, and following a survey of the accommodation, (fully equipped, with beer in the fridge, and a swimming pool ...filled with water from the fridge), it was out for beer and steak.

At the crack of dawn next day, (OK, 0930!), and after a dubious substance tasting

(washing powder does not taste like salt - it's too lemony!), a short hop round to the 'base' to get kitted up, and take our pick of WR250 or WR450, thoughtfully fitted with various rise bars. First come, first served. 6 bikes, 6 riders. So, in brilliant sunshine, off we went, hitting the rough stuff within a mile of base. The nearest lanes were gravel, and as smooth as Dorset/Wiltshire roads. You know, regular potholes to shudder your brains to mush.

**DAY 1** was designed to familiarise us, and for our guide, Ian, to work out what we're made of (not much in my case, apart from fat! -Vic). En route heading roughly north, regular halts to look at the local scenery and sights, including a more-or-less complete aircraft which crashed into the mountainside some 20 years ago while fighting a forest fire. All 4 French crew were killed. (Not by us, I hasten to add).

After 30 miles or so of fast, flowing lanes, we pitched up in a bar for lunch at a village in the hills near the French border, north of La



Cheap flights! Perhaps we'll drive next time. Mind you, with that many trees on the runway you're bound to get a few mishaps

Jonquera. No slumming it mind you! 4 courses, and coffee came to 8 euros each. (and a free map of the local area for Vic and Les). That was the good bit. Outside, the heavens opened, so out came the wet weather gear. Correction! It did for those who'd had the foresight to take it. So much for "the rain in Spain blah blah blah". On a positive note, though, it wasn't too hot. Not only that, but the terrain was just as grippy when it was wet as it was when dry. There was just the occasional puddle to remind us that it had rained. Not dissimilar to the Picos terrain really. Suitably refreshed, it was a blast back to base in the rain, (with Vic complaining that his goolies felt as if they had been suspended in a goldfish bowl), having covered some 85 + miles.

**DAY 2** dawned with overcast skies. A gloating text message told us it was sunny in the UK though. Eggs and toast downed, (we cooked it ourselves, so there!), we kitted up, and off we went again, west today, up into the Pyrenees foothills. Again, fast, winding tracks, with no-one to disturb progress. We stopped for a passive smoke (courtesy of Vic), at a half-empty reservoir. I bet it was full by the week's end. Lunch today was a treat. Wild boar stew, with the ubiquitous chips and salad etc. Supposedly the boar roam wild (that's why they are called wild boar innit?) in this area. A bit like the mythical bears in the Picos perhaps? But who's ever seen one? (Well, one was on my plate, and it looked pretty wild to me! - Vic).

After a rather, ahem, filling lunch, we were back on the tracks, and it was rocky terrain as we climbed up to 1500m (just my guess, forgot to take the altimeter). We had to take an alternative route to the one Ian had planned, having been defeated by a major landslide that had blocked the track and plunged into the valley below. We made our way back, with 90 miles covered by the end of the day. The evening saw us in a restaurant next to the local

Our guide Ian (with the hair) explaining to Vic how to get on a WR. Pyrenees foothills in the background



brothel (150 euros a pop, since you ask!). A stray bone in a chicken breast fillet prompted an altercation with der Deutsch Obermeister. Discount reluctantly offered, and gleefully taken by Mike!

**DAY 3** and still looking a bit damp. North west-ish, towards the motorway border crossing into France. We'd swapped bikes around today. The sceptics were claiming the 250s wouldn't be as capable as the 450s, but the consensus was, they were. Ian thoughtfully pointed out the whorehouse on the way. A definite theme developing here! We fuelled up amongst the French, over into Spain for the cheap petrol. Then off we went again, further up into the mountains. To make us feel at home, Ian had judged the going just right, to the extent that one of the Dorset Oiks (no names, but begins with M), fell off at least once a day. Old traditions must be maintained. No damage to bike or rider though. Now there's skill! Not that all the bikes were trouble-free. One of the 450s had developed generator problems, necessitating swapping the battery with another bike's half-way through the day. Back at the villa, the sun appeared momentarily, so one of us took to the pool - for about 10 seconds! Brrrrrrr!!!!!!!

If Day 3 was overcast, **DAY 4** was wet. Les decided to cry off. He had the shivers and just could not get warm. Nothing to do with the rain you understand!



Today we headed south west, with the rain easing off as the day progressed. Flatter terrain, with some very nice single track woods going, a few river crossings infested with giant mosquitos and thunder flies, and shock horror, just when we thought all was well with the world, a gentle curving climb, with ultra-slippery mud. No warning, we rounded a corner, and the bikes were sideways, with our legs flapping like mad. The first, and only real mud of the week. Nearly all of us ground to a halt from the shock of it!

Ian rattled off up to firmer ground, while Mike and Vic were slithering about trying to find traction. We eventually made it up and dismounted to listen to the fun going on below. Martin was doing his best to test the 450's engine to destruction and eventually had to hand over to Ian to get his steed to the top. All present and correct, off we went again in the light rain, and during the afternoon we completed a really nice loop of woods going between Empuriabrava and Girona.

Not such a salubrious lunch today. A roadside cafe, opposite .... yes, you've guessed, the local broihei! Pricey was more interested in the lamentable portion of tortilla he received than getting a quick view of the "ladies". So dejected was he, that Malcolm donated him half his pork sandwich. After lunch, we had a smooth and uneventful 30 mile cruise back to base, via the jet-wash.

The final evening saw us having a few Weiss beers under the canopy (it was still raining) of a little German bar - Café Berlin, on the way

into the town centre. Ian joined us for an hour or so as we chewed the fat over the last 4 days riding. He eventually departed and we headed to the Argentina Steako Houso (or Casa Vaca for you aficionados) for our second visit of the week. Excellent steaks, and Martin had the biggest mixed grill I have ever seen. Eyes bigger than belly syndrome finally overtook him and he was defeated by a TKO in the 4th round, with half a chicken and a quarter of a cow still on his plate!

Not too late to bed, after packing most of our gear, and a bit miffed about having to head home so soon. Time flies when you're having fun!

**SATURDAY MORNING**, and to waste an hour or two, we headed off into town to have a look at the market that runs along the promenade. (Snow capped Pic de Canigou - 2785 metres, was visible over in the French Pyrenees). The market was huge. It must have run for half a

mile or more. Odd thing was, nearly all the shoppers were of retirement age. Guess the season hadn't got started yet. Ian and Tommy came round to the villa in the morning for another chinwag, and we waited for Julie to show up for the run to the airport.

We arrived in good time at Girona airport and checked in without fuss, although Vic had to pay an extra 16 Euros for overweight baggage (caused by wet boots being heavy). The flight left on time, and even made up 20 minutes on the way home. Mind you, the landing left a lot to be desired. We thought things were a bit iffy as the pilot made his approach making umpteen corrections on the



Our guide riding M's bike up the muddy hill - now why would that be...?

