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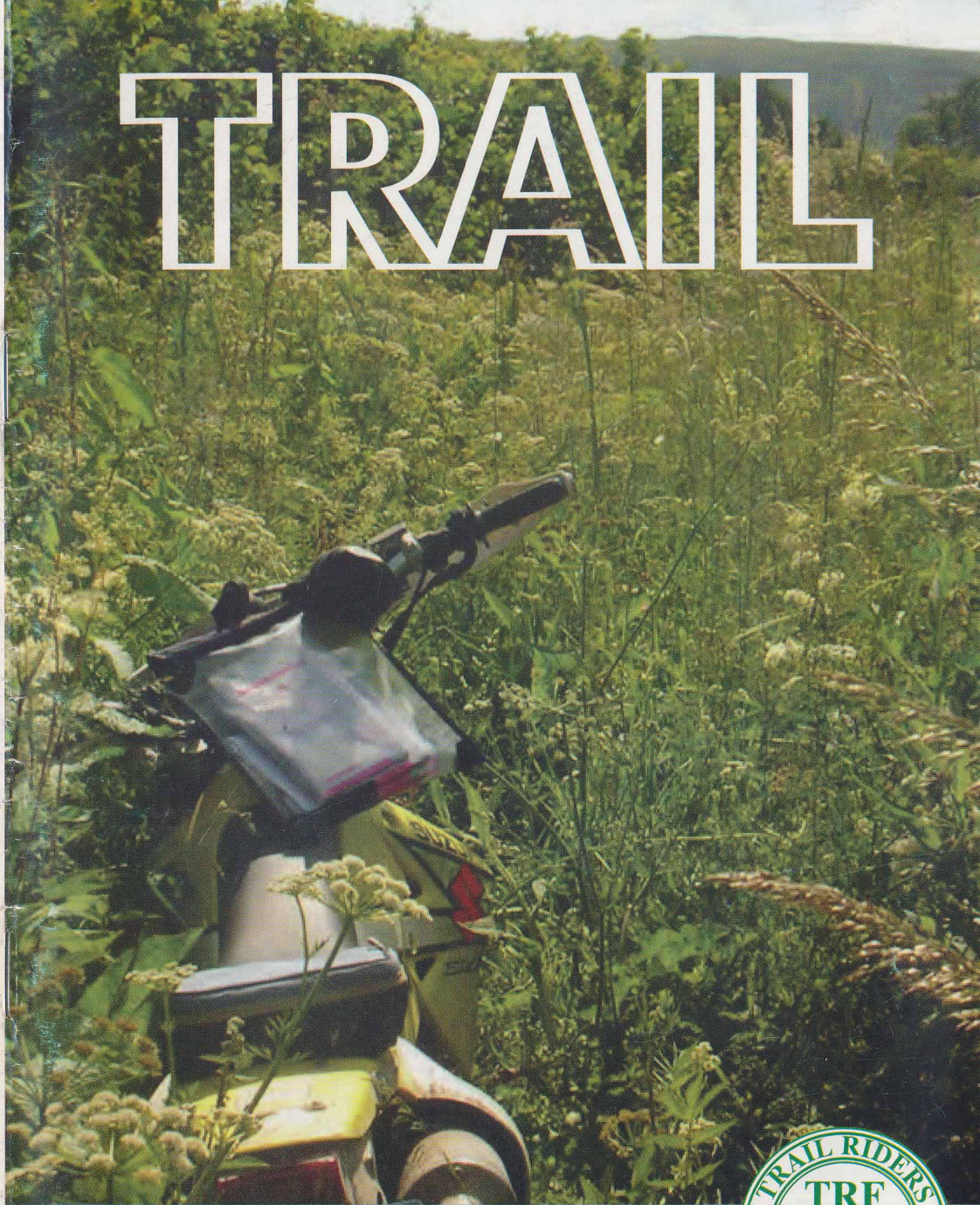
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TRAIL



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

NOVEMBER 2007 No. 351 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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

EDITOR

After a very good AGM the TRF came out at the other end as TRF Limited. So, what difference does that make you might ask? Well, one of the benefits is that no-one is going to knock on my front door (or yours) with an eviction order due to the TRF having lost a legal battle and not having enough money to cover unforeseen costs - this could happen even though the TRF is by habit a fairly cautious animal. So that should be a weight off every members' shoulders. What else does it mean? See page 2 for more.

I feel the need for a new bike coming on and I am definitely undecided on what to get. The current bike is a KTM 300, a two stroke, a light bike which is easy to pick up should the need arise, lots of low down grunt and more top end than I would ever use off tarmac. So why sell it? Well engine braking like all two strokes is non-existent so those long slippery downhill are a nightmare and often 2-3 years it's time for a change. So should I buy a trail bike or an enduro, perhaps one of those hybrids from the likes of Gas Gas. Any advice will be seriously considered.

Enjoy your trail riding.



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LONG LIVE TRF LIMITED

The future of the TRF has taken a major step in a new direction which will produce an organisation with a considerably more secure basis for its membership.

At the Annual General Meeting held at the National Motorcycle Museum in Solihull, Birmingham, it was unanimously voted to incorporate the TRF to TRF limited (a company limited by guarantee). The new TRF Ltd has been in place for some months but laying dormant awaiting the decision at the AGM. The intention now is that all members will be invited to migrate to the new TRF Ltd at the point of renewal on 1st January 2008. For the majority of members this will simply entail agreeing to move over and to abide by TRF Ltd's Memorandum and Articles of Association which contain the previous constitution and the code of conduct as it was before. (available on the TRF website www.trf.org.uk).

The move to TRF Ltd will offer financial limitation to every single member, limiting the liability of all of us to the assets of the TRF only (no further personal financial liability) The change to TRF Ltd will provide a more stable TRF in terms of taking on the fight to protect and preserve the future of our pastime.

Most members will have become aware that membership fees have been increased from 1st January 2008 to £40.00 per year which continues to represent excellent value for money in terms of the work carried out, which is done by volunteers who give up a considerable amount of time to achieve. Without the TRF and the work that goes on, Trail Riding would almost certainly be gone by now or at least on its very last legs. It has become necessary to increase the fees (first increase in many years) to cover the inflating

costs of running the TRF and to maintain an income level that will allow us to continue to Pro-Actively fight our anti's.

The elected Officers would sincerely like to see membership fees remain at this new level or indeed to reduce again, but this will only be probable or even possible if we can explore all avenues for increasing membership numbers significantly. At present (October 2007) the TRF has close to 2700 members. We would like to encourage all members and groups to introduce and sign up new members to build this overall total up. The target for 2008 is set at 3200. That's five hundred new (or old) faces and no losses.

As an incentive to assist in achieving this target there will be a scheme in place for 2008 which will allow a group to claim a cash back for their group funds for every new member that they sign up or previous members that they can attract back to the fold. Groups can obtain lists of previous members from the Membership Secretary. Full details of the scheme will be published very soon.

New membership forms will shortly be available along with a new version of the tri-fold joining leaflets/posters. It will also be necessary to make alterations to any official TRF printed material that members or groups use by way of additional information regarding the new Limited status. If you or your group require guidance on this or new supplies of printed material please contact the Editor of Trail or The Keeper of Stationery and register your requirements. A note posted to them or an email would be preferable to a phone call.

All groups were recently asked to confirm a number of details regarding their group structure. Under the new rules of TRF Ltd, it will

be a requirement that groups tighten up on their organisation. At present we have a significant number of groups who are structured correctly and operate in an active and well organised fashion, regrettably we also have a number who don't and there is a need to try and ensure that such groups either comply with the very basic requirements or they will cease to be recognised as TRF groups.

It is therefore suggested that individual members take time to find out if their chosen group is organised and functioning, as that way they should be receiving all necessary information to be aware of what is going on around the country. If the group is not, perhaps it's time to become a little more involved and try to help out or indeed volunteer to take on a group officers role (this need not be too time consuming). The group organisation forms the base structure for one of the most important elements of being a TRF member, which is the ability to contact groups

in other areas for information and assistance in riding in other regions beyond your local routes.

The elected Officers have pledged to try and streamline the TRF in 2008. Enhancements to what is on offer to existing members and a much improved structure that will bring in a considerable number of new members. This will result in a larger Trail Riding community which will benefit the future for all of us. Building membership will result in more Trail Riders being educated to evaluate what they are doing when out riding and avoidance of situations that will potentially create more future problems for all of us.

We would ask all members and groups to make any new face feel welcome and stress to them the importance of joining.

'Grab their cash and sign them up' is the message for 2008.

Simon Bingham - PR & communications
and Andy Gerrard - Chairman

RoW REQUEST FOR HELP

The Carmarthenshire Riders Group is an equestrian group set up to lobby for safe on and off road riding. We are planning to run our own lost ways project in Carmarthenshire and are seeking the help and support of all users to find out what use has been made of routes currently unavailable. We would appreciate a copy of an OS map annotated with the route you feel you could provide evidence of use and your address/contact details, or please get in touch if you would be willing to help research the history of routes.

One of the routes we are trying to open is the Abergorlech to Edwingsford byway near Lansawel that is currently obstructed at the

Edwingsford end. The route can be found on the Explorer map 187.ref 628354. It has been suggested that the route is incorrectly recorded at the Edwingsford end and we are looking for any user evidence pre 1973 which is when the latest owner bought it and subsequently put up signs. It has been suggested that the route went through the Edwingsford Estate past the manor but it has been recorded as coming through Garn Wen. If anyone can offer any history on this route or has driven the route successfully please contact me on karen.burch@carmsriders.co.uk or by phone on 07891184029. I will need to know the route you took.

Karen Burch

NOTICE BOARD

ACU MEMBERS

Please say on your TRF renewal form if you are also a member of the ACU.

Polly Cody

SEROW RIDERS WEEKEND UPDATE

1st and 2nd December in Mid Wales.

It is now a "spirit of Serow" weekend as not all riders will be on Serows. There are some on similar bikes like an SL230 and an XT225 not Serow, and also a few friends and partners on all sorts of bikes. However, Serows will be in the majority, and any enduro bike riders will have the penalty of doing ALL the gates to allow us Serow riders to pass along sweetly!

Saturday's route will be suitable for novice trail riders, whilst Sunday's will be a bit more challenging for all - with an option of very challenging for anyone who wants that.

I will be booking a cafe for lunch on Saturday and either cafe or pub for Sunday.

We will probably arrange a meeting Saturday evening in the Machynlleth area.

*Marianne Walford Tel: 01686 430522
www.midwalestrf.org.uk*

LOST COAT: NORTH YORKSHIRE MOORS AREA

Melissa and her daughter were riding down Roxby Mill Lane near Scaling Dam on Sunday 29th October. It was so warm Melissa's daughter took off her coat and placed it behind a wall. When they returned, the coat had gone. Several groups of trail riders used the lane that day. If anyone picked up a coat from the lane, thinking it was lost, then email me at nytrf@hotmail.com and I will organise the return of the coat to its owner.

Thanks, John Robinson

SUSSEX GROUP AGM

Ashington Social Club, Rear of Red Lion,
Ashington, West Sussex.

Thursday 29th November 2007
8.00 p.m. SHARP!

Peter Fancourt, Sussex Group Chairman

SOUTH NORTHANTS 2007 AGM & XMAS MEAL

Tuesday 4th December, The Old Sun,
10 Middle Street, Nether Heyford,
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Meal 8.00 p.m., £18.95 per head for the
Christmas Menu.

