

leisure Trail UK

EVERYTHING FOR THE TRAIL, TRIALS,
ENDURO & OFF-ROAD RIDER
KTM, CRM & BETA TRIALS SPECIALISTS



2008 KTM EXC & SX MODELS IN STOCK NOW

COME AND SEE THE FANTASTIC ALL-NEW 450/530 EXC-R

ALL USED KTM's, CRM's & TRIALS BIKES etc PICTURED & DETAILED ON

OUR REGULARLY UPDATED WEBSITE PLUS DETAILS OF ABOVE OFFERS

LARGE CLOTHING & ACCESSORY DEPT WITH ALL THE TRIALS, TRAIL, ENDURO OR MX KIT YOU NEED

ALL KTM V-TWINS, 690 SUPERMOTO & BETA REV3 TRIALS DEMO BIKES AVAILABLE



Full range of
2008 Beta
Rev3 Trials &
RR Enduro
models in
stock

**GOOD MONEY PAID
FOR NICE USED TRAIL,
TRIALS & ENDURO
BIKES £££**

ALL CRM
250 PARTS
STOCKED



OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

0115 973 2466

sales@leisuretrail.co.uk Check out our website: www.leisuretrail.co.uk

- HONDA CRM250 - FULL RANGE OF ACCESSORIES, SPARES & GOODIES IN STOCK, PHONE OR EMAIL FOR FULL LIST
- CRD PIPES & GUARDS IN STOCK
- FINANCE ARRANGED - QUOTES AVAILABLE ON REQUEST
- ALL MAJOR CREDIT & DEBIT CARDS ACCEPTED



A SALES OPPORTUNITY

Advertising here reaches 3000 active trail riders

- the direct route to your target audience

& will help the TRF; the only motorcycling organisation fighting to keep open Britain's green lanes

ADVERTISE NATIONWIDE FOR ONLY

1/4 page black & white £32.00

1/4 page colour £65.00

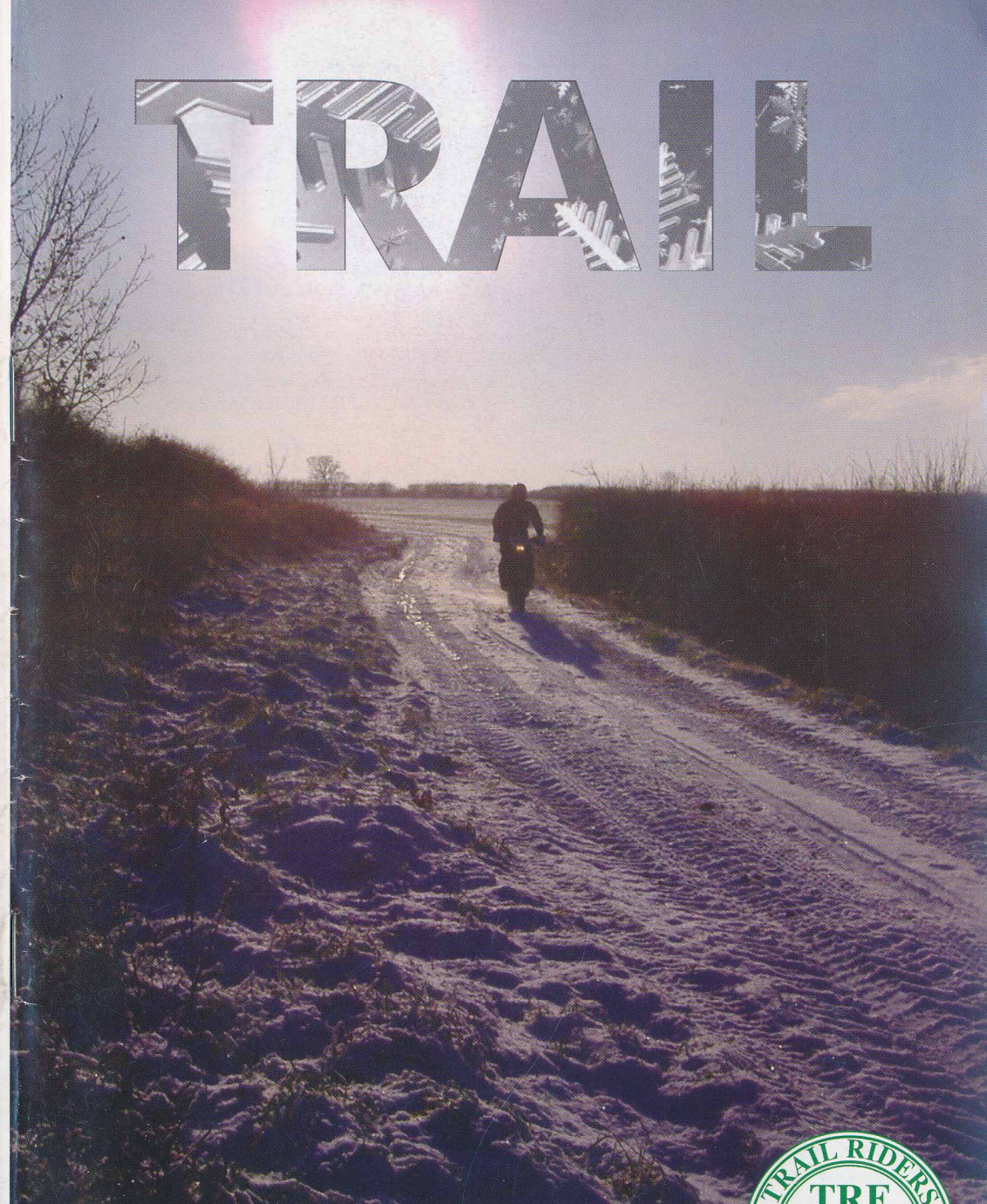
CONTACT BRANCA

trailadvertising@hotmail.com

07812 897695

Ellison Printing, Rishton, Lancs. t. 01254 883208 f. 01254 887999 www.ellisonprinting.co.uk