# MINUTES OF TRF EXECUTIVE MEETING

Held at: Heritage Motor Museum, Gaydon 25 March 2007

**Present:** As computer list.

**Principal Officers:** Andy Gerrard (Chair), Polly Cody (Secretary), Arnold Brewer (Treasurer), Tim Stevens (Vice Chair), Robin Hickin (RoW Officer), Fred Ellison (Editor), Mary Stevens (Membership Secretary).

**Co-Opted Officers:** Dave Giles (BMF & LARA Liaison), Mark Holland (Equestrian Liaison), Dave Tilbury (CCPR Liaison).

**Groups Represented (Not necessarily by their Group Rep):** (21 out of 44) Dorset, East Midlands, East Yorkshire, Gloucester, Herts, High Peak & Potteries, Kent, Lancs, Mid Wales, Northumberland, North Wales, Oxford, Peak District, Ribble Valley, Somerset, Southern, South Northants, Sussex, Teesside & North Yorks, West Midlands, Wiltshire.

**1. Welcome:** The Chairman opened the meeting, thanked members for attending and gave the usual safety arrangements. He went on to report that Simon Bingham could not be here as he is having hospital treatment, assuring members that Simon would be back soon and sent his and all our best wishes. The Agenda items down to Simon would not be dealt with today.

**2. Apologies for absence:** Simon Bingham (PR&Comms), Tim Dinsdale (Worcs), Adam Hedley (Cornwall), Brian Harwood & Derrick Collins (East Mids), Dave Clegg (Axe Vale), Dave Knight (West Anglia), Matt Reynolds (South Northants).

**3. Approval of the Minutes of the 20 January 2007 meeting:** The minutes were approved.

## 4. Matters Arising:

**4.1: National Campaign Reports:** The Chairman reported that the Principal Officers were in the process of gathering information in order to get various campaigns started. Notably on Obstructions, and post NERC problems. Dave Tilbury explained that DEFRA has said that if the 5 year user applies, it is up to the users to provide the evidence. He also noted that his Local Authority (Hampshire) say they do not know what to do and have asked the TRF how to proceed!

The Chairman asked members for more ideas on campaigns. Robin Hickin felt that TROs imposed by the National Park Authority might need fighting. Leo Crone noted that Local Access Forums have been consulted on this, and they feel that there should be a right for vehicle users to be consulted.

**4.2: Complaints & Consultee Lists** (Local Authorities). The Chairman had asked all members to write to their Local Authority to see if they can become consultees with regard to DMMOs and TROs etc. He has had no response yet. There was some discussion on this process and how the TRF is missing out on some consultations. The Chairman noted that some Groups are involved with their Local Authorities, but several areas of the Country have no cover, and he asked groups to try to get involved.

**4.3: Absent Friends:** The Chairman explained that a further renewal reminder letter had been sent to all those who have not yet renewed their membership. Mary Stevens reported that she had received 112 renewals on that particular letter, and also felt that the letter had reminded members to send in the normal renewal reminder form. Arnold Brewer reported that we are trying to set up an on-line payment system, but this is proving more complicated than initially thought. He asked Groups to keep an eye on their members to ensure that they renew.

The Chairman asked how much effort do we use to get members in. Tim Stevens noted that all clubs have a turnover of members each year and he felt we had done enough. Mary Stevens confirmed that new members were still coming in.

**4.4: Pre 1930s Motoring Project 2nd Stage:** Dave Giles reported that this project is to look at old archive material from pre 1930 events, and ordinary motoring news, as this can be vital evidence of motoring on certain routes. He had nothing much to report since the previous meeting, but people are finding material as well as older people who recall using such routes. Brian Thompson held up a book which is published by the Ilkley Club which is full of such records of use.

The meeting discussed this sort of research. Mark Holland asked what the significance is of 1930. Tim Stevens explained that this was when motoring away from roads and on footpaths and bridleways was made a criminal offence

**4.5: TRF Limited:** The Chairman reported that this process has been quite complicated, but the Solicitors have produced a set of Memorandum and Articles (Mem & Arts) for the TRF. The Solicitors suggest that we adopt the Mem & Arts to put the liability aspects into a different section of the TRF to the existing Fellowship. Tim Stevens felt that this is a giant leap for the TRF and there may be some members who would have been here today because of this discussion. He was concerned that these Mem & Arts appear to give only two Officers all the power in the TRF. The Chairman reiterated that this will have to be decided at an AGM, but he was given the task to follow up incorporation for the TRF, and he was asking today's meeting to adopt the new Company.



Robin Hickin felt we need to adopt the Company and allocate funds to run it. Also there is a need to get the membership to sign up to the Limited Company as there is currently a TRF Ltd which consists of Andy and Arnold. The next step is to have the AGM confirm the Mem & Arts, and alter the TRF Constitution to accept TRF Ltd.

The meeting discussed how to move forward.

The Chairman asked Tim Stevens to write his concerns to him so that he can consult with the Solicitor, particularly the Constitutional effects.

The Chairman went on to report the second part of the Solicitors' advice, which is that the TRF needs to outsource the RoW advice, Map marking, and helping members out of trouble; this will mean buying advice from TRF Ltd. Which means giving funds to TRF Ltd to buy the services needed. The Treasurer confirmed that the TRF needs to adopt the Mem & Arts today and then agree to transfer monies to run the RoW budget, he recommended the transfer of £10,000. Dave Giles felt we do need to agree today to put funds into the Company until the June Executive Meeting when the whole membership will be asked to vote on the new system.

Following further discussion the Chairman asked for a show of hands to go ahead with the outsource arrangements with the Ltd Company. **All Agreed**

Dave Giles then proposed that the TRF fund TRF Ltd at £2,000 per month until the next Executive Meeting in June. Dave Tilbury seconded the proposal. **The meeting voted in agreement. There were two abstentions.**

**4.6: Legal Advice (RT Routes):** The Chairman noted that the Contractors were going to consider the legality of RT Routes. Tim Stevens reported that LARA has taken legal advice on various aspects of the NERC Act, including this. They are now waiting for their legal advisors to get back to them. He would report back to the TRF when he hears anything. Tim did point out that DEFRA still hasn't got their advice right, so LARA's Solicitors may take time. *Action: Tim Stevens to report back to the TRF.*

**4.7: What is a 'Restricted Byway' report in TRAIL:** Dave Tilbury reminded members that he had written an article on Restricted Byway for TRAIL, he has had no response to this.

**4.8: Presentation to Parliamentary All Party Motorcycle Group, plus ride out invite:** The Chairman reported that a representation has been made, but no response yet. The idea of a ride has been well received, but no date has been set yet.

**4.9: New Patron:** Tim Stevens asked that the membership secretary be given an address for the new Patron, so that he can receive the TRF Magazine. The Chairman noted that he is to meet Lord Fairfax soon and would get the information. Dave Giles wished to thank Tony Stuart for his work in finding the new Patron.