Please book with Simon Bingham (contact
details inside front cover)
and give him £10 deposit.

AGM 9pm. All welcome but only paid up
members of the local group are eligible
to speak and vote at the AGM.

Note: the AGM replaces the monthly meeting
on Wednesday 12th December.

Polly Cody, South Northants Secretary

Yorkshire Dales Cam High Road

At last the TRO traffic signs are erected at both ends. (TRO means Traffic Regulation Order ie it bans all traffic. I must stop using abbreviations!)

The sign at the Hawes/Ribblehead road is actually 500 yards down the track and cannot be seen from the main road, which has led to the confusion. I cannot find out when the TRO will be lifted but as the TRO also includes horses, cyclists, and horse and carriages as well as all mechanically propelled vehicles (but not walkers), it is likely that when the repairs are carried out then it will be re opened for all users. But don't kick me if it isn't!

This is a major trail riders route and a grievous loss. The entire length of 12 miles all the way from Bainbridge on A684 is the longest in the Yorkshire Dales National Park (YDNP!).

The section from Bainbridge to the summit road from Hawes to Buckden is Byway status and is not affected by the TRO and can still be enjoyed. Byway status carries conclusive rights for vehicles. Ride it from the Bainbridge end for an enjoyable trail ride. The Byway claim for the rest of the route has still to be determined by the YDNP.

RT Road Survey

One advantage of the NERC Act 2006 (there are no others!) is to underline the status of UCRs (Unclassified County Roads). UCRs are exempt from extinguishment as long as they appeared on the List of Streets on 2 May 2006 held by the highway authority.

The TRF needs to find out exactly how many of the 500 miles of UCRs throughout North Yorkshire are actually shown on the list of streets in order to comply with the law so we can advise members accordingly. About 95% are shown.

Also it helps to know exactly where we stand in the remote possibility that a member is challenged.

Over the past 3 years only 3 cases have arisen of a challenge on a UCR in North Yorkshire and in 2 cases the TRF forced the farmer to back down and withdraw the threat to prosecute.

In the one case near Whitby of a waterlogged UCR the TRF admitted defeat. It was under water anyway so a submarine bike would have been needed and I couldn't prove vehicular rights on the UCR.

In law if a public highway is eroded by a river or by the sea then there is no liability on the highway authority to repair and maintain. They can if they wish but you cannot enforce it. Its called an act of God !

RT Roads (Ratione Tenurae) means the UCR is maintained by the landowner and these do not appear on the List of Streets and should NOT be used. Most are in the west of the county and are already known to the TRF and most of these have a valid claim anyway.

If you are stopped on a UCR in North Yorkshire (very unlikely) let me know and I will be able to confirm the road number and if it appears on the List of Streets per Highways Act 1980 Section 36.

RT Roads are scattered throughout the county and at least 5% of UCRs are RT Roads.

The TRF is financing a project to

News from the North

enable me carry out a full survey.

This is a big job and will take a whole year. There are also a number of green lanes in N. Yorks known as "extra roads" the legal status of which is a mystery and these will also be investigated at the same time.

No one seems to know where they are and what they are as some records have been mislaid.

The Northern TRF are grateful to the TRF for financially supporting this important Project.

Farmers' Weekly

In a ridiculous and totally untrue article the Oct 19 edition alarms and terrifies Britains 100,000 farmers that the Govts £15m Lost Ways Project will result in 22,000 new Byways costing 7m acres of farmland.

Trail riders will soon be trespassing all over your farmland they claim!

Farming is the last nationalised industry in the

UK which gets £4 billion a year in handouts. There is a new law called Cross Compliance. If farmers break the law on rights of way they can have their EU grant aid stopped. This should also apply to their rag the Farmers Weekly!

The Defra Lost Ways Project team has been in contact with me in regard to supporting TRF Byway claims in South Yorkshire. No problem. It's not going to lead to any increase in Byways, but it might help with the 30 years delay in getting them put on the Map. With silly alarmist articles like this any cooperation from the farmers may soon vanish.

In contrast this news comes on the day that a highly responsible TRF member while out riding in the eastern Dales reports that a friendly farmer has offered the TRF a permissive right to enjoy a green lane closed by NERC because he sympathised with our cause.

Brian Thompson

TOO CLEVER BY HALF

Yes that's me. One positive side of being the Rights of Way Officer for the West Yorkshire Group is that I meet new members every month. Some tell me that they do not understand what a UCR is. Or what a TRO is. Or a RuPP is. Or even a FP and BR. So that is useful because it brings me down to earth.

In my writings for TRAIL I too easily fall into the trap of writing in abbreviations known to most but not all members. Here's a go at clarifying a few...

1. Byway (correct term is Byway Open to all Traffic) Conclusive vehicular rights exist.

That's the easy one. No confusion there. Even the farmers and ramblers accept the status of Byways!

2. UCR means Unclassified County Road. Unlike Byway a UCR Does NOT have conclusive vehicular rights. What does it mean?

It would take the whole of TRAIL to explain. Very confusing to the ordinary person. Many farmers and ramblers etc do not accept vehicular rights on UCRs. So be careful.

UCR is an obscure term no longer used by most county councils. But in common use by the TRF. If you go along to County Hall and say

you want to look at the County Road map some councils will not know what you are talking about. No mention of it anywhere in Highways Act 1980 which is THE last big Act that deals with non definitive map highways or roads.

UCRs are better known as Publicly Maintainable Highways. Has to be shown on the List of Streets per Highways Act 1980 Section 36 to qualify as exempt from extinguishment in NERC 2006, section 67.

The legal status according to the various highway authorities ranges from public footpath to presumed carriageways. But highway authorities do not make the law.

If a UCR is the single or only status then it is normally lawful to use without any problems. Seek them out! Counties all differ. TRF position is that vehicular rights are presumed on most UCRs. Must be on the List of Streets.

The confusion re UCRs is slightly helpful because it means that the riff raff are kept in the dark and some riders don't even know they exist.

Which leads us nicely on to;

3. ORPAS Very confusing abbreviation. Shown on all modern OS Maps. Red dots on Landranger Maps and green dots on the Pathfinder maps. ORPA Means "Other Route with Public Access"

No wiser? The OS invites you to contact the council where you usually get a dusty answer. The entire system seems determined to put you off! Just accept that most but not all UCRs are shown usefully as ORPAS on all modern OS maps.

Vehicular rights are at best presumed on most UCRs which is the TRFs position and also Defras position, but most councils have their own agenda. Rely on the expertise of your local TRF group and in case of difficulty try the Regional RoW advisor. The risk of being

challenged on a UCR is very slight but if you are, ask the TRF for help. That's why you pay £40 year.

4. RuPP means "Road Used as a Public Path" 1000s of RuPPs existed during the 60s, 70s and 80s. Now only to be found on older OS maps. You shouldn't be using old OS maps. Get rid. Should all have become Restricted Byway per Countryside and RoW Act 1981 Section 47, unless the TRF has a valid Byway claim. The status was known as being very obscure. The legal definition in the 1949 Act of a RuPP is exactly the same as a public bridleway. RuPPs first appeared in 1949 and in 1968 was given 3 years to reclassify. Some still existed in 2006. Good riddance.

5. Green Lane Has no legal definition. Not mentioned in any Highways Act. But in common use for an unmetalled highway usually from 10ft (3m) to 30ft and more wide.

Green Lanes can be any of a half a dozen legal status per the various Acts, most of them now closed.

6. Highway Legally used to describe ANY footpath, bridleway, or carriageway. But often used to describe a road with metal surface.

7. Dual Status Routes Usually applies to green lanes as FP or BR and also on the UCR map. Unless the status on the Def Map is Byway, then such a highway is closed per NERC, as the Definitive Map status is conclusive and the UCR status is not.

One or two obscure exemptions may apply. They always do!

8. Police Reform Act 2002, Section 59 If you are caught riding an illegal green lane then you are in trouble;

however remember the police will only prosecute where there has been a CLEAR breach of the law.

Widely used by the police as an alternative to prosecution per Road Traffic Act 1988 Sect 34 to control the very real problem of cowboys, NOT legitimate trail riders.

In the first incident the police will issue a written warning which lasts for 12 months.

If there is a second offence you face confiscation of your bike and a fee of £105 to recover it and almost certainly you will get prosecuted also. No appeal allowed unless you go the High Court at a cost of £20k.

In rare aggravated circumstances (ie if you knock down a rambler and he is upset) and there ARE cases; you may have your brand new KTM 400EXC or Yamaha WR450F seized and CRUSHED by the police without a penny compensation after they have obtained a court order from the Magistrates Court of course!

Of course! You will not be allowed an appeal to plead mitigation even if it wasn't your fault! Did the rambler try to block your way? (it has happened). Probably get fined £500 or even banned into the bargain for dangerous driving. It's tough out there. Justice and fair play don't apply because you are a motorcyclist. So get a nice gentle Yamaha Serrow XT225 and ride slowly and quietly and

legally!

9. A Valid Claim This is another NERC exemption to extinguishment in Section 67 i.e. a claim for Byway made to the council pre 20 Jan 2005.

Anyone challenged may have to prove their case. In the north of England the TRF has helped in all cases where members have been challenged and all have been dropped by the authorities.

The Police say they will only prosecute where there is a CLEAR breach of the law.

10. Public Footpath Access for those on foot only.

11. Public Bridleway Access for those on foot, horse and cycle only.

12. Restricted Byway Access for those on foot, horse, cycle and horse and carriage only. NOT for mechanically propelled vehicles.

All the above should prove that to go trail riding you need to get the TRF behind you. Just in case!

For the TRF has, without doubt, a great deal of expertise and experience. Dometimes more than the officers in county hall!

Brian Thompson
Northern RoW Adviser

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Anyone Fancy Morocco?

Part 1

Well, who wouldn't! This was Paul Woods' initial invitation at a club night earlier this year. There was quite a lot of interest from many of the members but, eventually, only 6 club members went together with 2 ex. members... Paul Woods, Dave Greenslade, Dick Howe, Nick Macey, Noddy Farrell, myself and the two ex's Tony Summers and Ian Humphreys from Essex. The bikes we rode were as follows: 3 x 640 KTM's ridden by Paul, Dick and Ian, Noddy on a 950 KTM, Dave on his BMW 1150GS (the truck), Tony on his BMW 650 Dakar and Nick & I on our 750 Africa Twins (Africa Queens, that's the bikes, not the blokes!)

The main party started from Plymouth on 4th October crossing overnight to Santander. However, I had left on 1st October to ride through Spain to Gibraltar using mainly minor roads via the Picos and Sierra de Gredos and followed the N502 or much of it's length, some 200km. It was full of lovely sweeping bends, hairpins, straights and a great surface most of the way, one of the most enjoyable roads I have ever come across in Europe. One of the overnight stops was spent at the Hostel in Cabeza del Buey, fantastic rooms and a good menu, I would thoroughly recommend it. After a short day's ride the following day, the next night was spent at Ronda, a thoroughly enchanting town on top of a dirty big rock with a split in the middle (I think they call it a

gorge), lovely place, just the same. I finally met up with the main group at lunchtime on Sunday 8th and we all stayed that night at Tarifa.