TRAIL



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

DECEMBER 2007 No. 352 EDITOR: FRED ELLISON



Patron: Lord Fairfax

TRF OFFICERS & CONTACTS

Chairman:	Andy Gerrard	01525 717634/07803 600571 agerrard@btconnect.com 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Vice Chairman:	Tim Stevens	01547 529946 timLARA@aol.com 5 Offa's Road, Knighton LD7 1ES
Membership Secretary:	Mary Stevens	01547 529946 memsectrf@aol.com 5 Offa's Road, Knighton LD7 1ES
Secretary:	Polly Cody	01525 717634 secretary@trf.org.uk 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Treasurer:	Arnold Brewer	01865 741410 treasurer@trf.org.uk 16 The Croft, Old Headington, Oxford OX3 9BU
Editor:	Fred Ellison	01254 823893 Fax: 01254 887999 editor@trf.org.uk Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG
PR & Comms :	Simon Bingham	01295 251648 (day)/01295 711311 (eve) Pr&Comms@trf.org.uk 27 Peveril Road, Greatworth, Banbury, Oxon OX17 2DN
RoW Officer:	Robin Hickin	01926 817060/07890 550847 row@trf.org.uk 42 Model Village, Southam, Warwickshire CV47 9RB
BMF Liaison:	David Giles	01332 552288 dlq70@tiscali.co.uk 22 Ford Lane, Allestree, Derby DE22 2EW
Lara Rep:	David Giles	See above
CCPR Rep:	Dave Tilbury	023 80618937 dave@dave-tilbury.co.uk Oakbank Cottage, Oakbank Road, Eastleigh SO50 6PA
Keepers of Stationery:	Mary Stevens Fred Ellison	Leaflets & Membership Forms Letterheads & Compliments Slips
Display Equipment:	Leo Crone	01325 463815 (7a.m. - 5p.m.) Display boards held at Ut 10, Red Barnes Way, McMullen Road, Darlington DL1 2RR
Equestrian Events Liaison:	Mark Holland	01989 565249/0845 3308892/07941 427774 (mob) Corn Farm, Devauden, Chepstow NP16 6NS
TRF Website:	www.trf.org.uk	written & supported by Bill Richards, web@trf.org.uk

REGIONAL RoW ADVISORS

Wales & West Midlands	Tim Stevens	See above for contact details
South & South West	Dave Tilbury	See above for contact details
East Midlands	Robin Hickin	See above for contact details
North of England	Brian Thompson	briant950@aol.com 55 Warkworth Street, Newcastle-upon-Tyne, NE15 8ED

TRAIL MAGAZINE ADVERTISING

Display Ads: For Advertising Rates please contact Branca Shillitoe
trailadvertising@hotmail.com 07812 897695
47 Ashwood Road, Fulwood, Preston PR2 9UD.

Members Classifieds: 20 WORDS - FREE OF CHARGE Enclose membership number.
ALL Commercial Advertising to be paid for - £1 per line, £5 minimum. Please send all classifieds with payment if applicable to THE EDITOR.

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



EDITOR

December again!

Doesn't seem long since the last one but it has been a busy year.

I would like to thank everyone who has contributed to TRAIL over the past year. Without them there would have been no magazine. I hope I can look forward to their support during 2008 and sincerely hope that we can add to their numbers and build on that and therefore maintain the high standard which, in my opinion, we have achieved together.

Also thanks to the advertisers who have supported us - don't forget to support them.

Happy trail riding and
a Merry Christmas to all,

TRF EXEC MEETING

Sunday 20th January 2008
10.00 a.m.

Black Country Living Museum
Tipton Road, Dudley DY1 4SQ
<http://www.bclm.co.uk/where.htm>

**PLEASE MAKE SURE YOUR
GROUP IS REPRESENTED**

**and bring your
TRF membership card with you**

Polly Cody, TRF Hon. Secretary

CONTENTS

NOTICEBOARD	2
ROW NEWS	3
NEWS FROM NORTH	5
EDITOR'S NEW BIKE	8
APPLICATION FORM	10
FIRST SNOW OF WINTER	11
MOROCCO PART 2	14
LARA NEWS	17
TRAILING AROUND	18
FRENCH ALPS	19
NIGHTMARE ON SUNDAY	25

WANTED:

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

COVER PHOTO:

from Richard Colquhoun

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

COPY DEADLINE:
1ST TUESDAY OF THE MONTH

BMF Discount Code: TRF07Y651

bike me aprilia
Supports the TRF

NOTICE BOARD

ALL MEMBERS

All renewals must be sent to the Membership Secretary (see inside front cover for details) NOT to the Registered Office address.

Arnold Brewer, Treasurer

NEW MEMBERSHIP FORMS & JOINING LEAFLETS

incorporating new subs are now available from the Membership Secretary.

Please destroy all old copies.

EVIDENCE & WITNESS STATEMENTS REQUIRED

Warwickshire County Council require evidence as to the status of UCR E5341 Newnham Lane between Aston Cantlow and Newnham. Witness statements ref use also required. Closing date 21st January 2008.

Andy Gerrard, Chairman

MAGAZINE COPY

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

PHOTOS: Digital via email on CD or DVD; scanned originals (high resolution 300dpi jpeg or tiff); or posted originals (please include an s.a.e for return). We prefer you not to include your photos in 'Word' documents, if possible please send images separately. If sending possible front cover images please do not send camera phone photos.

CAPTIONS: Please caption your photos!

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

WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?
Don't let this put you off, send it in and we'll sort it out.

Photographs submitted for publication may also be used for other TRF purposes.

RIBBLE VALLEY GROUP

invite all members to their

AGM

Tuesday 10th January, 8.30 p.m.
Pendle Hotel, Chatburn

We are looking forward to a full calendar in 2008. This is your opportunity to put your name on it.

Fred Ellison

**New contact for
Ribble Valley Group is John Noblett
Tel: 01200 230347**

RoW NEWS

TALK OF THE DEVIL

The powers that be have imposed a TRO on the stone road leading up to Hutton Moor along with a steel barrier.

Hutton village has been our main access to the North Yorkshire Moors and now involves a ten mile detour. This despite there being four footpaths and two bridleways available to non-vehicular users from the same location.

For those Sunday riders on the North Yorkshire Moors, remember the quick access to Petrol at Guisborough, one of the few Petrol Stations left in the area that is open on Sundays, is now gone.