#### **Elected Officers' Reports:**

**5.1 Vice Chair:** Tim Stevens said he had not had to stand in for the chairman or other Officers, but is always active in promoting the TRF wherever possible. He reminded members that he would investigate the cost of supplying all members with a keyring. This he has done and the cost is 20p each, do we want to go ahead with this. **All Agreed.** *Action: Tim Stevens to order keyrings.*

**5.2 Secretary:** Polly asked for group returns from those not in yet, and gave the names of the Groups she is waiting for. She stressed the need to have up to date contacts for all groups. Tim Stevens noting that there are groups who do not send group returns in or attend these meetings, asked whether they should in fact be listed in the magazine?

**5.3 Treasurer:** Arnold Brewer circulated a finance sheet, and expressed concern that membership funds are down around £20,000 this year, and expenses are up by around £14,000. He reported that this year there will be a deficit of around £30,000 so we shall be trading at a loss. John Gardner felt that the membership fees should go up this year, and reminded members that there has not been a raise in fees for a number of years. Arnold reminded members that we knew we were going to spend money on a revamped TRAIL magazine, and in trying to get new members and keep up the number of renewals.

**5.4 Membership Secretary:** Mary Stevens noted that paid up membership stands at 2392 with renewals and new members still coming in. She thought this was around 400 less than this time last year. She went on to give the finances for subscriptions and donations taken so far. The not yet renewed figure is 895. Renewals from the recent reminder letter are 113.

**5.5 Public Relations:** Simon Bingham was not here today, but sent a message to thank groups for their input into the questionnaire.

**5.6 Rights Of Way Officer:** Robin Hickin circulated his report covering various aspects of RoW which are of concern to the TRF, they include DEFRA and its guidance to Local Authorities on aspects of the NERC Act, DMMO system and CroWA 2000. The Gap Road in the Brecon Beacons and the confusion over its vehicle rights post NERC. Sustainability and the least impact guidance which has been posted on the website.

Robin also discussed the fact that National Parks can now put TROs on routes in their parks, and he is concerned that they will abuse this power, even though some of them did not want this power. Mark Holland felt that the National Parks may be misleading us, he feels that the Ramblers will have a campaign to have TROs in the National Parks. Dave Giles felt that we should all remind the National Parks that they are there for everyone, all users.

Robin is also involved with the GLASS Wayfinder Project, and the new site is almost finished. He noted that users will

be notified by e-mail when the system is fully on line.

**5.7 Editor:** Fred Ellison reported that input into the new style TRAIL has been very good, but needs to be kept up. He reminded groups that the Spotlight article is meant to be a bit of history on the Group, not just run-outs.

#### **6 Contractor Officer's Reports:**

**Contractor: Northern Area:** Brian Thompson reported on the project to ascertain whether RT roads are caught by NERC or not. The confusion is over whether they are designated as UCR on the List of Streets. There are several pre NERC Byway Claims in South Yorkshire which need following up, and this work is to start in April. There is bad news from Northumberland where new Byways at Slaley and Hexham have been damaged by overuse by 4x4 and motorcycles, these routes will now be subject to TROs. Brian went on to report other work he is doing in the area.

Leo Crone asked for some clarification on how Brian Thompson is supposed to work as a contractor. Leo said that Brian is working in Leo's area without consulting him, and there have been instances where Brian is having meetings with the Local Authority and stepping on the local TRF groups toes. He asked that Brian be instructed to co-operate with the Teesside & North Yorks Group. Leo asked for clarification on RoW law. Tim Stevens cited the Backwell Case, which states that if a landowner gives permission to use a route on his land, and the public do it for long enough, deemed dedication applies.

There was further discussion on the problems between Leo and Brian, and other aspects of Brian's report.

**Contractor: Southern Area:** Dave Tilbury was concerned that until we can proper information we are 'winging it', rather like DEFRA. He noted that GLEAM has had a legal opinion which states that a Schedule 14 claim must be backed up with full evidence, not just a minimum amount. Dave felt that we should try to get something out to counter this opinion.

**Contractor: Western Area:** Tim Stevens said he had nothing to report as contractor.

#### **7. Right of Way Contractor Reports**

**BMF & LARA Representative:** Dave Giles reported that the BMF is currently struggling with internal matters, so he doesn't know how much support they will be giving LARA in future. Dave also said that he had not been to a LARA meeting recently, so had nothing to report from there. The Chairman reported that the South Northants Group will be manning a stand at the BMF show and asked for members to help run the stand. The show is on 19/20 May at the Peterborough Show Ground. John Gardner felt that the BMF has got problems, but is not going to implode.

**Website:** The Chairman explained that he had not received a report from Bill Richard. Arnold Brewer reported that PayPal on-line payments were going ahead, but there had been a few problems setting it up because of some credit card problem. The meeting discussed this type of payment and also Worldpay as another system to try if PayPal fell through.

**BBTC and CCPR:** Dave Tilbury reported that the BBT Council meets in May and he noted that the Trust has objected to the guidance on widths of routes which appears to have taken up time and money. Dave also reported that he feel the Discovering Lost Ways (DLW) project was set up to fail, as nothing has come of all the various test areas set up, not one claim for footpath, bridleway or BOAT has come from this project.

Dave Tilbury also reported on the CCPR. He receives and passes on daily updates of CCPR news. They continue to press for better access to coasts, but other interested recreations are trying to have a bigger say than they did for Open Access.

**Equestrian:** Mark Holland asked that the Agenda heading for his report be changed to Horse Events not BHS, as he works more closely with other horse event organizers, particularly Endurance GB who are very supportive of trail riders. The Chairman announced that he has provided some bibs to wear at horse events.

**Display Equipment:** Leo Crone asked for some new leaflets, pictures and display information to hand out at shows, as the information he has is out of date. Fred Ellison noted that a new leaflet should be available shortly. Leo said he would ask members to get information from the website to adapt for the display boards.

#### **8. Working with Government:**

**8.1 & 8.2.** The Chairman explained that the TRF has not been very active in keeping in touch with MPs or Civil Servants and it was with this in mind that the TRF decided to approach an MP directly to try an ascertain where we went wrong in the NERC debacle. Fortunately GLASS had someone who was willing to go with us to meet an MP and we learned a lot about how we could have done things better. The TRF needs to give out the correct message to the public and to MPs, with a need to put ourselves over as sustainable, responsible, considerate users of the countryside.