On Monday we crossed from Algeciras to Ceuta which took approx. 45 mins and from there we crossed the border into Morocco. This turned into a slightly amusing border crossing with the many "helpers" in the form of locals trying to earn a few bob. They did prove useful and the whole episode took about the same length of time as the ferry crossing. And so, off into Morocco, 1st stop a Bank for us all to change some money into Dirams (10.8 = 1 Euro). Next stop was lunch at a very Moroccan establishment called "Pizza Hut" I think that was about the last enjoyable meal Dick had!

The ride proper started after lunch when we rode to a town called Chaouen where, quite by chance, we rode straight up to a lovely looking hotel with good security gates. We paid approx. 350 Drm, we thought this was each but it turned out to be per room of 2. Nick had spied a nice sounding restaurant in the local Medina so a stroll to the old town was called for.

We wandered through many of the narrow alleys and backstreets until we finally found the restaurant overlooking the square and a very nice meal was enjoyed by all at the grand

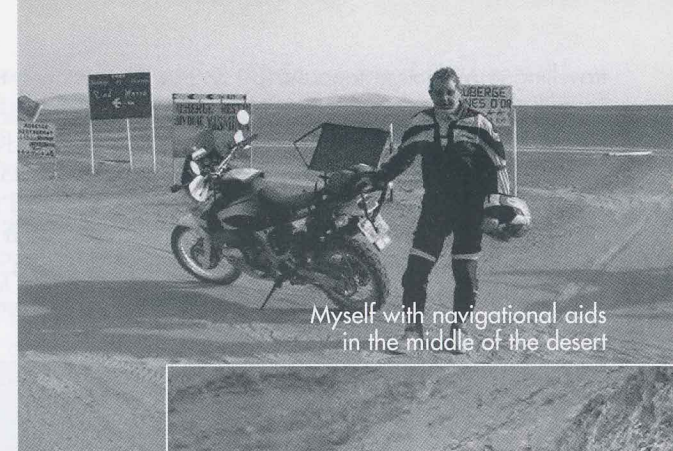
cost, for 3 courses incl. drinks, of 100 Drm approx. £7ea.

A very pleasant stroll back with Nick having a haircut en route and Woody the same, although his had to be a shave! I think the haircuts cost 6 Drm each.

On the road again next day, destination Fes and our first taste of the tracks and country villages of Morocco. Do not be misled! Just because the map says it's a road does not mean it is tarmac or even going where it is shown to be. Thanks to much hard work by Woody and Tony Summers, they had managed to get mapping of sorts onto their GPS units which proved to be invaluable, we were able to stay roughly in the direction we intended.

We arrived in Fes after a thoroughly enjoyable stint of rough road riding but by this time it was approx. 5pm and the decision was made to head for Azrou, another 40km, to spend the night, except after much searching for the Azrou road, we gave up and went to Meknes instead! and spent the night at our first Ibis and tasted our first beers. It was an expensive hotel at 540 Drm for 2 but did include breakfast. During this day's back road excursion, we avoided several suicide attempts by locals who insisted on crossing the road in front of us. We were further amazed at how many people could fit into and onto an old Merc 307D van where the rear doors had to be left open to accommodate them all! A similar sight was a Toyota pickup with the tailboard down and almost dragging on the road absolutely full of people. Lunch that day was at a village shop for the grand sum of 6 Drm.

The following day was all road riding to Er-Rachidia some 350km some of it through a canyon which was like a minor Grand Canyon which went on for some 20 km. In the town, we went to the hotel that the World of BMW



Myself with navigational aids in the middle of the desert



tour groups use and they wanted 1200 Drm per night. Paul managed to get them down to 900 Drm but this was more than our budgets would allow and so we moved on to a local hotel for 320 Drm but this meant we had to leave our bikes out in the road! "No problem!": said the receptionist, "we will get a guard". So for 100 Drm total we hired a guard for the night and, much to our surprise, everything was still there in the morning. Whilst searching for this hotel, a local whose name turned out to be Labby, guided us on his moped. He didn't want paying but offered us the opportunity to sample his mother's cooking! After questioning him, it turned out that the family owned a restaurant nearby. We accepted his offer and all trooped along to sample "Mamma's couscous and tagine". The restaurant turned out to be a café at which we sat outside at the side of the road and after many delays, we finally ate our main course at about 11pm. However, the food was good and the price was even better - 80 Drm each. Labby had found out that the following day we were

travelling to Merzouga (approx. 130 Km) and insisted that we stay at his brother's hotel in that area!! We thanked him very much and said we would think about it. He also gave Paul an offroad route to take on the way there which 4 of the group opted to take.

Dave, Tony, Ian and myself chose the road route as the offroad route seemed too vague.

We proceeded to Erfoud where we all met up and had lunch, it had taken the offroaders an extra 2 hours to reach the destination. They had had a great time although Nick had a close look at the sand on 3 occasions. After lunch we rode to Merzouga on the edge of the Sahara where it was boiling hot and, after searching round for a particular hotel shown in the guide book, we gave up and headed for the first hotel we saw that had a swimming pool which, guess what, turned out to be Labby's brother's

place otherwise known as Nasser Palace. We, however, nicknamed it the Weetabix Hotel because it resembled a chunk of weetabix with the mud and straw mix used to cover the walls for insulation and making it cool. The swimming pool was most welcome and we decided to stay for 2 nights. This welcome opportunity of leaving our kit at the hotel meant we could ride the next day without "luggage". This we did, back across the desert to Erfoud, stopping for various pics on the way and another good lunch at the same

restaurant.

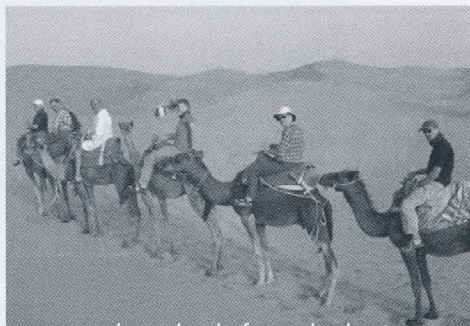
The afternoon's ride was mainly round backroads through several oases and finally back onto the road to Merzouga which Paul and I left to ride the last 20 km. back across the desert, this was done at some pace - well in excess of 20 mph!!

6 of us spent the late afternoon camel riding in the large sand dunes of Erg Chebbi, a relaxing ride for a change! Time was spent on top of the large dunes watching the sun set. The ride back was in the dark, it was just as well that our Berber guide managed to get Nick's reluctant camel, who had settled for the night, back on its feet for the return journey.

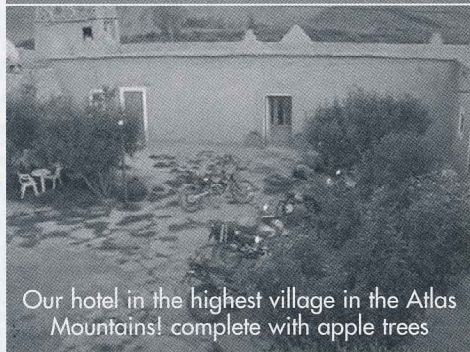
The evening was spent enjoying another good meal at the edge of the swimming pool and then the entertainment started. The hotel manager, the waiters and, we think, even the chefs got out their

various drums and maracas and then started singing to us. It was great for them but after a couple of songs the courtyard quickly cleared!

The following day we left the big dunes behind and headed across flatter tarmac roads towards the Todra Gorge, bearing in mind that this flat area is still desert, we came across a woman and child just sat at the side of the road who, quite happily, waved to us, they were some 15 km. from any habitation that we had seen, very strange. Once at the Todra



What a load of camel riders?
Paul, Myself, Dick, Dave, Tony, Nick



Our hotel in the highest village in the Atlas Mountains! complete with apple trees

Gorge we started from the bottom end where all the tourists and coaches are and proceeded upwards and onwards. This is a truly spectacular area and well worth the effort of getting there. The tarmac road runs onto a stony track which follows the gorge up the mountainside. At the top of the gorge, at about 10,000 ft., is the village of Aqoudal. We had hoped to get further than this today but it was now 5.30pm and it gets dark very quickly at 6pm so, not wishing to be riding roads with 2000 ft. drop offs to one side in the dark, the local hotel beckoned fondly. The hotel was built around a square where we were able to park the bikes quite safely as there was an 8ft. high steel gate shutting off the rest of the world. All the facilities were available, although communal, that is, 2 footprint loos complete with buckets for flushing and 2 showers, one which didn't work and the other with the pipe just sticking out of the wall but with lovely hot water. Most of us had a shower but there were one or two cowards who didn't fancy the dash across the yard amidst the muck and bullets! Into the restaurant we all piled complete with a Swiss couple and a mad Frenchman riding the same route as us but on his own and we sat chatting and drinking mint tea. We were also joined later on by 3 German bikers who had arrived after dark. Sitting there chatting, Bruno, one of the Germans, came out with the crack of the trip - he said to Nick "You are so young to be with all these old men". We later realised that there was at least one gay German biker, the other two were just suspect. Next day Nick had the

pleasure of being cornered on the roof to have his photo taken - either that or jump 10ft off the roof! A good fun evening was had by all - the night, however, was a different matter.

Most of us, not wishing to join the bedbugs between the sheets, opted for our sleeping bags except for poor Ian who, not having a sleeping bag, slept "he-man" style in all his kit. At 10,000 ft the night time temperature drops below freezing, so a cold night was had by all. We awoke to a heavy frost and not just on the bikes! A hearty continental breakfast was supplied with freshly baked bread and by 8 am we were eating outside in about 18 degrees. We were all agreed that this minus 5 star hotel made for one of the most memorable nights on the whole trip.

The seventh day in Morocco saw us riding down the Dades Gorge. This turned into a more challenging ride than we were expecting. Up some and down a lot more with some of the steepest and most sheer drop offs to one side of the track I have ever seen, certainly some must have been 2,000ft+ and not an armco barrier in sight. The gorge ride took approx 4 - 5 hours with no tarmac in sight. I take my hat off to Dave who, on his 1150GS, managed all of it without assistance and kept his panniers off the rock faces unlike two of us who scraped ours but thankfully stayed on board. We ended the day with a road ride to Quarzazate where we found another nice hotel with swimming pool.