John Robinson,
Teesside & N. Yorks TRF

HAMPSHIRE COUNTY COUNCIL SET TO PERMANENTLY TRO BYWAYS?

During the summer of 2007, Hampshire County Council (HCC) canvassed the opinion of landowners, parish councils and "other



interested parties" into which rights of way they would like to see vehicular usage limited. A somewhat strange thing to do for an organisation charged with asserting and protecting the legitimate access rights of all user groups. Unsurprisingly, given the target audience, this resulted in a "Traffic Regulation Order wish list" of some 25 rights of way which can be found at the following Uniform Resource Locator (URL) for those with web access; Tiny URL -

<http://preview.tinyurl.com/22hmvb>,
<http://www3.hants.gov.uk/row/making-...n-orders/tro-requested.htm>

From this initial 25, HCC carried out further study and have decided to implement immediate, as in December 2007, "temporary" TROs (having a three year lifespan) on 10 rights of way, allowing them "hopefully", (their words) time to apply for permanent TROs on nine of these rights of way. Note; only one byway is to be re-opened, after repairs, so why not the rest? In addition, two of the permanent TROs will make it impossible to access another byway, not subject to any TRO action. So what is given with one hand is taken by the other!

For this to have gained approval, HCC produced a report for senior councillors which should have examined all the options and outlined the reasons why the TROs are needed. The report obtained via the Freedom of Information Act is available at the following URLs; Tiny URL - <http://preview.tinyurl.com/2dbelo>, <http://www.hants.gov.uk/decisions/decisions-docs/071115-exerec-R1108122152.html>

Tiny URL - <http://preview.tinyurl.com/yttmjh>
<http://www.hants.gov.uk/decisions/decisions-docs/071115-exerec-R1108122201.html>

Surprisingly the report makes little attempt to offer alternative solutions such as voluntary restraint, seasonal or weight limited TROs, indicative repair costs or past and future maintenance schedules. Seems a TRO is all that is wanted. Indeed they merely rely upon a doom-laden narrative, (no pictures in this digital age?) which for the lanes visited by this particular TRF member, seemed to bear little resemblance to actual ground conditions. For example, where they found deep ruts through chalk-land impassable for walkers, I found no ruts but several walkers and equestrians happily exercising their pets. In a bizarre twist, nearby byways of a similar nature have escaped the "wish list" entirely, so just what is going on?

One wonders whether the approving councillors even bothered to visit the lanes in question, before rubber stamping the report. Seems that the NERC induced 50% reduction in Hampshire's vehicular rights of way just wasn't enough!

HCC will apply for the permanent TROs early in the New Year, probably January 2008, providing the only opportunity for objections and comments to be made. It seems that previous "informal" representations have done little to dissuade HCC.

This will be the only chance vehicle users will get in minimising the impact of these TROs. So, if you've ever used these byways or just care about our right to ride them, make sure your views are made known to HCC as they are essential in determining

the outcome. Don't assume that someone else will do it! Rest assured, the "opposition" will use this opportunity to the full!

Richard Collins

DORSET LANE CLEARANCES

On November 3rd Dorset TRF cleared out Mill Lane at Hooke and everything went very smoothly. We cleared the route to a height that will allow horse riders to ride through without having to dismount and it shouldn't have to be done again for quite a while. Many thanks to Chris Howarth, Adam Carter, Steve Teuber and Peter Glover (non-TRF). The most western part is still very boggy and it has been suggested to Highways that they drop some hardcore, or similar, in there to raise the level.

On November 10th Dorset TRF cleared the uphill section of the UCR at Loscombe. Work started at 09.00 and was completed by 12.30. Many thanks to Steve Teuber, Martin Diamond, Ian Buckingham and Adam Carter (see picture).

Dave Oickle, Dorset RoW Officer



Loscombe Lane Clearers
November 10th 2007

News from the North

Help Required!

YORKSHIRE DALES

Two more grand old green lanes in the western Dales are now up for grabs. They either become Byways or they are lost for good. The Yorkshire Dales National Park are considering Byway status and ask for all the available evidence. You too can help save them if you have used them.

1. LANGSTROTHDALE ROAD north east from Horton in Ribblesdale to Beckermonds (grid875802) on the Buckdens to Hawes road via Birkwith Moor and High Green Field. The documentary and use evidence that the TRF has already supplied to the Yorkshire Dales National Park is first class including public carriage road status of 33ft width in 1821.

2. LING GILL ROAD north from Horton to Cam High Road at Cam End at grid 804806.

This is currently closed by TRO but there is every likelihood it will be lifted in 2008 and so the process of getting Byway must continue.

If you have used the above drop a line to Bev Parker, YDNP, Grassington, Skipton, BD23 5LB and send a copy to me so the TRF can have a record when or if it reaches Public Inquiry stage. If objections are made then a Public Inquiry has to be held.

Ideally the YDNP and the TRF need 20 years user evidence, but from 10 years on is also useful. This should have no gaps and be at least once per year. Any period of 20 years i.e. 1960 to 1980 or 1980 to 2000 is OK.

The TRF has enjoyed good success recently in the western Dales with Gorbeck Lane and Long Lane (between Horton and Settle) now

conclusive Byways.

Stockdale Lane and Moorhead Lane are still being processed. Legally per NERC Section 67, vehicular rights are not extinguished on valid claims though users are open to challenge. They all appear on the YDNP website as valid claims.

During the summer of 2007 six TRF members from 3 different northern groups were challenged in the Dales while using lawful green lanes, and they asked the TRF for help.

All six were successfully helped by the TRF and the prosecution case against the riders dropped.

This is why you pay £40 a year TRF subs. A wise investment. You wouldn't skimp on protection for your beloved trail bike would you? So make sure you have the TRF behind you while out riding!

Recording Historic Ways

When all the major rights of way organisations (except vehicular ones) band together and write to The Times demanding a change in the law, at first glance you can smell the fear!

But fear not because along with The Ramblers Association, Cyclists Touring Club, Open Spaces Society, British Horse Society and the Nat Federation of Bridleway Associations, are our old friends the proper charity, the Byways and Bridleways Trust.