**8.2.1 RUG:** The Chairman explained that this is an acronym for the Recreation User Group who went to see Bill Wiggin MP. This was very worthwhile for us, and as several other driver organizations decided that there was no mileage in this for them, it was left to the TRF, GLASS, and BMF to continue the relationship. Bill Wiggin agreed to help us look out for legislation which may effect trail riding, and also to advise us on how best to get our message across to the legislators. The Chairman noted that last year we allocated £10,000 for PR and Communications, the MP wants £6,000 per annum to work with us, so our input would cost around £3,000. The Chairman asked for a decision on whether members feel this is an appropriate use of funds. **All Agreed.**

The Chairman then proposed we allocate £3,000 for the MPs advice. **All Agreed.**



### 9 CREST or Tread Lightly?:

9.1 Presentation: The Chairman gave a presentation on the American system called Tread Lightly. This encourages anyone going out into the countryside, or desert in America, to abide by simple sustainability rules. For example not going out if the weather is very bad, and your vehicle will make more mess than on a dry day. Using quiet machines, with non-aggressive tyres, and riding in a respectful manner by giving way to other users. The Chairman explained that GLASS was eager to sell this idea to LARA and other motoring organizations. GLASS think this is an idea to use and sell the logo to make income out of it. They are asking that the TRF join forces with them as founder members for an annual licence fee of £250.

The meeting discussed the implications of this, and whether we could sell it to our members in general. Dave Tilbury felt we should pay the £250 for a year and see how it goes.

The Chairman asked for a decision to go ahead with GLASS and the Tread Lightly scheme. **All Agreed.**

### 10 The Future:

10.1. Sustainability protocols and problems: The Chairman asked the meeting to briefly discuss what system to use when deciding on the sustainable use of routes. Do we want to have something like a Red, Amber, Green colour coding? Robin Hickin noted that Geoff Wilson is not aware of any publications available to use for sustainability, and we could presumably make up our own rules for assessing this.

Tim Stevens explained that if the TRF came to the CCPR Outdoor Pursuits Division its Chairman would see that something would be done. The Chairman asked Robin Hickin to look at this and send Dave Tilbury to the CCPR with our take on sustainability.

The meeting discussed this further. *Action: Robin Hickin and Dave Tilbury to deliver a paper to CCPR.*

10.2. UCRs again: Tim Stevens felt that the letter put out by DEFRA has been confused by Highway Authorities. He felt that the main threat in the letter is to the routes which haven't got vehicle rights and will be lost in 2026. There is a need to keep an eye on this, and object if others put in claims.

10.3 LARA Forward Plan & Constitutional Amendments: The Chairman asked if members have any ideas to put to LARAs' Forward Plan. Tim Stevens explained that various organizations have expressed concern that LARA is not working for them. He explained that if the TRF doesn't have input into the Forward Plan they will be overturned by the other organizations. The Chairman felt that it wasn't fair that other more prosperous organizations pay the same as the smaller groups do. Dave Giles said he had responded to Alan Kind's paper some time ago. The meeting discussed LARA and what the TRF needs from it. Dave Giles offered to go over his paper from Alan Kind and put something to LARA. *Action: Dave Giles to have input into LARA Forward Plan on behalf of the TRF.*

10.4 LARA Is this a way forward? Mark Holland asked whether Tread Lightly would take the place of LARA. The Chairman suggested an article in TRAIL explaining what LARA does for the TRF. Members gave general approval of LARA.

10.5 Rider Connect: The Chairman explained what had happened within the BMF and that Simon Wilkinson and Richard Olliffe have set up a web based forum to take motorcyclists concerns and help them to sort out their particular problems. The web forum is there to help all motorcyclists, and is financed by an insurance company, as well as sponsors. They have asked for articles and technical information from us. Members gave a positive response to this new group.

### 11 AOB:

11.1. Rider Training: The Chairman explained that this is an idea coming from the way 4x4 drivers are taught to drive on rough terrain. He felt that the TRF could give training to riders on how to ride on the rough routes. Tim Stevens felt the idea is sound and asked who would give approval for our training. For the 4x4 people there is an organization called BORDA (British Off Road Drivers Association). Members discussed how best to approach this, and the Chairman offered to look into it.

11.2 and 11.3 Covered above..

11.4. Centrefold Articles: Dave Giles explained that this came from a recent officers meeting which wished to let the wider membership know what is going on. What the Law is now after CroWA and NERC. This could be done as a centerfold in TRAIL, which could be pulled out and kept for reference.

The Chairman asked Dave and others to put something together for TRAIL. *Action: Dave Giles and Executive to produce articles for TRAIL.*

11.5: Registration of all off-road motorcycles: Tim Stevens asked members to let him know if they are interested in lobbying to help get this idea overturned before it become law. The Chairman asked for members show of hands as to whether this is a good idea, or not. The meeting briefly discussed the for and against this legislation, but could not decide what to do about it.

The meeting closed at 4.45 pm.

**15. Date of next meeting:** The next meeting is scheduled for Sunday 24 June 2007.

Further 2007 meetings scheduled for 09 September, with the AGM on 14 October.



Julie, Vic, Les, Martin, Mike, Ian  
(Malcolm – too drunk to stand)

way in. Half way down the runway and we were still 50 feet off the deck! All of a sudden he chopped the power and dumped it on the tarmac so hard that we thought the wings were going to come off. As we hit the ground for the second time, he went to full reverse thrust and locked up the brakes until they squealed, before swinging off the runway at the very last moment.

Through customs with no problems, we eventually said our goodbyes and headed

homewards feeling very satisfied with our 4 day riding holiday, and happy to have made some good new friends in Empuriabrava. Thanks Ian & Julie for an excellent 5 nights stay! See you again next year.

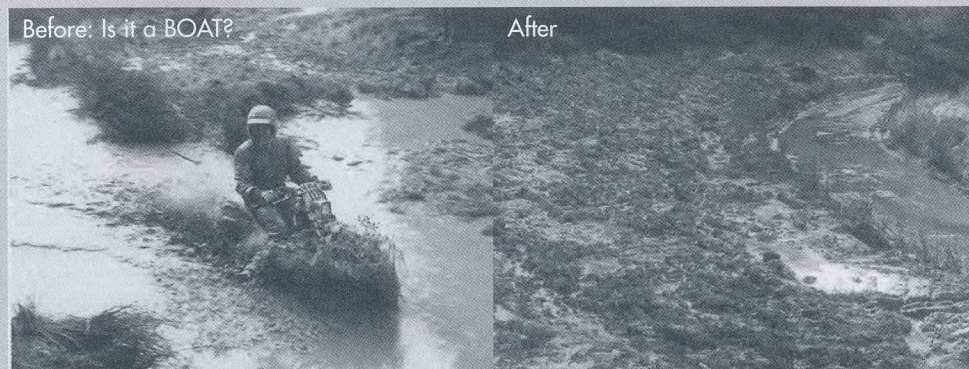
Apart from the lead-in route, we'd ridden different tracks each day, covering 350 miles or so (not too shabby considering the unseasonable rain) of the 700+ Ian claims to know in his head. And no reference to a map or GPS all week! But the week was also noteworthy for what we didn't see: walkers, gates, horses, or animosity aimed in our direction. We did pass 3 other bikers, and frequently exchanged friendly waves with the locals ...Off-road Utopia. Would we / are we going again? You bet!