John Williamson

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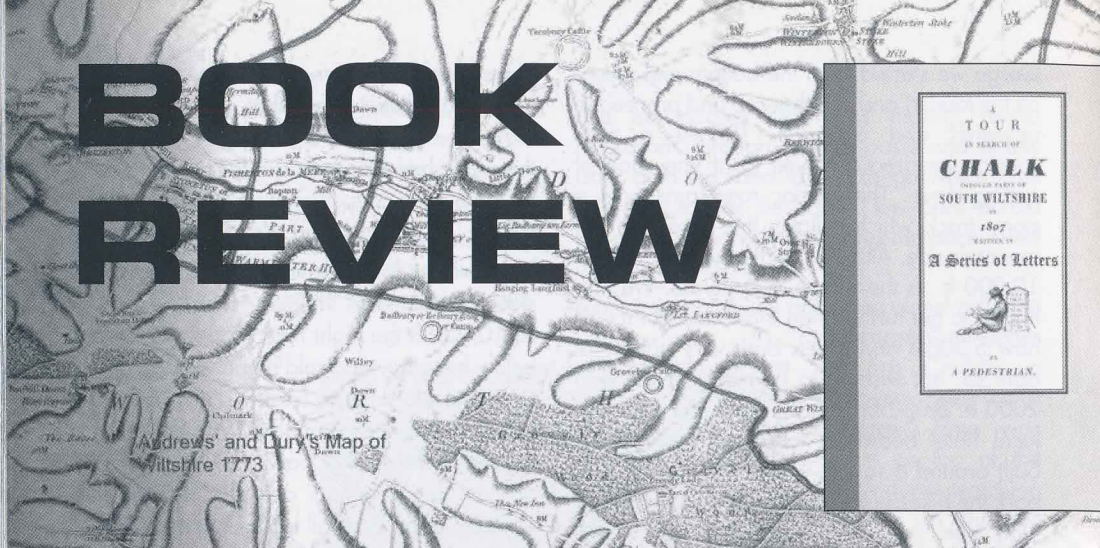
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BOOK REVIEW



A Tour in Search of Chalk through parts of South Wiltshire in 1807 by A Pedestrian

Certainly for me part of the joy of trail riding has always been travelling on routes so rich in history. You don't have to spend too much time looking around to spot the grooves made in rock by cart wheels, to see marker trees in hedgerows, wayside boundary or mile stones or perhaps to appreciate that feeling of being a safely concealed traveller in a holloway moving unseen through the landscape. I do find it difficult however to truly imagine how it must have been 200 years ago and this charming book by the anonymous author A. Pedestrian kept me amused and out of trouble for hours. It is written in the style of a series of letters – a style very popular of the time the journey is set and it is published as it may have been then. The nameless author embarks on a journey as a pedestrian (at a time when walking or pedestrianism simply meant that you had insufficient funds to travel properly) West from Salisbury in Wiltshire along the high chalky droves to the Somerset borders. If you trouble to arm yourself with a copy of Andrew and Dury's superb map of the period you will find

A Pedestrian visiting long gone places like the New Inn high on the Droveaway and you'll appreciate how much of what he saw is still there today. The tale truly seeks to bring old maps to life. I particularly enjoyed his observations from Stourhead at the end of the long chalk ridge and the comment that the changing land itself belies the move from Wiltshire to Dorset and Somerset - I too could see the water glistening in the afternoon sun where it had settled in the cart rutted trackways in the lush green lowlands of Somerset.

This is a lovely, unique book and certainly for me describes things as important to my trail riding as a decent MT43 and an O ring chain. It is published by The Hobnob Press and has an ISBN number of:

ISBN 0-946418-42-X

Oh and the mystery author? Well he'll be pretty well known to trail riders in parts of Wilts, Hants and Soms. But if I told you I'd have to kill you.

SM

MINUTES OF TRF ANNUAL GENERAL MEETING

Held at: Motorcycle Museum on 14 October 2007

Present: As logged on computer list 40 Members present.

1. Welcome: The Chairman welcomed members and after giving all the usual safety information he noted that he had looked at this year as a twofold strategy.

1. Reintroducing the TRF to all relevant stake-holders, stressing to them that we are still here. This applies to our own members as well as to Ministers, MPs and other Government Agencies, reminding them what we do and what we don't do.

2. Repositioning the TRF to safeguard our own interests and not to be hamstrung by fears of debt. We have looked in depth at how we see ourselves and how others see us. We have tried to establish bonds with both sympathetic and non-sympathetic groups to show that we have a place in the countryside. We have identified future battle grounds. The Chairman felt that the TRF is the best organisation to do this and we can't and mustn't always be on the defensive.

2. Apologies for absence: Dave Tilbury, Dave Giles, Keith Westley, Gill Nelson, Steve Oickle, Marianne Walford, Martin Diamond, Brian Thompson, Dave Knight, Matt Reynolds, Mark Ellison, Graham Rose.

3. Notice of Any Other Business:

3.1: Reconvening of 2006 AGM. The Chairman reminded the meeting that the 2006 AGM had to be put on hold for completion of incorporation of the TRF, and the 2005 AGM Minutes had not been published so these have to be signed off. They were published in TRAIL No:339 in 2006.

3.1.1: Approval of the Minutes of the TRF AGM on 30 October 2005. The Minutes were approved and signed by the Chairman.

3.1.2: Questions and Answers, aspects of incorporation. Tim Stevens noted that we had talked about incorporation throughout the year and we are now in a position to be able to close the 2006 AGM. There were no other questions from members and the Chairman duly closed the 2006 AGM.

4. Approval of the Minutes of the 2006 AGM: The Chairman noted that the minutes have been published in TRAIL No:349 and he asked for approval of the minutes. **All Agreed**, and the minutes were signed by the Chairman.

5. Matters Arising: (Not otherwise on the Agenda). The Chairman reminded members that there was no Contractor for RoW for the Eastern Area. He noted that no one had come forward during the year to fill this vacancy. Robin Hickin asked whether anyone with RoW knowledge within the area would take this on, or offer support, not necessarily as a contractor. There was some further discussion on this, and Robin asked members from the Eastern Region to contact him. Derrick Collins asked for an updated Constitution. The Chairman said this would be done after this AGM to incorporate the changes made today.

6. Principal Officers' Reports:

Vice Chairman: Tim Stevens reminded members that the Vice Chairman role is to step in when necessary. Tim explained that he had been helping with the incorporation business which had taken some time. He asked if there was anyone willing to help in the wider regions, as it is always helpful to have more than one Vice Chairman.

Secretary: Polly Cody explained that she has organised the meeting rooms throughout the year and started looking at new venues. She asked members for suggestions for alternative venues within 100 miles of Birmingham and on a major route. Polly reported that she had booked the TRF stand at the BMF Rally. She asked members to look on the TRF website on the Members Forum as all the TRF documents and meeting dates, etc are published there. She also explained that her work commitments are making it difficult to devote as much time to the TRF as she would like and said she would be willing to step down if someone wished to take on the Secretary role.

Brian Eland asked if the TRF could send out reports on the website and that he appears to have been dropped off the email list. Simon Bingham explained that Brian should ensure he sends his email address to the website forum, as this is not done automatically on the new list. The meeting discussed the website forum.

Membership Secretary: Mary Stevens noted current membership at 30 September stands at 2656 compared with 2921 at the same time last year, so we are down just 265 a 10% drop. New members during the year were 683, and 848 dropped out making a churn of around 25%. New applicants since 1 October when the new database year starts are 72 and this is in the middle of a postal strike, making the total membership to date 2730. Mary went on to talk about the proposals to try and improve TRF membership, one of which is to have rolling membership. Mary explained that she is not opposed to this if the members want it, but she would not wish to be membership secretary under those circumstances.

Mary circulated a paper showing group attendance at the Executive Meetings which indicates that those groups most effective and working for their members are in the minority. The meeting went on to discuss the paper on group performance and how group discipline could be improved.

Public Relations & Communication Officer: In 2007 Simon Bingham tried to improve the communication between members and officers. He asked those members here who also represent groups for comments on the structure for them in terms of receiving information. John Trout, Norfolk felt that during NERC members had expected more of Principal Officers than was possible to achieve. Simon then asked whether members are doing anything themselves, or are they expecting the Executive to do it all? He feels that he is not getting the responses he needs to the information he sends out to group reps and is concerned that the information is not reaching the members.

The meeting discussed communications as well as the differing expectations of the wider membership. The meeting agreed that there is an urgent need for a new Handbook, giving details of the group structure as well as the Executive structure and what

the roles are, to try and get more groups to participate. Charlie Morriss offered to visit the groups nearest to him and try and persuade them to participate more.

Rights of Way Co-ordinator: Robin Hickin circulated his report which starts by thanking all the Officers and Contractors for their support over the last 12 months. He went on to give a snapshot of the work done, which continues to be done, for the members. This includes: responses to consultations on TROs; a sustainability paper for trail riding; a full report to members on the interpretation of the implications of NERC and the exceptions in the Act. In addition there have been numerous meetings with the likes of DEFRA, Local Authorities and others; and rebuttal responses to GLEAM and GLPG regarding valid claims.

Robin asked all those members who go trail riding to collect as much evidence as possible on the routes they ride, what signs of damage or wear and tear there are and who might be responsible. He also asked members: to inform their local authorities of obstructions; object strongly to any TROs; and to work with the local authorities on RoW Improvement Plans. This cannot be left to a few Officers; it really needs a concerted effort from all.

Robin declared his intention to stand for re-election for a further year.

The meeting discussed some local issues regarding RoW and also more general RoW issues.

Editor: Fred Ellison reported input for TRAIL has improved, but he always needs more articles. He feels that there is a more positive feeling in the organisation now than there has been in recent years. The Chairman thanked Fred for getting the AGM information out prior to the meeting especially during a postal strike. Charlie Morriss asked if more articles are coming in via email and whether these are vetted before publication. Fred noted that controversial items do not go into the magazine.

Co-opted Officer's Reports:

Webmaster: In the absence of Bill Richards the Chairman read his report, which states that he has spent some time on a new web-site which appears to be better. Charlie Morriss pointed out that as a non-riding member Bill's work should be appreciated all the more.

BMF Liaison: In the absence of Dave Giles the Chairman read his report, which noted that the BMF is having its own difficulties but have supported the TRF through it all. He reminded members that the BMF also keeps an eye on any European legislation which may affect us all. Dave's report says he is willing to continue in the role of BMF rep. The meeting discussed our links with the BMF as well as Dave's researches in the VMCC's archives. John Gardner explained that, although the TRF is affiliated to the BMF, it is also worthwhile being an individual member. He also noted that the BMF AGM is coming soon and there is a need to put any TRF concerns to them.

Central Council of Physical Recreation: Dave Tilbury sent in his report noting that he has attended all the CCPR meetings and provided reports throughout the year. The CCPR encompasses all sport and recreation and is always looking at access for all activities. Tim Stevens reminded members that he represents the BMF at the CCPR and is the Chairman of the Outdoor Pursuits Division. This division is currently looking at TROs and they feel that the consultation process on TROs is unhelpful. Charlie Morris asked whether there is still a National Access Forum. Tim Stevens said this forum has not been revived by Natural England, but there is still a Welsh Access Forum which is thriving and which he attends.

Byway & Bridleway Trust: Dave Tilbury sent in his report as TRF representative on this committee. He reported that they are looking at ways of getting their views to Natural England. They are concerned that the Discovering Lost Ways system is only looking at popular routes, not as heritage from the past into the future. The BBT is also looking at obstructions of all routes.

Equestrian Events Liaison Officer: Mark Holland explained his role as being the link between TRF members who wish to help at equestrian events. He noted that there is not too much information coming from members, but knows that there are a few problems with landowners who are refusing permission for motorcycles to go over their land. Steve Neville asked if there are any TRF tabards available to members helping at horse events. The Chairman said that he can provide these. Peter Hiley explained that local BHS members are opposing Byway Claims. There was some discussion on the LARA Concordat with the BHS and the BHS attitude to RoW. The Chairman offered to e-mail LARA with the TRFs concerns. *Action: Chairman to email LARA with concerns about the BHS opposing RoW claims.*

Display Equipment: Leo Crone reported that the equipment is still being used but could do with freshening up. Members felt this equipment should be kept in good condition and updated regularly, even though it is only used three times a year.