How many groups and members of the TRF are also members of the BBT? Not many I bet. Well you SHOULD be. Don't know how to join? Send £30 to Byways and Bridleways Trust, PO Box 117, Newcastle upon Tyne NE3 5YT for one years sub. You will get a regular

journal and know that you will be supporting the one true friend in the corridors of power. Unlike the TRF, the BBT have been granted statutory consultee status which means they have to be consulted on all DMMOs, and TROs etc, and thus get that extra bit of respect. They do not represent any users. Just want to see the correct true status.

We have very few friends out there in the dark. Anyway the letter to the Times is something we should thoroughly endorse and support. The Countryside and RoW Act 2000 will extinguish all historic rights of way that do not appear on the Definitive Map by 2026. No more claims to add or upgrade will be allowed. The Definitive Map will stay as it is at 2026.

This cut off date will kill off for good many thousands of footpaths, bridleways and carriageways that the various organisations will have failed to claim by 2026.

Now thanks to NERC 2006 the chance of getting new Byways is now all but impossible, and will depend on utilising the five exemptions. But its a much bigger problem for the ramblers and horse riders. I really do sympathise and we should do all we can to help them.

So are we out of the wood? Smugly thinking its not our problem? Can we relax as its not our problem?

If only life were so easy...

The real headache for the TRF is the requirement to put on the Def Map by 2026 all those 1000s of UCRs that do NOT appear on the Def Map and carry a presumed vehicular right of way. If they go on the Def Map as either Footpath, bridleway or Restricted Byway then this means closure.

The headache is what do they go on as? In an ideal fairy tale world councils should add a Byway onto the Def Map making it dual UCR/Byway status. (This actually did used to happen in some counties).

But we should fear that in the new anti vehicular world dominated by powerful anti vehicular lobbies, the new addition is more likely to be Restricted Byway where the

historic rights can be preserved but modern vehicles not allowed to us them. Horse and carts can. And don't forget the Def Map status is conclusive and UCR status is not.

And you can bet when the options are made available to all and sundry (like the RA,) they will not be clamouring for Byways! As this exercise will be seen by such bodies as a great lawful excuse to finally get rid of all those pesky UCRs!

Anyway the powerful joint letter calls on the Government for this law to be repealed and drop the 2026 cut off date for all claims, so I dont think it's going to happen.

Councils up and down the land will welcome this move. They cannot cope with the current demands on them, never mind a huge extra burden. The Government refuse to give them any extra money.

And as scrapping this unnecessary law will save £ms in public money, and no one except the Government wants it anyway, I predict that we need not worry too much about another NERC 2006 round of green lane closures in 2026.

Northumberland

Please note that after a terrific fight by the Northumberland TRF, two brand new Byways are now closed by TRO (Traffic Regulation Order). The reason is damage say the Council. I have inspected both, and only very slight motorcycle damage is evident on one Byway, which could have easily been repaired.

'All objections were fully considered' say the council following an extensive consultation exercise.

Regular users should note and alter their maps accordingly.

These are Hexham Byway No 12 and 13 which runs through a ford through the Dipton Burn then up through Dipton Woods to Hexham Racecourse at High Yarridge on the hill above Hexham.

Needless to say the TRF's new enemy GLPG (Green Lanes Protection Group) is behind all

this. Alarmist irresponsible and inaccurate damage claims appeared in the local press for months beforehand. One Councillor agreed to close it before he had even see it!

By "Protection" GLPG of course means protecting all green lanes from vehicles by fighting every Byway and seeking TROs regardless of the evidence. They are very active in Northumberland and in many other counties. Even South Yorkshire sees them trying their best with legal threats to kill off long standing TRF Byway claims. Beware!

However Northumberland still has a lot of lawful green lanes to offer either Byway or UCR. Indeed with 4% of the 3000 mile network as Byways thats 120 useful miles.

Plus 140 miles of UCR which are accepted by the county as having presumed vehicular rights. A rare admission.

You might think that 4% as Byways is not a lot to get excited about but remember that Northumberland still has the largest number of Byways in the north of England. This came about during the 1980s and 90s when the council bravely defied terrific pressure from the farmers and ramblers and made a decent number of Byways some of them dual status Byway/UCR.

Alan Kind even got them to add a very useful brand new UCR called Parmently Road a few miles east of Alston on the Hexham Road.

Northumberland is one of the better trail riding counties in the north and there are few pressures or conflict with other users. The TRF does not often claim we benefit other users by keeping green lanes open for everyone, but it certainly applies in Northumberland.

Fighting TROs

If you are fighting TROs and the reason for the TRO is 4x4s, ask the council to make a TRO excluding motorcycles. The same applies to other classes of vehicle. Councils can be flexible on the terms in regulating traffic and can close roads for certain periods. ie weekends only or winter months only. Negotiators should not hesitate to suggest a

compromise.

A TRO can be Temporary for a fixed period to make repairs or to let time and nature deal with the reasons for the TRO. You can offer a period of voluntary restraint as an alternative to a TRO but this should be done before the TRO is proposed.

You have no right to a Public Inquiry or a public hearing. The decision, which is not very democratic, is made by the appropriate committee of councillors following a recommendation from a highway officer after a consultation exercise with all parties concerned. Those who support a TRO usually outnumber those on our side. Parish councils (being elected) seem to carry more weight.

Fighting TROs in the national parks is a harder task as they have bigger budgets than county councils with lots of powerful lobbies working against us.

National Parks have also recently been given wider powers to make TROs for all sorts of environmental reasons and to protect green lanes from potential problems. Above all the best advice is not to give the highway authorities ammunition to want to make a TRO in the first place.

If a fragile surfaced green lane is being overused and damaged, the answer is sometimes in our hands. Stop using it or offer to repair it. The Teeside TRF and Cumbria TRF have been very effective in doing this and thus prevent a TRO and win the gratitude of the council and farmers. North Yorkshire County Council offer to deliver road repair materials free on site.

Don't forget there is not a great deal you can do to fight TROs. So prevention by way of voluntary restraint ie 6 months period, has been used successfully.

If you know of a friendly Councillor you should write to him and ask for support in resisting the TRO.