Trip dates: 30 April – 5 May 07

Mike Woodward, Dorset TRF  
Martin Liddell, Dorset TRF  
Malcolm Tottle, Dorset TRF retired  
Vic Price, Wilts TRF  
Les Packer, Wilts TRF

## ROAD REPAIR

**R**e Repair in Grizedale Forest. The Welsh Trail Riders recently did a similar job on the sunken road in the Crychan Forest "Cefn Llwydlo", C27. It has been flooded for around 200 yards for many years and was a pain for enduro riders, trail riders, motorbikers and horses. So WTRA got local farmer Stuart Richards and a 7 ton digger to open up the original drainage ditch and regraded the ground alongside which had been "Trashed". Bob Perring



*Ed: Bob, how about a photo when it has had chance to recover and grass over?*



# NO GATES, NO RUTS, NO HASSLE, NO KIDDING!!

zagged our way across two rivers for a duration of a couple of miles. Quality riding.

To round off our day we came to a large expanse of

**B**ack in March myself and two friends Steve Thomas and Simon Martin decided to venture further afield to check out some alternative lanes. We booked a long weekend tour with Torotrail (www.torotrail.co.uk) who are based in a town called Alhaurin El Grande, 20mins drive from Malaga airport in Southern Spain. They cater for novice through to expert rider, tailoring routes to rider ability. With 100's of miles of fire roads, woodland trails, stream crossings on offer, our expectations were high – they didn't disappoint!

water, with a flat sandy bed where, like a bunch of kids let loose we were free to ride at our hearts content through the water. To round it off adjacent to the water was a motocross practice track, free for anyone to ride that we made good use of. By the time we got back to base our clothes were as good as dry, we got cleaned up and headed out for the odd beer or two. All in all a great weekend, good riding, unrivalled scenery, beautiful weather, decent bikes and a good bunch of people, well recommended!

Glenn Lander

Day one took us on a tour of the more local trails, to familiarise us with our bike for the weekend – Yamaha TTR250's which turned out to be more than adequate. Countless sweeping fire roads and some awesome ascents/descents made for an enjoyable first day. We took in some woodland trails, where me being me chicked out of taking the harder route only to wish I'd done it later in the day, mmm typical!

The second day took us further afield, including a trip up a very steep, very rocky single track path which took us to a radio / tv installation site way up on a hillside. Going down was tricky with no room for error, one slip too far to the edge and you were off the side, great fun though. Later in the day we went yet further from base camp, taking in some great wooded sections, reminiscent of the Wye Valley then later in the day we zig

## MY FAVOURITE TRAIL: "CRACKPOT"



**F**or some 90 years Crackpot, a famous hill climb in the northern Yorkshire Dales, has been enjoyed by generations of riders on every conceivable kind of motorcycle.

Crackpot is a fully legal UCR sporting a nice new blue and white county council "Unsuitable for Vehicles" sign at the top gate. Such an official notice is prima facie evidence that vehicular rights are admitted, therefore an "unsuitable" warning should remove any lingering doubts.

Officially some confusion still exists about ORPA status shown on OS Maps. If you bother to write to county hall in Northallerton as the OS suggest, then they will reply that UCRs are legally only footpaths. This I suspect is used to deter the riff raff. Not a bad idea at that. It is sad that a few vehicle users cannot be trusted to behave responsibly while using green lanes.

We pay a heavy price for those in the minority who decide to use noisy bikes; a problem that is ever present and never dealt with. Go to a Byway public inquiry, as I have been doing for 25 years and hear what the objectors say

about noise. Remember the RA "Noise Invasion" publicity campaign? The motorcycle press supplied all the evidence they needed and they continue to do so.

Anyway Crackpot is a grand name for a grand hill climb that rises out of Swaledale and for me its my favourite green lane ride. Its not far from Gunnerside and Feetham in Swaledale and starts at grid 965948 going north to the tiny hamlet of Crackpot at 973965 where it takes its name. On OS maps its called Summer Lodge.

Best ridden up hill, the track is wide and well defined. It can be ridden in all weathers and all year round. No mud to contend with. It gets quite rocky as it nears the steep summit at the field gate which leads on to the minor metal road that goes over Summer Lodge Moor to Askrigg near Hawes.

Hawes is a well known watering and petrol stop place for bikers and is more or less the centre of the Yorkshire Dales National Park.

Relatively easy and quite possible on a road bike except the racer variety of course. Big



trailies (what an awful name) should enjoy it. It helps if there are two or more riders in the party for the leader to open the gate at the top to let the rest have a clear run.

On your own, parking the bike on the prop stand and then opening the gate is not easy in view of the steep loose surface and danger of the bike rolling back.

Crackpot has been a favourite of competitors in the

famous MCC Edinburgh Long Distance Trial since 1923. When you realise the sort of flimsy machines that rode up this hill in the 1920s, some with single gearing and rigid frames, it shows how spoilt we are today.

I have been riding Crackpot for 45 years, sometimes on a road bike when it is indeed a challenging ride, and it has always given me a thrill. Crackpot is not as difficult as Bamford Clough in Derbyshire, another famous Edinburgh Trial hill, but is a serious and rewarding climb just the same.

There are few other trails in Swaledale, but Crackpot is always worth a diversion, and it is fully legal. I have never seen ramblers, cyclists or horse riders using it, so you are unlikely to inconvenience other users. Seek it out and enjoy this famous hill climb.

Brian Thompson

## COUNTRYSIDE & WATER

**Right to roam costs rise to £52m**

**The cost of implementing Labour's commitment to the "right to roam" across the countryside cost taxpayers nearly twice as much cash as ministers had anticipated, a committee of MPs discloses today.**

- Right to roam costs rise to £52m
- The cost of implementing Labour's commitment to the "right to roam" across the countryside cost taxpayers nearly twice as much cash as ministers had anticipated, a committee of MPs discloses today.
- The Commons public accounts committee condemned the way the Department for Environment, Food and Rural Affairs and the former Countryside Agency failed to properly plan the roll-out of areas to be opened to the public, causing costs to rise from £28m to £52.6m.

21/06/2007 (Guardian)

## SPEEDWAY IS A LOSER IN THE NAME GAME

Tennis may have problems, but they are nothing compared with those faced by some other sports. Living in Bristol 30 years ago, the best night out imaginable was an evening at Eastville Stadium watching the Bulldogs - the local speedway team. Girlfriends loved it. Mates loved it. Then the team folded, the ground became a supermarket and Bristol speedway, like the Sex Pistols and the Clash, was consigned to history. Moving to Lincolnshire, you couldn't beat an evening watching the Boston Barracudas. But then they folded too.