Land Access & Recreation Association: The Chairman read the report from Dave Giles, which stated that this had been a turbulent year for LARA. The Sporting and Recreational Interest Groups within LARA have been grouped into two separate entities which are responsible for organising their own meetings. Where there is common interest or the need for total consideration then full meetings are held. The Recreational group, which the TRF belongs to, has met 5 times during the year and are supporting the meetings with the MP Bill Wiggin as well as focusing on the new battles ahead. Dave feels that LARA does need supporting, but with the larger organisations unwillingness to shoulder their 'Governing Body' status responsibilities and contribute more money this has had an adverse effect on LARA's work.

Steve Neville asked about the MP and whether it was value for money. The Chairman felt he had been a tremendous help and is worth every penny. He has supported us against criticisms that we are all hooligans. He is also on the All Party Motorcycle Group as well as having ties with Landrover Clubs. He is available to ask questions in the House of Commons and he already has done on behalf of the Landrover Clubs.

There was much more discussion on LARA and putting pressure on the ACU to shoulder its responsibilities to recreational motorcycling. The Chairman summed up by saying that the TRF should continue to support LARA.

Brian Eland thanked all Officers and Co-opted Officers for the work they do throughout the year. **All Agreed.**

7. Project Reports:

7.1 RoW Contractors reports:

Brian Thompson: The Chairman read Brian's report, which encompassed his reports to the Executive Meetings. Brian feels that the TRF members are coming up against Rangers and others in the countryside that do not know the law properly and are

making all kinds of assumptions. He is still working on RT Routes and TROs. The Chairman thanked Brian for his work in the Northern Region.

Dave Tilbury: The Chairman read Dave's report which explained that he has worked for most of the groups in his area but he has had no contact from Axe Vale, Exmoor, Swindon and Thames Valley. He has written reports for the website on various aspects of NERC etc.

Tim Stevens reported very little happening in his region although he has responded the queries from his area. He explained that he would be rearranging his work pattern in the New Year. Robin Hickin asked what is happening in the Cambrian Mountains. Tim explained that there is an initiative in three counties in Mid Wales to try and create a hierarchy system for trails. This has come about because the Welsh Assembly has recognised that there is a need for provision in motorcycle sport and recreation, and they have put some money into this experiment. Both the TRF and GLASS have become involved, but are nervous that the Officers in these areas have been anti vehicle in the past. We can only wait and see how it evolves. There is also discussion on sites for sport, but most of the liaison on this is with the ACU.

The Chairman thanked the Contractors and Officers for their work.

8. End of Year

8.1: Treasurers Report, End of year Report: Arnold Brewer circulated his finance report for the year end showing a deficit of £25,717 which is more than the previous year's deficit. He reported that he has been looking at on-line subscriptions, Direct Debit payments and credit card payments at shows. He is also looking at charitable status if we become limited company. Charlie Morriss explained that he had been unable to attend last years AGM and it would have been helpful to have had last year's figures alongside these. He asked where the extra spending had been. Arnold explained that: there had been extra legal fees on Limited Company status; the improved version of TRAIL costs more to produce and postal costs have gone up. The meeting discussed the finances in more detail.

8.2: Budget for 2008: Arnold Brewer explained that he had not produced a budget; all he can do is present some guidelines. He envisaged a total expenditure next year of around £110,000, which is more than the income from subscriptions and donations so we need to redress this. He feels that membership subscriptions need to go up to £40 per head. The meeting discussed charitable status as well as other aspects of the accounts. Polly Cody asked if we put the fees up to £40 and membership dropped what was the break-even point. Arnold responded that if there was a drop of around 800 members our income would remain the same.

8.3: Membership Fees 2008:

8.3.1 New member package: Simon Bingham had circulated his ideas on a new member package which had arisen from the feedback from his questionnaire. He suggests a 2 tier scheme with renewals as well as a joining fee for new members, as well as a package to encourage new members with some goodies. He feels it would be better if the TRF had a rolling membership as people want to join straight away. There was also the possibility of offering the groups some incentive to join up members by giving them some cash back. Simon recognised there would need to be a set of rules to cover this.

Chris Hurworth felt it was much easier to have a set year as groups can then get a more up to date list. Chris also feels that a £10 rise in subs is too high. Mark Holland said that the fantastic work done by the TRF was easily worth £3.50 per month. The meeting discussed all aspects of Simons report, including whether to have stepped fees, Direct Debit payments as well as on-line payments.

The Chairman asked members to vote on the proposal to raise the membership subs to £40.

Amendment: membership fees should increase to £36 not £35: proposed by Andy Gerrard, seconded by Tim Stevens. **(Carried, 5 against, 3 abstentions)**

Amendment: membership fees should increase to £36 not £40: proposed by John Trout, seconded by Brian Eland **(Rejected, 17 for, 20 against, 2 abstentions)**

Final proposal: membership fees to increase to £40: proposed by Tim Stevens, seconded by Polly Cody **(All agreed)**

Proposal: From 1st January 2008, new members can pay a pro-rata fee from the current quarter until the end of the calendar year: proposed by Charlie Morriss, seconded by Mark Holland **(All agreed)**.

The Chairman would like to return £5 per group member to their group subject to due diligence e.g. at least 2 TRF members jointly controlling the local group's bank account.

9. Constitution Changes:

9.1 A new rule 3.4: No activity involving children, as defined by relevant Child Protection legislation, shall be carried on by TRF members or groups acting as such, except in complete accordance with official TRF Guidance on the matter. Proposed by Tim Stevens. Seconded by Mary Stevens. The meeting discussed this proposal and agreed that until we have proper guidance on the new rules, any activity which members wished to do which includes children, should not be done in the TRF name. It does not prevent members from organising fun days etc, but children should be managed by a parent or guardian. **(Carried unanimously)**.

9.2 Change rule 6.6 to read: Groups failing to comply with any part of Section 6.1, Section 6.3, Section 6.4, or with Section 6.5 shall be presumed by the Executive Committee to have expired and formal recognition shall be terminated. Proposed by Tim Stevens. Seconded by Mary Stevens.

The meeting expressed some concern at this change in wording from 'may' to 'shall', but they also agreed that the groups need to be more responsive and work within the constitution. Members felt that should any group be affected by this rule, a notice should go into TRAIL. Following more discussion the meeting voted on the motion. **(Carried, 2 against, 2 abstentions)**

9.3 Change rule 5.6 to read: The Annual Subscription shall be determined by the AGM and shall apply from the 1st January of the following year. With the agreement of the Treasurer, the Membership Secretary may accept a reduced membership fee for those joining part ways through the year. Proposed by Tim Stevens. Seconded by Mary Stevens.

Having discussed this earlier in the meeting, the vote was taken. **(Carried, 0 against, 0 abstentions).**

9.4 Proposed new rule 5.12 and changes to existing 5.12 and 5.13:

5.13: Renumber to 5.14

5.12: Renumber the rule to 5.13, and add at the beginning of this Rule the words 'Except as provided in 5.12'.

New Rule 5.12: No member shall have the benefit of any TRF facilities, or to vote at any TRF meeting if

a) Money owing from him on any account to the TRF is overdue

b) He is recorded by the Membership Secretary as a member of a TRF Group and money owing from that Group on any account to the TRF is overdue.

Proposed by Tim Stevens. Seconded by Mary Stevens.

Tim Stevens explained that part (a) is in the new Memorandum and Articles of TRF Limited. He went on to remind members that the current rules state that if a group no longer exists, any assets must come back to the TRF. He was concerned that we have no way of enforcing this rule. The meeting acknowledged that we must find a way of dealing with reluctant groups but felt that it was unfair that individual members would unwittingly be penalised.

Amendment: Strike out the second part (b) of this proposal: proposed by John Trout, seconded by Brian Elland. **(Carried, 1 against)**

The vote for the rest of rule 5.12 including part (a) was **Carried**.

The Chairman explained that there will be a new Constitution produced as soon as possible after this meeting.

10. Other Matters Duly Submitted for Consideration:

10.1: That the Trail Riders Fellowship incorporate and takes certain actions in connection therewith, as detailed in the attached resolution and constitutional documents.

The Chairman explained that he had put 2 Amendments to this proposal, on the advice of the Solicitors:

- add 'in or substantially in the form provided' at the end of section (a) paragraph 2

- we move to elect principal officers at the end of section 4

Proposal: to accept the amendments to the Draft Resolution of AGM Approved: proposed by Andy Gerrard, seconded by Tim Stevens **(Carried)**

Proposal: the membership empowers the Executive to make minor changes to the TRF Constitution so that incorporation can complete: proposed by Charlie Morriss, seconded by Steve Pighills. **(Carried)**

Tim Stevens recommended that the TRF runs in parallel with the Limited Company and any changes or questions could be discussed and confirmed at the first Executive Meeting after this AGM. The meeting discussed running TRF and TRF Limited in parallel. The Chairman was not in favour of letting the old TRF continue past the end of 2007 and pointed out that TRF Limited has been running in parallel since it was registered the previous year. TRF members and new members will be invited to join TRF Limited with the membership renewal commencing January 2008.

The meeting then voted on the full proposal in 10.1. The vote was **(Carried)**.

11 Election of Officers:

11.1 No new nominations were received for any of the posts

Proposal: Principal Officers and Co-opted Officers are re-elected en bloc.: proposed by Charlie Morriss, seconded by Graham Till **(Carried)**

Chairman: Andy Gerrard; **Vice Chairman:** Tim Stevens; **Secretary:** Polly Cody; **Public Relations:** Simon Bingham; **Editor:** Fred Ellison; **Membership Secretary:** Mary Stevens; **RoW Officer:** Robin Hickin; **Treasurer:** Arnold Brewer.

11.2 **To Confirm Co-opted Officers:** All the current co-opted officers were confirmed, except the LARA rep.

Charlie Morriss offered to attend LARA meetings whenever he was available. The Chairman reported that Dave Tilbury had also offered to take on this task. The meeting felt that these two could perhaps do the work between them and recommends them to the Executive.

The Chairman reminded members that the Secretary role needs assistance as Polly had said her work commitments were getting too great to continue as TRF Secretary.

12. **Meeting Dates for 2008:** Executive Meetings: 20 January, 23 March, 29 June, 7 September. AGM 19 October 2008.

13. **Any Other Business.** (at the Chairman's discretion).

13.1 John Trout has been looking at producing documents with routes and would like to know if there is a problem with copyright. The TRF has a multi user licence from Ordnance Survey for reproducing maps but the finer details of this need to be checked. Charlie Morriss noted that copyright on OS maps lasts for 50 years, as does Bartholemews. Tim Stevens reminded members that copies made for Public Inquiries and one's own research are allowed without a licence.

13.2 ACU Prescribed Body status. The Chairman noted that the ACU is the prescribed body for DMMOs, and that the TRF has offered their help with this. He asked members for their help with this, otherwise the TRF may not be aware that lanes are under scrutiny. Some TRF/ACU members, including Peter Hiley of the East Midlands group, receive RoW notifications from the ACU. The chairman needs to know all TRF members in this position so he can re-direct any notifications sent from the ACU to the TRF nationally.

The meeting finished at 4.30pm.

TAKING THE PLUNGE

Exmouth TRF man Steve Marcus goes to Wheeldon Farm

After 27 years of riding on the road I decided on a change and try some of this "off-roading". I bought an XR400 and joined the TRF last year, probably should have joined first, then sorted the bike afterwards, but never mind! I also discovered we don't actually go off road but ride legal trails and routes. After a few TRF fun days, an attempt at green laning and much falling off, I realised my experience as a road rider didn't equip me with the necessary skills. I decided some training was in order.