It's easy to get downhearted but don't! There are plenty of other green lanes out there that have never ever seen a motorcycle!

Brian Thompson, Northern Contractor

SUGGESTIONS FOR THE EDITOR'S NEW BIKE

Here are some of the suggestions as to which bike I should buy next. I have not included the indecent ones or those that mentioned stabilisers.

You could do worse than look at the new 3-wheel Piaggio scooter, which comes in 125, 250 and 400 sizes, and can't fall over. Rear wheel driven, it's apparently good off-road, and the front wheels move independently as the body tilts. All clever stuff.

Or you could look at it's Gilera derivative, the Fuoco, which comes in at 500cc and is more off road biased. You can view them both via Piaggio's website.

Ideal for those who want to swap from 4 wheels to 2, as the clever men at the dealers can get it registered as a Tricycle, which means no CRB or bike test required !!

Peter Lawley

Why don't you try a Honda CRF250x. Usual super Honda build quality. I'm on my second now and it is a perfect trail bike which also is ok for the odd enduro. It's comfortable and easy to ride and has both kick and electric start. When I bought my first one three years ago, four of us bought the same bike at the same time and all of us are still riding the same bike today. None of us have had any problems with the bike and they have never let us down.

I can't think of anything else on the market in it's class to beat it.

Hope this is helpful.

Barry Johnson - East Mids Group

I see that you are contemplating another change of bike. Surely lack of engine braking is a pathetic excuse - even KTM's have rear brakes as well as front ones - don't they?

To help you and the rest of us, wouldn't it be a good idea if you could produce a list in Trail of all bikes that could be considered for trail riding, both currently and recently produced.

You could also choose a make and model of bike and ask owners to write in with their experiences of them.

I have forsaken my trusty DRZ 400S in favour of a Gas Gas Pampera 250, so that I can compete in Road Trials and the easy routes at trials, as well as trail riding. Funnily enough I don't seem to have much trouble with long slippery downhills! Skill?

Good hunting

Tony Stuart, Cornwall Group

I have just read a report on the new Scorpa T-ride in the French Mag Moto Verte - looks a good compromise between trail and enduro - actually nearer the weight of a trials bike with a de-tuned 250 WRF engine. I rode the Scorpa SY250F trials bike with this engine at the recent test day for 2008 models - very impressed. Spoke to importer Nigel Birkett and he said that the T Ride will be available soon. You can see all about them at:

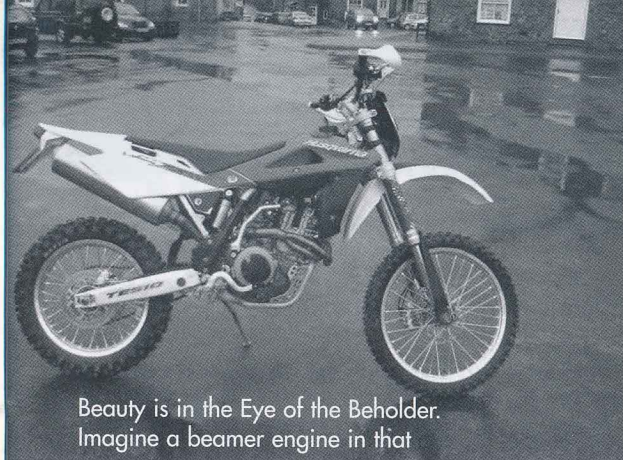
<http://www.birkettmotosportukltd.co.uk>

Hope that this is some help.

John Johns

I have always said buying a bike is like choosing a Wife: go for what you fancy and then live with the consequences!

Fortunately you can change a Bike more easily



Beauty is in the Eye of the Beholder.
Imagine a beamer engine in that

Honda 230: tried and tested Honda craftsmanship but could you ride a RED machine.

Yamaha 250: Excellent machine, going relatively cheaply. Eric a friend of mine, who has ridden five different makes of bike, introduced his son to trail riding. His son bought a Yam 250 and Eric was so impressed, he bought one as well. All his other machines were 400/450's.

The Serow: so many good things are written about this machine. Commonly called the Mountain Goat because it goes everywhere with ease.

An old riding buddy of mine had one for many years. It was never serviced from one year to the next. Rusty chain and all, it just kept going.

If pride is high on your list, because you should always question your motives for choosing a bike, wait until next year and buy the all new BMW 450 fuel injection Trail Bike. No doubt it will be in a Husky type frame since BMW have just acquired the company.

Finally, what about "Ride the Winds of Change": Suzuki. A new model is due out next year also. The DRZ was a bit of an Ugly Duckling or a disaster depending on whether you bought one or not. Maybe their next attempt will be a Triumph! Name dropping again.

Whatever you choose, everyone has their own preferences. Have a good time trail riding.

You pays your money! You makes your Choice!!

Independent advisor with a penchant for Yamahas.

John Robinson

Ed: I still haven't decided so I am still open to suggestions or offers of a cheap bike

and less expensively, than you can your Wife.

If you have been riding a Two Stroke, you are in need of some serious counselling. Have you not heard that smoking in public has been banned!

Seriously, though, get yourself a four stroke, you will win more friends. Honest Gov.

I think a lot of hype is used when people talk about weight differences between models. There is barely 10% when you analyse the figures. That is ten kilogram in one hundred kilogrammes, the average weight of a Trail bike.

Enduro or Trail? Enduros are for Racing. Hybrids are always a compromise.

As you get older (*Ed: John, you must be thinking of someone else*) and your energy levels drop, your priorities change. No. 1: A reliable electric start. No. 2: A smaller capacity. No. 3. A smaller frame. No.4. How does it handle.

Where does that leave you? Well, you maybe looking at the "smaller bikes" for the vertically challenged.

Consider the following:

Beta Alp 350: Tried and tested power plant, the old reliable DR 350. Air cooled so less weight but not much. In the words of an experienced Trail rider who ran one: handles like a pig.

Trail Riders Fellowship

MEMBERSHIP APPLICATION FORM

- Please complete the details below and return the form with a cheque or postal order (payable to the TRF) to: TRF Membership Secretary, Mary Stevens, 5 Offa's Road, Knighton LD7 1ES. Tel: 01547 529946.