04/07/2007 [www.telegraph.co.uk](http://www.telegraph.co.uk)

# SHOCK HORROR

## J.R. BUYS A TYRE

The last fortnight has seen "us lads up North" drowning in a foot of rain. Thirty centimetres in new money. We had four inches in one night. With the weather forecast predicting more of the liquid kind, I was looking forward to a planned trip to the Lakes with some trepidation. So much so, that I decided to buy a new rear tyre. Shock horror!! Those of you who know me, know I have been running part worn tyres for at least four years, all kindly donated, free of charge, by my fellow members. Thank you Chaps! Tight? Not really, just a Yorkshireman who can't bear to see wasted rubber. The young lads shed the tyres and I can run them for another thousand miles before I can feel them losing grip. Having said that, that is a month's worth of riding for me, so you can see why I opted for free rubber, otherwise with the number of chains and sprockets I get through, it would be a rather expensive pastime.

The stoney lanes and rock steps in the Lakes can be a real challenge in wet weather, so I took the plunge, after good reports of a new, road legal, tyre by Maxxis-Maxx Cross. The lad who had one on said they were good on rocks as well as the soft stuff. Not only that but they were reasonably priced.

I was pleasantly surprised, I got a enduro inner tube, four millimetres thick, and the tyre for the price of a Michelin A10, the tyre I normally run.

Harry was my means of transport. I suggested leaving at seven for the one and a half hour journey to Tebay, our start point. Harry said he liked to be up an hour and a half before leaving the house and rising at five thirty

sounded frightening. We compromised and plumbed for seven thirty.

We loaded up the night before in the works van and set off on time, missing most of the Cross Teesside Traffic, which can be a nightmare.

The A66 Cross Pennine road is being up-graded to dual carriageway, after donkeys' years of petitioning, twelve mile tail backs, in summer not to mention the accident figures. The work has progressed at a phenomenal rate but not quite fast enough. We were restricted to forty mph for twelve miles but with the volume of traffic we never actually reached that speed.

Once free of the restrictions we headed, at a good pace, over the Pennines. We had set off in dry weather but the "London Weather Forecast" said it would probably tank down all day. I am sure it did "Down South" in that there London. It seems that after 1987 and Mr Fish's Storm warning, the BBC Weather Centre, issue worst case scenario, weather forecasts. They can never be accused again of



not warning us. A friend of mine once said "we live on a tiny island at the mercy of the Atlantic weather and according to chaos theory if a butterfly pumps in the wrong direction the whole weather picture changes almost immediately". Funnily enough it is the end of June and I had seen some butterflies in the garden. Anyway as we approached the Lakes the sky did look grey and overcast but that is just an effect of the hills. No rain in sight, great. The sky was brightening, fantastic.

We parked up in Tebay Village. Normally we use the lorry park off the M6 service station but it must have changed hands. Barriers were up and an eight pound a day parking charge was in force. Needless to say we found another safe park and headed for the hills.

Breast High Road was first on the list and what a great ride it was. The new tyre felt really weird on the road, then I realised I had not ridden a tyre, with a full tread, for a few years. Once on the rocks it was mega. A10's tend to slip sideways on boulders, this tyre was faultless and the ascent was smooth and straight.

I was dreading the river crossing at the end of this lane but when we got there the water was at its lowest level for years. The weather must have dumped every drop of rain East of the Pennines for the last fortnight, the Lakes lanes were relatively dry.

Not only were they dry but they were relatively people and 4X4 free. We did not see another Trail Rider all day.

So much for the propaganda of the Rambalians, (that is Chris's terminology) who would have everyone believe the lanes are continually full of a procession of walkers and horse riders waiting to be disturbed.

We covered one hundred and twenty miles from Tebay to Langdale via Windermere Ferry and back via Kentmere and Gatesgarth Pass and saw six walkers and one 4X4. Mind you it was a Thursday, a good day to go to the Lakes. Friday is a travel nightmare. Weekends have the most visitors, so I always opt for a weekday.

Harry was impressed, his first visit on a Trail bike. He also enjoyed the broccoli and cheese soup at Hawkshead, washed down with a Mocha. Very civilised.

The best part of the day was the ascent of Gatesgarth Pass up as far as the Locked gate. Just as we got to the steepest part, a sheep dog appeared from around the corner. Harry and I pulled over to watch a white haired lady in her seventies, probably her eighties, marching down the centre of the road, closely followed by her friend from Devon who was of the same age. Both reminded me of Hannah Hauxwell who, always looked older than she actually was, but we both thought: I hope when I get to their age we will be fit enough to walk up Gatesgarth pass and back again.

I suppose you will be going up there to have a rarer round, she said. They have been and vandalised the gate again. It is supposed to be closed but moterbikes go up and don't come down, so they must go somewhere.

No, said I, we are just enjoying the scenery and we are going to take some photographs and then go down again. I said there are always going to be a few who spoil it for everyone else.

True enough she said. This is my friend from Devon. She said she allus wanted to walk up Gatesgarth, so we have done it. I just live at the bottom.

Suffice to say we then spent a pleasant fifteen minutes together talking about one thing and another. On the way down they waved us farewell. We were left with the impression of two remarkable ladies.

Returning over Breast High Road the storm clouds gathered and twenty minutes from base, it started to rain. We thought ourselves fortunate that our day had been perfect for Trail riding and that we had completed the trip safely.

The new tyre had performed admirably and the 07 Yamaha WR450, the sewing machine, is a delight to ride.

Happy Days on Your bikes.  
John Robinson, Teesside & N. Yorks

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# DORSET GOES TO DEVON

## (Or... John checks out the Emergency Services)

For quite a while now a few of us have been promising ourselves a trip into parts of Devon that we haven't ridden before.

I eventually got around to buying some maps of our intended area and marking them up. Devon has a huge number of Unclassified County Roads (UCRs) - shown on O.S. maps as ORPA - so marking up and planning a route was easy and fun.

So finally, on Thursday 17th May with the marked up Explorer Series maps in hand Mark Mason, John Williamson, Dave Oickle and myself found ourselves on our way, with all the bikes loaded up into our hired van, and Dave and John leading the way to Sidmouth in the car.

We arrived at our start point, a car park just to the west of Sidmouth at about 10, and unloaded the bikes, got the gear on and set off.

The first "lane" was a mere 2k down the road. Now we all like a few easy lanes to warm up, but not so today! The first lane was a baptism of fire. In fact, the entrance to it was so overgrown that I rode straight past it. Once we got into it, it was very dense with vegetation, and the only way through was to stick to the deep rut running right down the middle. We all had to "paddle" our way along, and were well warmed up at the end.

We then had to drop about 3 feet into a stream, ride up it a while, then up the bank on the other side, straight into the next lane.