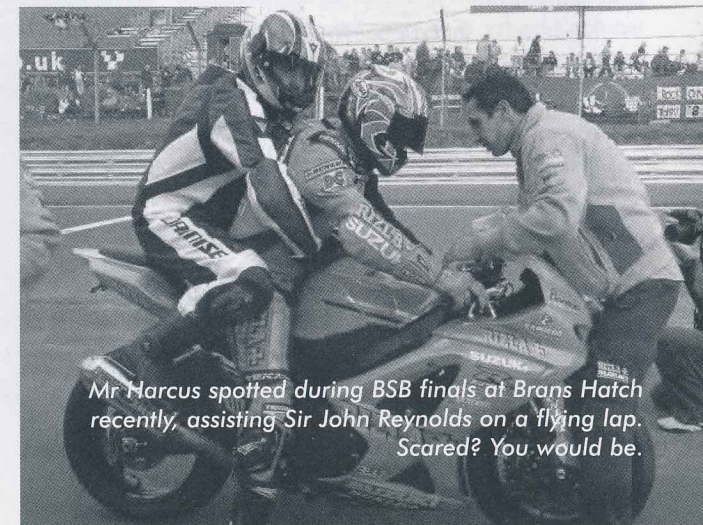
At a recent meeting at The Welcome Stranger, I got talking to Andrew Savery from Wheeldon Farm and decided their off road experience was for me.

On August 18th I found myself having an early mug of coffee with eleven other like-minded people with varying experience from having ridden in several Hare and Hounds events to a very game fifty year old lady who had never ridden before. Our instructors for the day where Andrew and Andy (nice of them to keep it simple for us).

We started getting kitted out, all kit supplied and in good nick. We then did a walk around the indoor circuit with Andy explaining lines to take and what to look out for, safety

and flags were also explained. We then went through the basics like how to pick your bike up after dropping it and then were split into three groups of four, depending on experience.

The first group (mine) chose a bike ('07 KTM 250 4 strokes) and went onto the circuit following Andrew around for 10 minutes or so getting a feel for the bikes and the track. The first three (morning) sessions were spent learning how to corner using flat turns and berms, riding the whoops, body positioning and other techniques. Andy followed each rider for a few laps and between sessions advice was given on improvements that could be made. We all found we were getting smoother and gaining confidence as the morning went on.



Mr Marcus spotted during BSB finals at Brans Hatch recently, assisting Sir John Reynolds on a flying lap. Scared? You would be.

An excellent and much needed lunch gave us a chance to rest and talk about our morning, everyone without exception had enjoyed themselves.

In the afternoon several more bikes were brought in ('08 250's, an '07 350 and an '08 200 2 stroke). This time we were let loose on our own, riding any bike we wanted. There were three sessions, all indoors, because the weather was atrocious. It was August, what else should we have expected. Most people got better as the day went on and learnt a lot. Some didn't listen to the instructor's advice so made the same mistakes lap after lap, more fool them.

At the end of the day Andy and Andrew did a few demo laps and showed us how it should be done. A shower and change finished off the day nicely with a final coffee and wind down before heading home, extremely tired but very happy.

I would like to take this opportunity to thank Louise and the other ladies (sorry, I'm hopeless at remembering names) for keeping us fed and watered all day and Andy and Andrew for an excellent learning experience.

I think this course is especially beneficial to anyone thinking of taking up any form of dirt riding. The techniques taught could be carried over to many forms and inspires confidence. It wouldn't be for everyone, the start was very much for beginners, maybe a "next stage" could be arranged for the more experienced.

After becoming a bit disillusioned Wheeldon has restored my confidence and enthusiasm.

On Sunday 9th September I went on my first organised TRF run through East Devon, several things learnt and practiced at Wheeldon contributed to an excellent day's riding with five other riders, for that alone my day at Wheeldon was worth every penny.

Steve Marcus,
Exmouth



Yes, that is a police car on the road

But it is not a road as we now generally understand the term - it is actually restricted byway No. 26 in the parish of South Tedworth, Wiltshire. And what is even dafter is that a little further down, the road turns into a definitive bridleway for 500 yards. Bill Riley, who sent in the picture, says that this has been a metalled carriageway for more than a century, and there is no indication of how or why most of it became a RuPP in the first place, but it was formerly in Hampshire, which might go some way to explaining? Was Plod about to handcuff himself for a breach of s.34RTA88, or did he have a post-it note marked '5YMU' stuck to the dashboard? If the Secretary of State would care to drop us a line or two on how he intends to unpick this little local difficulty before 2026, we will be delighted to print it.

Taken from Byway and Bridleway Extra
Issue Date 7.11.2007

WHEN THE TRF HAD A GREAT VICTORY

A long time ago in Parliament motorcyclists won a great victory and secured the right to ride green lanes for another 25 years. Free to exercise all our well-researched common law rights. Thus putting the onus on the farmers and police to take trail riders to court if we rode green lanes with the wrong status but which carried vehicular rights. Very few did. The years 1981 to 2006 were a golden time for the TRF and trail riders everywhere in England and Wales.

So when anyone asks "What did the TRF ever do for us?" Remind them of how we defeated the powerful Ramblers' Association and made the Wildlife and Countryside Act into the best set of laws for trail riding we have ever enjoyed.

The laws on green lanes up until 1981 were not good. The test for Byway in the Countryside Act 1968 was a triple test devised by the Ramblers' Association to kill off trail riding. One, Do vehicular rights exist? Two, a test for suitability; and three, a test for hardship to the poor TRF.

Passing all those hurdles was a huge task and the miracle was that we did quite well with some sympathy out there in the shires for our cause. Bikes then were low powered and modest and a far cry from present day bikes that look more at home on the enduro track than on a public road. Yamaha Serows should be compulsory! *Ed: it's perception, or is it prejudice, but no-one complains about fluorescent lycra on mountain bikers and rock climbers.*

In the 1980s it was just us motorcyclists that had to prove our rights which, unlike cars, go back to the beginning of motorcycle time i.e. 1900. Not that it was easy to defeat the Ramblers' Association and those MPs who were after our blood. One member of the Lords, Lord Moyne, in February 1981 actually proposed a national speed limit on all 5000 miles of green lanes of, wait for it... SEVEN MILES PER HOUR!

This was defeated because the motion was

referred to the House of Commons Rights of Way Review Committee on which I sat representing the TRF. I was able to convince the committee that 7mph was ridiculous especially as some UCRs, RuPPs and Byways were tarmac and this would place a real burden on normal traffic. It also helped that Sir Hector Munro MP Sports Minister was also President of the ACU. To be fair this victory was a shared one with the ACU and BMF, but the TRF paid most of the costs and expenses for my frequent trips to the House of Commons and back.

I was even rewarded by the establishment helped by Sir Hector with a Churchill Fellowship in 1984 which still grants me an annual dinner in the House of Commons. I don't see TRF officials being similarly "rewarded" by the establishment" again somehow since the nation has become "green" and "anti vehicle".

The fight to curtail trail riding by the antis in 1981 was not taken lightly. Led by the Liberal party it was a close run thing. Liberals like Lord Avebury and Stephen Ross MP led the fight to get the Ridgeway closed and impose the ridiculous 7mph speed limit but it all came to nothing and the Ramblers' Association crept away to lick their wounds. On the RoW Committee there was general Government support that trail riding should continue in stark contrast to 2006.

In protest against the Liberal Party campaign against trail riding I resigned as Prospective Liberal Party parliamentary candidate and Liberal Party Chairman for Doncaster. With some irony in 2005 the only MP to attempt to say a few kind words for trail riding during the passage of NERC was Liberal Democrat MP Lembit Opik.

So when they ask what did the TRF ever do for trail riding. Remember 1981!

Brian Thompson

No, you said YOU were bringing the maps

down to Stapleford then Stowford, back through Wilton, down near Windwhistle, along Compton Down Drove, Fovant Down to West End, Alvediston right down to Sixpenny Handley where Martin Diamond went on his way home.

Adam and I continued around Tollard Royal area, for tea and biscuits, round Madonna's then both made our way home.

All in all it was a great day out covering approx 100 miles I think as my GPS took a while to fire up, and

not having been out for a while it certainly gave me a work out as I was a bit sore the next day, had a couple of tumbles but nothing too bad (I think its me tyres mate).

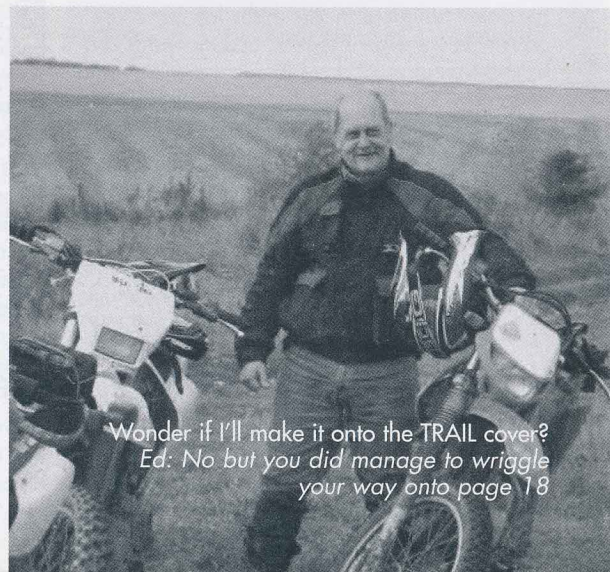
Thanks to Martin D and Adam for looking after me and arranging a nice day's riding and for not laughing when I fell off (I hope).

Martin Shuttleworth, CRF 230

RUN REPORT

Martin Diamond, Adam and me Martin all met at Sturm Marshall at 08.00 with the intention of going to Stonehenge and the plains via lots of lanes. The first being the one by the golf course which was ok and glad to see the upturned car gone which was there last time I rode it (kids eh!) Then up through Wimborne Way past The Horton Inn along to Bagmans Lane, then some others round Cranborne, onto the A354 nr Coombe Bisset past the racecourse (it's amazing what people chuck out by flytipping) along past Neals Barrow and up to Wilton through Stowford then the A360 to Druids Lodge, picked up a track to the mighty Stonehenge where we stopped for refreshments and to admire the view, including the discussion of how Stonehenge was constructed.

We then continued on through Durrington past the Bustard Inn over the plain down to Elston, picked up a lane at the Gibbet then all the way



Wonder if I'll make it onto the TRAIL cover?
Ed: No but you did manage to wriggle your way onto page 18

TTR HEAVEN!

(OR TRAIL RIDING IN THE ANDALUCIAN MOUNTAINS)

My brother Trev and I decided a few months ago that we would like to do one of the foreign trail riding weekends whose advertisements are now plastered across the pages of TBM each month. We wanted to go somewhere warm and dry with some mountain going to see if we could overcome our vertigo!

Mel's review of the Spanish tours in June's TBM wetted the appetite and we plumped for ToroTrail (www.torotrail.co.uk) mainly because they are the only tour company I have seen flying the TTR250 flag but more of that later.

ToroTrail is run by Lyndon Foster ably assisted by spanner man and sweeper John and is 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. They have

hundreds of miles of rocky climbs, fire roads, woodland trails, stream bed routes and crossings **and** not a gate or angry landowner in sight!