PLEASE PRINT DETAILS CLEARLY

First name(s)

Surname/Family name

Joint name (if applicable)

Address

County Postcode

Tel no Email

Which local Group do you attend (or propose to attend) if any?

(see www.trf.org.uk for list of Groups)

What bike(s) do you use on the trail,
eg: Yamaha DT125R

ANNUAL MEMBERSHIP

SINGLE MEMBER

Jan-Dec £40; May-Dec £30; Aug-Dec £20; Oct onwards £50 including the following year

JOINT MEMBER

2nd member at same address, 1 copy of TRAIL to share

Jan-Dec £60; May-Dec £45; Aug-Dec £30; Oct onwards £75 including the following year

LIFE MEMBERSHIP - £400.00

• Please send me extra bike stickers (£1 each)

£

• DONATION TO THE FIGHTING FUND

Fighting Fund donations are at your discretion but very important in order to defend our rights

£

TOTAL AMOUNT

£

Tick box if you are a full (individual) member of: BMF MAG ACU

Other - please state - eg: ACU, NFU, CLA, National Trust, English Heritage

Where did you hear about the TRF?

Do you require more membership forms? How many?

I wish to join the Trail Riders Fellowship and I confirm that I have read and agree to abide by the Articles, Memorandum and Bylaws of the TRF, a company limited by guarantee.*

I agree to ride only unsurfaced rights of way which I genuinely believe to be vehicular.

Signature:

All membership details are stored on the Fellowship's computer and will only be used in accordance with the TRF Rules.*

*Available from www.trf.org.uk, or from the Membership Secretary.

FIRST SNOW OF THE WINTER

NOVEMBER 18TH

It was a very dull Sunday morning as I was driving towards Masham, for a ride in the Dales. My nephew David was late. Not like him, he is usually champing at the bit and arrives early. Half an hour late, he and Nick arrive in the square. 'Sorry for the delay it was my fault' said Nick. Late night, last night.

At least he apologised, which is something nowadays.

We toggled up, literally, because it was cold, amid a steady downpour, which looked set in for the day. The prospect of a rewarding ride was diminishing by the second. Mind you, I had so many layers on, I had difficulty getting on to my bike. A few adjustments to ease the clothes I had tucked in with great efficiency and I was ready. We headed for Grewthorpe and low and behold, as soon as we approached the gate to the Moor, a White Out. Fantastic, what a sight, everywhere was covered in pristine snow. The wind had driven the snow onto the gate where it had frozen. We opened the gate and the reverse side did not show a trace of white. The stone walls were exactly the same, every facet of the wall was picked out in snow on one side and clean as a whistle on the leeward side. The heather formed a sea of flowing snow, with wisps of white frozen grasses, breaking the surface.

The track was covered with about two inches of snow. Normally the Moor Road to Lofthouse is like riding on ball bearings, the snow made it even more exciting. Fortunately the snow was soft and there wasn't any ice beneath so the grip level was high for a Winter ride.

Half a dozen Grouse swept across the Moor in front of us, taking off from a puddle from which they were drinking. It is good to see their numbers are recovering, bringing life back to the wild open spaces that is Syde Moor.

Jenny Twigg and her daughter Tib, two remarkable standing stones, contrasted starkly against their white background.

Looking across to Stean Moor we could see an umbrella of grey snow clouds sitting on the tops. The snow line was at about one thousand feet. Down in the valley was a different day. Green fields and a little sunshine breaking through now and again and ten degrees warmer.

Across to Scarhouse Reservoir. Not a sole in sight. Scarhouse was overflowing at both dam walls in July and August. Today, after six weeks without rain, it was forty feet below its normal level.

Nick got a rear puncture, so we stopped at Arkleside to repair it. It turned out to be a shard of metal from his own garage. As we toiled away, along came a lady, on a covered Kawasaki quad, with her two dogs, on her way to Church. Beats a "Surrey with a fringe on top". She was pleased to pass the time of day, as was the Gamekeeper, who also descended off the Moor on a quad. Grand day! I said. Makes a Change! said he as I opened the gate for him.

Next stop was Thoraby Post Office, closes at 12.30. We arrived at 12.15. Just in time to buy a pint of milky milk and one of their



It's a Byway Officer. Only my eyesight is restricted! Top of Roman Road

succulent fruit pies. The pies are made locally and contain the fruit in season. Plum, fantastic. Blackcurrant, tart. Apple a revelation. Well worth the visit.

Sitting outside the shop along came a throng of walkers. Most with their heads down eating up the miles. Reminded me of the Mad Hatter: "I'm late, I'm late for a very important date". No time to say hello! Goodbye!...

After about thirty walkers had flown by I asked a lone couple if it was a sponsored walk, not having seen this many walkers in all the years I have been trail riding. No, they replied, it is a long distance walk. A twenty two mile circuit. That explains the hurry I thought.

Later in the day we crossed part of the route the walkers had used. The Moor near Bainbridge was covered in snow and along the track was a strip of muddy grass, where forty odd pairs of feet had scurried along the same line. Understandable, since by this time the temperature had risen and the tops were in mist. Seems we are not the only ones to leave our mark on the countryside.

Shock! Horror! When we dropped into Bainbridge, the petrol station was shut. A notice on the door stated SUNDAY OPEN 9am to 11am.

We can only thank the owner for all the past winters, when he has been open. Trade must be bad! So we made a beeline for Hawes. Thank goodness he was open. You had better put your prices up to £1.20 a litre I said. Bainbridge is closed and the nearest station is fifteen miles away. What time do you close on a Sunday? FIVE o'clock!!

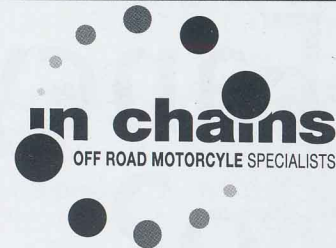
Will you be open all winter? Yes. Great!

We headed back taking in all the minor lanes along Wensleydale before crossing over the Moor via West Burton, West Witton and Healey to Masham.

A rewarding ride. The scenery was marvellous. The Lanes were a challenge. I have never been so warm - too many clothes. Yet my fingerends, at times, have never been as cold.