I have to confess to a small "navigational error" here, and we ended up going the wrong way around this next lane, leading to a bit of confusion at the end of it. We finally worked it out, and set off down the road, then onto the first of the many named lanes, this being the rather easy yet attractive Piscoombe Lane, then

down the road to the grassy Lea Lane to bring us out at Pepper's Corner, in the village of Otterton. We then crossed the river Otter for the first time of the day, soon into another short lane, then a bit of road to Kersbrook, to ride 3 more lanes to bring us into East Budleigh.

Here we took a left (west) along Hayeswood Lane, initially a wide farm access track - you know the type, where you wouldn't want to fall off, knowing full well what that slippery green slime is - but becoming more interesting. At a junction of lanes our way ahead was "barred" by a TRO sign allowing passage for agricultural vehicles only. We hung a left, and then hit the tarmac for a bit, then up Shortwood Lane to reach the other end of the aforementioned Hayeswood Lane. Would a local farmer make up some false ones? Surely not! We may never know.

Anyway, back round the road loop again, to re-ride a short part of Shortwood Lane, then left onto a short lane (not "shortwood lane"), then a short stretch of tarmac onto the next lane, across the heath.

At this point we had to hit the tarmac for about 5k, to get to our next lane at Woodbury Salterton. It actually turned out to be just a tarmac lane, with about 100 yards of gravel at

one point. That's the chance you take when riding in unexplored territory. Until then though, all the lanes had been interesting, and worth riding. At the end we turned a sharp left onto our next lane. Although a log blocked the entrance, and it looked little used, we were confident of our navigation and set off.

Our confidence soon waned, as this turned out to be a narrow track across a boggy heath. After re-checking the map, we carried on and eventually our faith in our navigation paid off, as we exited onto the tarmac precisely where we should have done. I don't think this lane gets a lot of use, but was great fun to ride - much like some of the now NERCed Dorset routes across heathland.

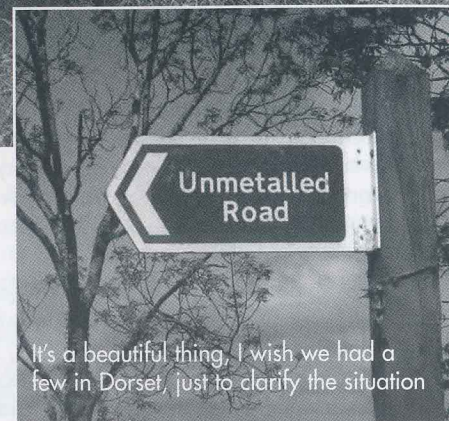
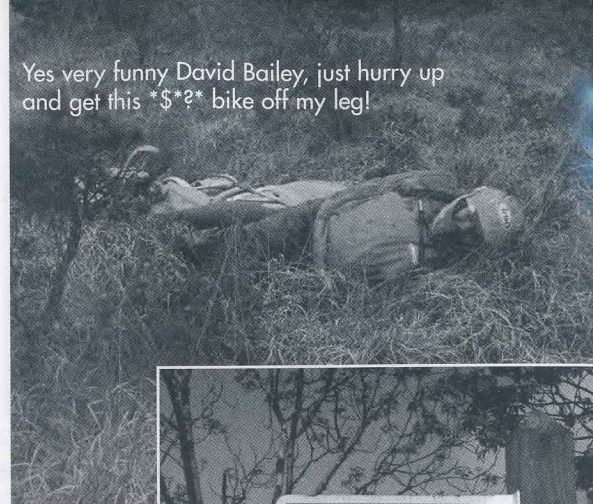
Then on the road again to Naps Lane, a now familiar double hedged track, in good condition, and regularly used. To confirm this, we met a couple of "travellers" Transit vans coming the other way, although no sign of an encampment. At the end of this lane we saw the first of many signs correctly identifying the "unmetalled road".

We then headed down into the village of Colaton Raleigh, and straight into the conveniently situated Otter Arms.

After a leisurely break and some top notch pub sarnies we were off again, first up the stony twisting climb of Pound Lane, then 3 other interesting and varied lanes to cross and re-cross Naps Lane, all with short hops "down the road" to connect them. At one point we met a guy on a 1970s road bike with rigid back end (the bike!), looking for his traveller friends. He said it wasn't too comfortable! About 1k down tarmac we then entered Back Lane, through a shallow ford, then a pleasant twisting ride in the shade, following the stream, then out the other end via a long shallow ford. Great!

One more lane and a bit of road took us to Dotton Farm, and a UCR that crossed the Otter River. When we got to the waters edge we could see that the entrance/exits from the river had not been used for years and the river looked very deep. Although a diverted route had been

Yes very funny David Bailey, just hurry up and get this \*\$\*? bike off my leg!



created upstream, it wasn't public so we "opted out" and turned back.

Then we rode the easy Monkey Lane and another unnamed lane to take us to Burrow, then north to Venn Ottery to ride a loop of lanes south of the village, and another loop north, varying from easy/open to narrow and overgrown. A couple more easy lanes this side of the river then saw us re-crossing the Otter at Tipton St John, for a quick stop at the village shop for a cake, while John had a doze under a willow tree.

Soon moving on, we rode a farm track that rapidly became a washed out rocky climb. Crossing a road it continued in a similar if slightly easier way. At the end we hung a left straight into the next lane. At a junction we decided to ride up and back a short leg before continuing on our way.

Mark led the way down the next lane, with me following. From the start it was obvious that this was going to be challenging, but luckily we were going down it not up. After a while Mark





I told you once already, put that camera away or else...

and I stopped to wait for the others. We hadn't been able to hear the bikes behind us. We switched off our engines just as my phone started ringing. It was Dave. "Steve, you'd better get back here, John's dislocated his shoulder!"

After establishing that this wasn't a joke, and that an ambulance had been called, we had to plan a route back to where John was, back on the tarmac at the top end of the short leg we had just ridden. Apparently John had fallen awkwardly while trying to avoid a car while turning round at the top of the short lane. Luckily, a local chap had happened by on his pushbike almost immediately afterwards, and was quickly able to summon the emergency services to the exact location. He was a great help.

Mark and I quickly established that there was absolutely no way of turning round in the steep sided and very washed out lane that we were in, and that we would have to ride to the bottom and round the roads. But the further we went, the worse it got. Eventually, after what seemed a lifetime the lane started to level out and improve and we knew that we'd made it. Phew! Five minutes on the roads and we were back at "the incident".

It was obvious immediately that John was in agony, and unable to move at all. The air ambulance had been scrambled and was buzzing about above, trying to find us. Eventually, after what must have felt like hours to John, a police car arrived, soon followed by an ambulance and another police car. The

paramedics were quickly able to assess John, and administer some gas and air to relieve some of the pain. Mark and I became paparazzi for a while! After a while John was able to gingerly remove his jacket and body armour, and some 15 minutes later to walk into the ambulance. The helicopter was stood down and moved off. John then set off in his "taxi", with lights flashing, headed for Exeter hospital for treatment.