Our flight from Exeter was short and sweet and it wasn't long before we were in a local bar meeting our fellow riders. A group of 4 lads (Spud, Tim, & brothers Nick and Adam) from Teesside (not pleased to be called the Geordie Boys but it was a good wind up!). Another 5 from Surrey (Martyn, Alan, another Trevor, John and Alan - all Surrey TRF members) plus Steve, an absolute novice who had made the trip on his own looking for an alternative to increasingly dangerous life on a GiXer.

I have to say at this point if anyone new to trail riding is looking for some practice and off-road experience, then this could be the way to

The cast of players: The "Geordie boys" and first-timer Steve - from left to right Spud (the trials king), Steve, Tim & brothers Nick and Adam (left), Surrey TRF guys- Martyn, Andy, trailmeister Lyndon, spannerman John, Trevor and my brother Trev (right)



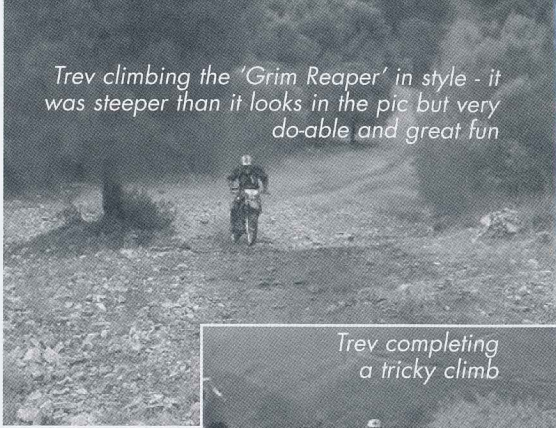
go. It was an eye opener to me how well Lyndon & John tutored Steve and built his confidence so quickly. I think the rest of us also learnt a bit in terms of climbing and descending hills, using footpegs and sitting properly etc.

Steve, Trev and I were lucky to be allocated bed space at ToroTrail base Finca Montanchez but the other guys found their hotel accommodation in town to be good quality plus had their breakfast made for them!

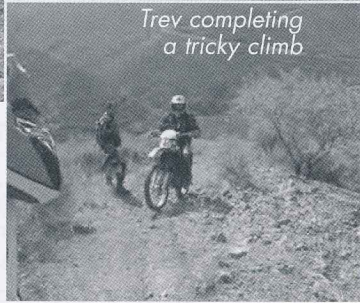
The following morning was interesting as we were all toggled out in our riding gear and sussing out who was who and trying to get a rough idea of skill levels and how on earth a group of 14 would work! We were all kitted out in blue MSR jackets, Nitro helmets and Alpinestar trousers and riding blue TTR250s, so it was a bit difficult working out who was who amongst the sea of blue other than by number plates! Camelbaks filled with bottled water were also supplied – absolutely essential in the heat. I think we went at a good time as Spain starts to cool down by mid-September and we didn't really suffer from the heat.

An excellent idea was the use of an inter-rider communication set-up. We all had mobile receivers and ear pieces so that Lyndon could talk to us on the trail to warn of hazards and give directions etc. It also gave him two-way communications with John at the rear of the group. This saved a few mishaps over the weekend I am sure.

I had a bit of special treatment as Lyndon had recently discovered my ttr250.com website and had joined TTR250 Yahoo forum. He had reserved the "Special" for me. This was a TTR that he had got tuned by a local hotshot race mechanic with hot cam, skimmed head, worked valves, bigger carb etc. I swapped bikes with Trev during the weekend and Trev enjoyed the extra oomph although it has to be said that it was losing quite a bit of power as



Trev climbing the 'Grim Reaper' in style - it was steeper than it looks in the pic but very do-able and great fun



Trev completing a tricky climb

it had been set up on a dyno with an FMF silencer but Lyndon had put the standard box back on because the FMF was just too loud.

By the time we were kitted out, had our safety talk and petrolled up it was about 11.30am and we were looking forward to getting onto the trails.

The first day was a heady mix of going which seemed very similar to Exmoor and Quantocks but with hardly a muddy rut in sight. Lots of quick gravel fire roads, off-route "playgrounds", a long rocky/sandy river bed trail, multiple river crossings, hill climbs and steep descents. Having read a report from a previous customer who regretted not trying all the optional challenges, Trev and I did everything on offer and succeeded in making all the climbs – not always that elegantly though!

Lunch was at a smart Anglophile hangout, the Marbella Gun Club near Monda, and it seemed odd that 14 sweaty, muddy (yes – they had rain for 2 days before we arrived and the river bed trail actually still had some wet mud in places!) bikers in full riding regalia were made so welcome. The chicken and bacon

baguette hit the spot, the Camelbaks were topped up and off we went again for more dirty fun.

Back to base at about 5pm and, after a shower and a virtuoso heavy metal (loud!) guitar solo from Metallica wannabe Lyndon, he took us into town for some well-deserved beers at the Zeppelin bar where we were entertained by a live metal band and then on to a great restaurant where we had a terrific meal al fresco.

The second day found us all a little more relaxed and a bit of an earlier start. Lyndon took us further afield riding at a good pace and the day included some aptly named challenges such as the Canyon, Mordor, the Grim Reaper and the Geordie Way. A trail that everyone enjoyed was a long, very steep and rocky single track path which took us to a mast as high up as I ever really wanted to be but with great photo opportunities.

Mordor was an optional challenge and is by the hotel at which the ill-fated El Dorado soap was based and has been successfully climbed by only 3 ToroTrail riders: John our Spannerman, Steve Ireland (creator of the Tough One and GB Hare scrambles) and, to great applause, our own riding companion Spud. A couple of brave Surrey lads tried and did well to get a third of the way up – coming down was very scary apparently – it certainly looked it!

Entrance to the Canyon was a 20ft near vertical drop but what a great playground!

After a breather and another great lunch at the Gun Club, Lyndon took us way up into the mountains and as we wound our way around the hill side, we had constant reminders in our earpieces to ride safely as there was little room for error with huge drop-offs on each left-hand bend! I wish I had taken

the GPS to see where we had travelled but I think the farthest west we got was at a viewing point high up on a dirt road overlooking Marbella.

The second day finished with a play along a wide flat river bed with lots of opportunities to soak and be soaked – a great way to have fun and cool off. At the end of this trail was a motocross practice track that some of the guys who still had energy had a good play on whilst the rest of us chilled in the shade of a road bridge. We then rode back to base, got cleaned up and headed out for another night of good company, (too much) cold beer and superb food.

I have no idea of the distances covered as I forgot to look at my speedo but I recollect Lyndon saying we had covered about 75 miles on day 2 so I am guessing we did less, about 65 miles on day one. Plenty enough for Trev and I though!

As perhaps the TTR250's number one fan, I was delighted to hear the compliments about how well the TTRs performed over the weekend and this was from KTM450, WR450F etc riders. The bikes ran faultlessly with not a single running repair being necessary. John said that they would be power washed, chains adjusted and oiled and be ready for the next

Me trying to look relaxed atop the mountain viewpoint





Trev taking it easy on the edge of a precipice!
So much for the vertigo eh?

tour in two days time. He didn't think that any other bike could put up with such abuse and keep going with so little work and such a low maintenance regime. More riding and less spannering!

I was surprised and delighted at how both Lyndon and John still loved their biking after running tours for 18 months and tens of thousands of trail miles with some "interesting" customers along the way. Their enthusiasm for trail riding and commitment to giving a good customer experience shone through.

All in all a brilliant weekend with good riding, unrivalled scenery, beautiful weather, no muddy ruts, bike-friendly locals and a great group of people to ride with - thoroughly recommended!

Brian Sussex,
Devon Group

Yamaha TTR250 Trail and Off road
Motorcycle FAQ at ttr250.com

Footnotes:

The weekend was a practical confirmation for me as to how sturdy and capable the TTR250 is. Lyndon currently runs 100% TTRs and you can take it from me that his bikes get some heavy duty treatment from both novice

and experienced trail riders alike yet seem unburstable.

Some tips:

a. Lyndon runs Ultra Heavy Duty 4mm Michelin inner tubes at about 19lbs pressure. Proof of how resilient these are was that 14 bikes were run at a fair rate over rocky trails etc and not a single puncture over the weekend.

b. The standard steel bars are replaced by Renthals and in 18 months not one has been bent despite the many spills.

c. Acerbis hand guards with ally inserts have so far meant that only one lever has broken - and this was on Lyndon's bike ;-)

d. Lyndon can get a season out of his chains and sprockets - he uses Tsubaki MX Alpha MX O Ring Chain ref 520MXA-118, Renthal 13 tooth front sprockets 342A-520-13P, and 48 tooth Renthal Yamaha Ultra-Lite rear sprockets 131V-520-48P-S1

I am hoping that we can get some more tips from Lyndon and his spannerman John to use on the TTR250 forum (<http://autos.groups.yahoo.com/group/TTR250/>) as there cannot be much that can go wrong with the TTR that they haven't come across and solved.

NO MORE BRIDLEWAYS!

In Northumberland the Ramblers' Association at Local Access Forum meetings were so unwilling to share public bridleways that they demanded a fence down the middle of every bridleway to segregate themselves.

CHARITY STATUS

Our most ancient enemy is the Ramblers Association who have campaigned long and loud to ban trail riding for over 30 years. They partially succeeded in 2006 with the NERC which I estimate closed about 2000 miles of green lanes. Their press releases hail this a great victory. With the forming of GLPG this shows they are as determined as ever to finish the job till the TRF is reduced to take up flower arranging or stamp collecting! They seem to have endless amounts of money for campaigning to ban trail riding booklets like "The Noise Invasion". At every single public inquiry into Byway status I have attended the Ramblers Association (RA) are there to object. But its not just trail riders the RA want to ban.

In one Yorkshire Council the RA objects to every proposal to upgrade footpaths to bridleway status. No bridleway upgrades allowed. Relations have become so bad that the council have black listed the RA from all consultations.

In Northumberland the RA at Local Access Forum meetings were so unwilling to share public bridleways that they demanded a fence down the middle of every bridleway to segregate themselves. Of course they were laughed and mocked by other users and it was rejected by the council.

But the RA are deadly serious. They want the 140,000 miles of public rights of way all to themselves.

Not satisfied with recently gaining access to half a million acres of unenclosed land thanks

to the pro RA Labour Government, in addition they have now got the Government to promise to open up the entire UK coastline as a public footpath! Not bad going.

So it is astonishing that the RA are still a Registered Public Charity openly campaigning to change the law in pursuit of their selfish ends. Charity status is worth £1000's a year in tax free breaks which attract donations tax free so they can employ yet more staff to carry out their campaigns.

Believe me we lose a lot of green lanes due to the activity of the RA who are members of all Council Local Access Forums and are a statutory consultee for every highway authority dealing with Byways. However not all is lost! There IS something the TRF can do.

It is little known that it is against the law for a charity to campaign to change the law for their own selfish ends. (National Vivisection Socy v Inland Revenue 2005 House of Lords). This case clearly stated that a charity CANNOT campaign in such a way without losing its charitable status and tax exemption advantages. The court said it was unacceptable for a charity to campaign for legislation to achieve its ends. That is the law of the land. It must be obeyed. But the Labour Government Minister responsible (Ed Miliband) thinks that charities SHOULD have the right to campaign to change the law! So we now have a Government Minister, plus Baroness Kennedy (a celebrity Labour lawyer) asking the Charity Commission to change its rules! Who is going to trust a charity ever again. Most people think they are there to do good works! Just ask the TRF.