Have a good Christmas on the trails.

John Robinson



Tm & Beta Main Dealer

- Other makes of bikes available.
- We offer support & backup to all our customers.
- New & used bikes in stock at all times.
- Consumables available for all makes & models. Chains & sprocket our speciality.
- Full range of: clothing, helmets & boots Progrip, Acerbis, Smith, Oxtar, No Fear to name a few.
- Accessories & trick bits • Full workshop facilities

Motocross/Enduro Training Schools

For beginners to the more experienced.
Small groups tailored to experience or one-one tuition.
Bookings now being taken or call for more information.
Coached by Ben Milward (ACU approved) First Aid Qualified & Public Liability Insurance held.

Unit 9, Hightown Industrial Estate,
Crow Arch Lane, Ringwood, Hants BH24 1NZ.
Tel: 01425 474800 Fax 01425 461962
Email mail@inchains.co.uk
Web page & on-line shop: www.inchains.co.uk

Leisure Trail UK

KTM CRM DRZ Beta

Full Range of Spares, Accessories & Clothing by Mail
Order. Phone or Email for copy of our Price List

Trail & Enduro Tyres

Full range of Trail, Trials, MX, Enduro & SuperMoto Tyres by Mail
Order Bridgestone, Mitus, IRC, Michelin, Stocked
Michelin AC10 110/100-18 £47.95, 80/100-21 £39.95
IRC TR8 4.00-18 £43.95, 3.00-21 £34.95
Mitus/Barum TR1 Trials 400-18 £34.95, 300-21 £29.95
Bridgestone ED660 120/90-18 £52.95, ED663 90/90-21 £36.95

Chain & Sprocket Kits

Huge Range of Sprockets both Steel & Alloy Rears
Supplied with OE Japanese RK 0 Chains Stocked for most Trail,
Trials, MX, Enduro & Supermoto Bikes Mail Order
0 Ring Chain/Sprocket Kit for most Jap Trail/Enduro £69.95
0 Ring Chain/Sprocket Kit with Renthal/Talon Alloy £74.95

All for Next Day Delivery

All Major Credit, Debit & Switch Cards Accepted

Tel: 0115 973 2466
email sales@leisuretrail.co.uk
www.leisuretrail.co.uk

DEVON RIM COMPANY

- Alloy, Chrome & Stainless rims supplied for all types of bikes
- Full wheelbuilding service - spokes made in-house to fit your wheels correctly
- Complete wheels supplied for many popular off-road bikes
- New tyres & tubes supplied & fitted
- Hubs reconditioned - Bead Blasting - Welding - Machining
- Specialists in BMW TUBELESS WHEELS (GS Models)
- We manufacture stainless rims & spokes for Classic bikes, modern Triumphs, Jap cruisers, Harleys & custom bikes

Please contact Doug Richardson (Exmoor TRF member)
T: 01769 574108 E: devonrim@ukf.net
www.devonrimcompany.com

Trailblazers

Off Road Motorcycle Holidays
An unforgettable experience in Southern Spain & Morocco

- Exclusive tailor-made holidays
- The best prices
- Superb choices of accommodation
- Hassle free riding
- Free hire car for four & more riders

Our family business with customer service second to none

Call Graham & Liz on:
00 34 952030179
mob: 07787 521621

www.trailblazers-spain.com
email: enquiry@trailblazers-spain.com

Anyone Fancy Morocco?

Part 2

On 16th October we were riding towards Zagora without panniers. After about 100 kms of tarmac we hung a left, still on tarmac, then after about 10 km. a right onto piste. What a cracking ride this turned into; along a valley which looked like something out of a western movie. Woody, being his normal, steady self, started to disappear over the horizon so Nick and I overtook our companions and shot off after him at a great rate of knots at times; not bad for 2 old African Queens (the bikes, you fools) on rough stuff. We came to a deserted village, who could blame them for leaving and waited in the shadow of a wall in almost 40 degrees heat for the rest to catch up. After drinks and a chat, it was off again in much the same pattern as before only this time the surface resembled a washboard. With the fillings in our teeth starting to come loose, it was off piste to one side or the other of the desert floor whilst still keeping up with Woody and keeping our eyes open for the soft sand. We made it to Zagora by this roundabout route and then headed into the Souk for bread and bananas for lunch.

The EU officials would have a heart attack if they saw the meat section; all sorts of meat next to live chickens, well live for a short while! The customer would pick out his dinner, still

alive, the bird would then be taken around the corner to have its neck stretched and body cleaned and dressed and the customer would go off with a nice, warm chicken - it hardly needed any cooking! Whilst standing there eating our B & B, the locals gathered around, including local mechanics, and our bikes were given a close inspection. There were no problems with the Honda's and BMW's but Dick's KTM now sported 2 dents in his front rim. Despite the locals offering to straighten it for practically nothing, Dick bravely decided to ride on and in spite of much worrying on Dick's part and even more mickey taking by the rest of us, the KTM did make it all the way home with no further problems.

We all enjoyed a road ride back that afternoon with every man for himself. I was on my own with my right hand working hard round a bend and over a rise when, Oh, heck, why are those police standing in the middle of the road? I got to 30 mph in about 10 ft and, stomach in an elevated position, I approached, only to get a cheery wave through, I bet they had a good laugh! When we got back to Quarzazate, it was teeming with police and army patrols and it wasn't just for us! The King was in town for a golf tournament and none of us were invited! When we had first arrived at the hotel, the

MINUTES OF TRF EXECUTIVE MEETING

Held at: The Forest Centre, Marston Moretaine 9 September 2007

Present: As computer list

Principal Officers: Andy Gerrard (Chair), Polly Cody (Secretary), Arnold Brewer (Treasurer), Tim Stevens (Vice Chair), Robin Hickin (RoW Officer), Simon Bingham (PR & Communications), Fred Ellison (Editor), Mary Stevens (Membership Secretary)

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

Groups Represented (Not necessarily by their Group Rep): (16 out of 44) Cornwall, Dorset, East Midlands, Gloucester, Herts, Lancs, Mid Wales, Northumberland, Oxford, Peak District, Ribble Valley, Southern, South Northants, Thames Valley, West Midlands, Wiltshire.