We were then left with 4 bikes and 3 riders, so Dave and I set off back to Sidmouth, to the parked vehicles. We

loaded up the bikes, then Dave went off down to the hospital in his car, and I returned to the scene of the crime to collect Mark and the other bikes. Mark and I then headed back to Dorchester, dropped Dave's bike at his house, then on to John's. By the time we got there John's wife Pauline had heard that John had been "relocated" and was off for a few x-rays. We carried on home, and John was released later and they got home later that evening.

So, all in all, an eventful day. We rode some great and varied lanes, and had many more to do that day. John probably did us a favour (I'm sure he won't see it like that!) because we would probably have been riding 'til dark. Also, we have a very good reason to go back and finish the ride.

So, if you want to explore somewhere new, then there's plenty to do in Devon. As I said, everything we rode was a UCR, so no doubt about its status.

I'd also recommend the van thing as well. We would have spent a long time on our bikes riding to the area, not to mention the comfort factor. Also, the van was invaluable when things went wrong! It cost £60 to hire, that's just £15 each plus fuel costs. I managed to get a deal where we picked it up Wednesday night and returned it early Friday morning as a one day hire. Bargain!

Rest assured we will go back. After all we have unfinished business!

Steve

P.S. Rumour has it John's thinking of buying a smaller bike!

# BERYL SWAIN QUITE A LADY

*Article taken from Small Car March 1963 published monthly by Prism Publications, Interspan Press Services Ltd, London (not that they will be there any more!)*

Beryl Swain is a bit different from our other fast girls. She does her stuff on two wheels instead of four and there aren't all that many females who can lay the model over and mix it with the men in leathers. This is not entirely because the gentle sex lack courage or the will to lead the two-wheeled field. No. Main reason is that the equivalent of the FIA in the cycle field, the FIM, doesn't encourage Les Girls to take off their toques and don skidlids instead. But Beryl collected 15 points in national races, five more than the ten required for an international licence, and screwed a promise out of the controlling body that provided she could fatten her 7 stone 10 lb up to 9 stone by race-day she could foot it away with the rest in the Isle of Man TT races on the 50cc Itom machine she'd been reared on. Beryl started as a slight blonde of medium height and got married before she ever raced. The rice was still lying on the church steps when she wheedled husband Edwin Swain into buying her a 98-cc Guzzi, a machine which tends to go just that little bit quicker than your Auntie Amie's moped. From there on Beryl turned her back on the short-hand notebook each weekend and switched from keyboard to

twist-grip. In her first race at Snetterton in 1960 she put a wheel over the line soon enough to win the ladies' award as the first woman home and dry. Next day she headed down to Brands with the mighty Itom. Scorning the run-and-bump start technique, she tried to fire the mixture from the saddle by paddling away with her tiny feet. Time she got to Paddock Bend she had paddlers' cramp in both calves but pressed on regardless until the spark flamed on the downhill stretch and she was in business, finishing an unlucky thirteenth out of 35. Came the FIM edict and Beryl gulped down all the proteins and carbohydrates she could until she felt like a Strasbourg goose getting fattened for foie gras. It worked, and she finished 22nd out of





30 in the 50-cc IOM dice. Beryl had no plans to forsake the footrests for the fireside that winter, but the FIM got other ideas just as she was invited to test a new 50-cc Honda at Goodwood. Now she can only race at home and not abroad, although women are still universally allowed to imperil their proboscises as side-car passengers on the three-wheel prayer-mats they call combinations. But Beryl,

thus neatly barred from bashing away at the big-time brethren on two wheels hereinafter, doesn't fancy doing a conversion to three. Where next? Look out Christabel, there's a blonde right behind you and she's treading on your pretty little tail!

*Sent in by Derek Reynolds*

## CUMBRIA GROUP HIT THE TRAIL



*Parkamoor,  
overlooking Coniston.*

*Langdales*



*Waiting for ferry,  
Windermere*

## BIKE PARTS

*Created by Glenn Vieira*

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**YAMAHA WR250F** (2005) 54. 2000 miles. Good cond., hand/frame guards, bashplate, well maintained. £2750 ono. Tel: 07776 146906 (Norwich).

**SUZUKI DR200SE** Blue. 2002. Tax & MOT. 2300 miles. Spare headlamp & manual. £1500. Tel: 0118 901 6182 (Berks) or 07714 664970.

**YAMAHA TT250R** 1995, 5000 miles, 10 mths MOT & tax. Forks & rear suspension over hauled. New c&s & tyres. Elec. start, oil cooler. £875. Tel: Neil 0115 9731606.

**HONDA XR400 R3** 2003 (03). Exc. orig. cond. Mainly road use. Trail tyres. New c/s. £2000 ono. Tel: 01487 710886 (Cams).

**BETA ALP 4** 350cc, 2003 low mileage T/T. Many mods inc. repositioned KTM footrests & brake pedal. Acerbis short number plate holder, bash plate, Renthals, switchable lights. £2000. Tel: 01372 274561 (Surrey).

**YAMAHA TTR250** 2004 5800 miles. Trail use only by pensioner. 12 mths T&T. Properly road legal. Handguards, Renthals, AC10s £2100. Also 1984 XR185 (yes XR) twin shock owned since new. Mechanically sound. Last ran 2005 - carb probably needs cleaning again to fire or maybe just a stronger leg than

mine. Garage clearout. £300 ono or will break. Tel: John 01477 534425.

**YAMAHA SEROW** 1994 Extensive heavy trail use, goes well. Taxed & tested. New chain & sprockets, rear brake shoes & wheel bearing. 30,000 km. £450. Will give good price for a Yamaha 250 Raid in v. g. mech. cond. not concerned with cosmetics. Tel: 01524 427919/ 07903 367978.

**HONDA SLR650** '97 P reg, 22,900 miles. 100 miles since new tyres. MOT 07/07, Tax 03/08. Heated grips, hand guards. Top box & screen available free. Good cond. £825 ono. Tel: 01254 662337.

**GREEVES 250** Scottish trials, 1961, just rebuilt. Many new parts. Road reg. Lighting kit. Something different for the trail. £995. **BSA 441 Victor Special** 1969. 2500 genuine miles from new. Fantastic orig. cond. MOT. Tax exempt. Light, powerful & practical trail bike. £2295. Tel: 01257 241289/07799 460641.

## 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 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.

## FOR THE LATEST NEWS & INFORMATION

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THE OFFICIAL WEBSITE OF THE TRF

news, views, information, useful forms, articles,  
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**COMING SOON: TRF FORUM, TRO DATABASE**

## GROUPS

**AXE VALE** David Clegg, Tel: 01275 373652 (Home), 01177 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 Abbot.

**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 White Lion, Sawley, Nr Long Eaton, Notts.

**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** 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  
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** Tony Rooney, Tel: 01239 698349,  
Paul Rowlands, Tel: 01597 811709  
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, Rutten 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 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 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 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 8.30pm.

**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.