Meanwhile I suggest that the TRF make an official complaint to the Charities Commission about the uncharitable activities of the Ramblers Association.

The Tory Shadow Charities Minister Greg Clark

MP opposes any change in the rules. The TRF should support the Conservative Party in this and offer the evidence we have about the conduct of the RA.

The RA have very close connections with the Labour Party and see how it pays off! I have been a Tory party member for many years. They are not perfect but they do believe in more personal freedom and less bossy Government.

Those of you who remember the Countryside Act 1981 will recall how tolerant the Tory Government was at that time saying (despite RA demands) that there was no reason to take away trail riders rights. As a result the years from 1981 to 2006 were the golden years for the TRF.

In contrast the Labour Govts NERC 2006 (and Countryside Act 1968) has nearly destroyed trail riding, in part being heavily influenced by the "charitable" Ramblers' Association.

PRIVATE ROADS AND UNADOPTED ROADS

There is confusion when faced with notices saying "Private Road" or "Unadopted Road"

An unadopted road can still be a public road. They usually can be found in odd corners of quiet suburbs and usually the surface is in poor condition with potholes!

For vehicular rights to still exist it should be shown on the List of Streets per HA80S36 and not be on the Definitive Map as either footpath, bridleway or Rest Byway. It is worth checking this at county hall if you really are determined to use it.

A Private Road in order to comply with the law must be closed for at least one day a year. Some private roads are gated in order to close them for one day a year, usually on Xmas Day. Access is usually jealously guarded and anyone who trespasses is challenged.

But some private road notices are bogus and it's just a try on to deter the public! Their appearance on green lanes vehicular rights is not uncommon. I think we have all seen them! Inform the highway authority and providing you are sure it is a lawful vehicular way, then use it.

SELF HELP DEALING WITH OBSTRUCTIONS

In answer to a number of queries from groups and members.

If faced with an illegal obstruction on a lawful green lane can I legally remove it in order to proceed?

The short answer is yes. The lawful authority is *Dimes v Petley* 1850, *Seaton v Slama* 1932, and *Colchester Corporation v Brooke* 1845.

This common law right should be used with great care. The farmer may bring charges under the Criminal Damage Act 1971 for damaging his padlock and fence even though he is technically in the wrong not you. Don't expect sympathy from country magistrates.

In one case of illegal obstruction (1986 at Scarborough) when I took a farmer to court, I had a JP removed from the court hearing because he was heard saying in the pub that he would not convict his friend who was only trying to stop bikers damaging his land.

You must only remove sufficient of the obstruction in order to proceed. If this means that a field of cows or sheep escapes onto the A40 and they are killed, the publicity will be very bad for the TRF. So replace the gate or fence to be on the safe side when you have passed through, and report the matter to the council.

It is illegal to travel with chainsaws or wire cutters or other tools in order to deal with known problems, or to willfully set out to deal with obstructions. It's the council's job.

One TRF Group who must be nameless(I admire their enthusiasm) were recently about to venture forth armed to the teeth in order to remove a fence blocking a Byway, when they sensibly asked my advice before setting off ! Dont do it I advised. Use Section 130A instead.

It's sometimes more sensible though it takes longer just to use the law, and the TRF will hopefully stay on good terms with the farming community.

Brian Thompson

LETTERS

CORNWALL (HIGHWOOD TO LOOE MILLS, LISKEARD) MODIFICATION ORDER 2006

The Cornwall TRF are a quiet unassuming lot! They have just won a brand new Byway. Since no-one else is going to mention it I thought I should. The decision encapsulated the whole cock-eyed nonsense of Rights of Way for me.

The odd thing was that Cornwall County Council proposed the lane for a byway, not the TRF. It was first put forward as a bridleway, but there was no user evidence for equestrian use! Three people sent in evidence forms for use on foot only and fifteen sent in evidence forms for use by vehicles. This suggested that the main use was by vehicles, so they went for a byway claim.

I attended the Public Inquiry to present historic evidence that the road had been built as a carriage road by the Liskeard to Looe Canal Company in 1835 to take traffic to and from the head of the canal. Half those present were trail riders, speaking in support of the byway modification. The objectors lived along the lane. What struck me was that all the objectors stated that the main use of the road was by vehicles, not walkers. The County Council lawyer pressed them on this, but they were adamant!

A "byway open to all traffic" is a public right of way for vehicles, but which is mainly used by the public as a footpath or bridleway (Wildlife & Countryside Act, 1981). As far as I could see then, this was not a byway, because the main use was by vehicles!

The lawyers at the Planning Inspectorate found a way round this conundrum by saying that "The test for a carriageway to be a byway

relates to its character or type, and...whether it is more suitable for use by walkers and horseriders than vehicles". Now I thought we had thrown out "suitability" years ago in favour of "evidence", but I guess I was wrong.

Anyway, we won a byway in Cornwall, despite NERC, so well done to all those who took the trouble to fill in their evidence forms and especially to those who attended the Public Inquiry.

Ian Thompson

HEART ATTACK

April Trail - the Bad News

Dear Editor,

I've been an active trail rider for many years. Recently I entered my first enduro (at 55) unfortunately I had a heart attack 2 days before it. There must be many readers who have suffered heart attacks and I would be interested in how they have managed to get back on two wheels and potential problems. I hope I haven't reached the point where I can only read about bikes instead of riding them. As most of our members are around my age I think this could make an interesting article, unfortunately I'm not well enough to write it.

Mike Knight

November, and the good news is...

I emailed you in April about my heart attack, well things are not as bad as I first thought. Since I had a stent fitted to increase the blood flow I'm like a new man. I've taken my Fazer for a number of long rides, taken part in some club trials on my Beta and have just completed the Moor to Sea LDT on my Suzuki TS200. Unfortunately the stent hasn't enhanced my winning ability, but coming nearly last is a lot

better than not being able to ride again. I'm looking forward to doing that enduro next year, but will have to think of a gentler name for the event to passify the wife.

Thanks for advice after my first letter.

Mike Knight

BMW VERSUS THE RAMBLERS

Saw the snippet below in Saturday 20th October's edition of The Sun, Jeremy Clarkson's column. Brought a smile to my face!!!

So I am not the only one who doesn't like Ramblers.

Chris Heron

Was it just me or did you punch the air with delight when you heard that BMW had won the right to move a footpath, despite objections from the sinister and stupid Ramblers' Association?

BMW proved to a court that jobs, prosperity and the economy are a damn site more important than a few militant weird beards who refused to see that moving a footpath a few yards to make way for a factory extension made perfect sense.

And now BMW is seeking costs. I hope they get them all. I hope the ramblers are driven into the sea.

Because that's what their dogs did to my sheep this week. Except for the four that they killed.

SOUTH WEST COAST TO COAST

I would just like to thank the Somerset TRF for yet another excellent Coast to Coast weekend, good riding and good evening do. Special thanks to Matt, Paul and Keith for run leading (all choosing good routes). Thanks to all till next year.

Nick Payne

NAME THE TRAIL

answers to Brian Thompson (see contact details inside front cover)



Name this valley somewhere in the North and the superb UCR Trail that climbs out of it!



Name the unfenced moorland trail somewhere in the Yorkshire Dales!

UNUSUAL BIKES

Last Month's Unusal Bike was correctly identified by Andrew Brocklehurst as a Kawaskaki TR250. Andrew believes it is a 70s retro manufactured in Japan but not sold in the UK officially.

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TRAIL BIKES

Created by Glenn Vieira

S A S S G T R A N S A L P N D
T E I R G N R T U A R E G N O
E N X O R U D N U F U B D L A
E X D A K A R A E A M S R R A
L A A P H R V T D U A V O E R
E T Y L P A A V O H N V N I J
F O S A U L E L A O A T O D D
A R R G E N E A L R C E P R A
N A E B T K R N L Y D L A A R
T T G U O A U N D F E L C B E
A A R T Y E Z D M U Y U I M P
R E C A N Y O N D R R B T O M
U S H E R P A K A A I O A B A
D U A L S P O R T L U A N T P
A R R R O T A G I V A N T U Y

ADVENTURE
BOMBARDIER
BULLET
CANAM
CANYON
CAPONORD
DAKAR
DUALSPORT

DUKE
ELEFANT
ENDURO
FUNDURO
NAVIGATOR
PAMPERA
RALLYE
ROTAX

SHERPA
SIXDAYS
TRANSALP
TUAREG

MEMBERS FREE CLASSIFIEDS

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Wheels trued, rebuilt, new spokes, rims, polishing, new bearings, brake parts etc. Email nik@excelsiorbikes.co.uk or call Nik on 07968 784421 or 01522 869094. www.excelsiorbikes.co.uk for more info.

YAMAHA TTR250 '03 MOT June '08. 3000 km. Well maintained, good cond., good tyres, chain sprockets, renthals, brush guards. £1695 ono. Tel: 01282 457814/07973 415880.

SUZUKI DJEBEL 200cc. Reg Dec. 1999. Genuine 2600 miles only. Sump & hand guards, new trial tyres. Always garaged, exc. cond. A super little 'Green Laner'. New MOT & an almost new pair of road tyres when purchased. £1250. Call Mike on 01323 832040 for more info.

WANTED Serow, late spec, low mileage, well maintained, immaculate. WHY. Dave Giles 01332 552288.

KTM 200 EXC 05 model. One owner, good cond., never raced, green lane use only, taxed. £2150. Tel: 07802 712431 (N. Yorks).

MONTESA 315R 2003 road reg, taxed & tested, dougie lampkin rep, little use, v. good cond. £1500 ono. Tel: 01524 64373, Mob: 07850 741439.

KTM 350 4 stroke 2004 owned from new with all original parts, full service history, hand guards, sump guard, exc. cond. £2595. Tel: 01254 390724.

TRIUMPH TRIALS CUB Square barrel, electronic ignition, traditional looking bike,

run well. £1950. Tel: 01905 451313, Mob: 07767 204730 (Worcs.).

KAWASAKI KMX200 1990 17,000 miles. Tax & MOT to 02/08. New c&s, recent pads f&r, good tyres. £865 ono. Tel: 07789 006366.

KTM 300 2002 Well maintained & in good condition, taxed and tested. £1850. Tel: 01254 883208.

MARKED UP MAPS

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

Available to members only for £3 each post paid. Cheques made out to B. Thompson and sent to PO Box 593, Leminton, Newcastle upon Tyne NE15 8WU. Not available via internet, only by post. The Scottish maps have been withdrawn for further research. I am working on maps for North Yorks Moors but not the Lake District. For further information email me on brian950@aol.com

ACCOMMODATION

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

B&B 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.

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
Mick Ellison, Tel: 07780 674192
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 White Lion, Sawley, Nr Long Eaton, Notts.

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

ESSEX Cliff Eves, Tel: 01376 349270
2nd Wed, The Wheatshaf Public House, Hatfield Peverel.

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 Vaughan, Tel: 01438 231571
2nd Thurs, 8.30pm, Shire Park Social Club, Shire Park, Central Drive, Welwyn Garden City AL7 1AB.

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
Last Thurs, 7.30pm, The Crown Inn, Rhayader except July & December.

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 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 Wed, 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.