1. Welcome: The Chairman opened the meeting, thanked members for attending and gave the usual safety arrangements. He went on to report on the days business and let members know that our Patron Lord Fairfax would be coming in to speak about his charity motorcycle runs which will include the ride for the RNLI.

2. Apologies for absence: Keith Westley (Lancs), N Hopkinson (North Yorks), Ron Carter (Glos), Mat Reynolds (South Northants).

Notice of Any Other Business:

Dave Giles: LARA to be asked to do Assessment of TROs coming from National Parks. As a point of clarity Dave pointed out that his Local Authority appear to be doing what they like, never mind what the Law says.

Mark Holland: Articles in TBM and Motorcycle News and other media.

3. Approval of the Minutes of the 25 March 2007 meeting: The minutes were approved. There was a request from John Gardner that the minutes be sent with the Agenda for each meeting.

4. Matters Arising from the meeting of 1 July 2007:

4.1 Peoples Web: Tim Stevens noted that the Peoples Web will look at their software to see if it will also allow us to have online membership through their system. It will need some technicalities to be overcome, but they haven't been in touch since being asked.

4.2 Schedule 14 applications: Robin is in the process of writing a letter to DEFRA. The local authorities need to be told that the GLEAM advice is incorrect. The TRF would like a response from the local authorities on how they will deal with claims. The Ramblers Association has noticed that their claims are affected too. It would appear that previous claims which failed can be resubmitted with the original date, however George Lawrence QC disagrees with this view which effectively overrides NERC.

4.3 Sustainability paper to CCPR: Dave Tilbury explained that he has written a paper for the TRF Members and he can adapt it for the CCPR.

4.4 Articles for TRAIL: Fred Ellison reaffirmed that TRAIL has picked up, with many more articles coming in.

4.5 DEFRA and pre 2005 claims: Robin reminded members that they need to be certain of the status of routes they ride. He is still in touch with DEFRA over the issue of pre 2005 claims which we believe can still be used.

5. Elected Officers' Reports:

5.1 Vice Chair: Tim Stevens reported that he had been tasked with completing the TRF Ltd paperwork. Apparently the solicitor dealing with us is on maternity leave, but things should come together for the AGM. He will propose that TRF Ltd runs concurrently with TRF as there is a need to change the membership forms to ask if applicants have been disqualified from being a member of a Ltd Company. The Chairman explained that TRF Ltd exists and has adopted the Constitution and the Articles & Memorandum as written. The proposal for the AGM is to change all members to members of the Company, and move everything across to the Company.

5.2 Secretary: Polly apologized to anyone whose emails have not been answered as she has been away. She reminded members that she will be stepping down at the AGM as she is not able to carry on due to work commitments.

Tim Stevens explained that this meeting is traditionally one which discusses the proposals that have been made for the AGM and asked if Polly had a list of these.

The proposals submitted were:

From Tim Stevens: Should the TRF run events for Children? And if they do, do the organizers need to be vetted under the Child Protection Rules?

Change to rule 6.6 Groups shall be taken off the list if they don't send their returns in on time.

Proposed new Rule and changes to existing 5.12 and 5.13

5.13: Renumbered 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 be allowed to vote at any TRF meeting if:

a) Money owing from him on 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.

Polly also mentions some motions sent from Brian Thompson. Brian said these were just ideas, not proper motions to the AGM.

5.3 Treasurer: Arnold Brewer circulated a balance sheet giving an overview of how the accounts are doing. He noted a deficit of around £28,000 over the year. Jack Knight of the East Midlands asked what we were doing about the losses. Arnold said that the losses had been forecast and that the membership agreed to bear those losses in the year after NERC. Andy Gerrard said that obviously the losses were not sustainable and we would have to act accordingly. Arnold reported that the Kent group asked about the shows and exhibitions the TRF attends and whether the money spent on these is really worthwhile. Andy Gerrard noted that we do lose money on these but we need to be seen at some of these events because it is good PR.

The meeting discussed Arnold's report noting that the losses were made over the past two years. Arnold reminded members that he had wished to raise the membership fee last year but was not given the go ahead by the AGM. He would be asking again this year.

Mark Williams asked if the TRF would be applying for Charitable Status. The Chairman confirmed that he would be applying to be a Charity as soon as TRF Ltd was fully operational.

5.4 Membership Secretary: Mary Stevens noted that paid up membership stands at 2656, she thought this was around 265 less than this time last year. She reminded members that the new database year starts in October and she is holding new applications until then. Mary also wondered whether the adverts in motorcycle magazines should reflect the offer of 15 months membership for the price of one year.

5.5 Public Relations: Simon Bingham circulated his ideas on increasing the membership and income levels of the TRF; this includes raising the fee to £40 for renewing members and £45 for new members. New members to get some regalia, such as a hat, a T shirt, a key ring as well as the usual membership card, magazine each month etc. Simon also proposed some incentives for Groups as well as individual members for renewing early or in stages.

Mary Stevens expressed concern at these proposals, explaining that she feels it would need someone with a lot of storage space and more IT experience than she has to run it on a day to day basis.

The meeting discussed the implementation of this system, particularly in the light of Limited Company status, where there will be the need to know who is a member on any particular day. The rise in fees was also discussed at length.

Simon asked when these proposals could be implemented. The Chairman acknowledged that this would have to go to the AGM for approval.

Simon went on to report that he has contacted the Ordnance Survey with a view to getting licenses so that the TRF can copy OS maps without the fear of prosecution under copyright laws. Members felt this was unnecessary as we only copy OS maps for Public Inquiries and this is allowed. The Chairman felt we should take these licenses out in any case.

Simon asked for volunteers to help at the Dirt Bike Show in December at Stoneleigh Park. He went on to show an example of a fold-up card which members could carry in their pockets. The card gives; information on what trail riding is, what the TRF is and contact details for the TRF. An estimate for printing 15,000 of these cards is £928. The meeting discussed whether these cards would replace the current leaflets, or are they duplicating what we already have.

5.6 Rights Of Way Officer: Robin Hickin felt that his concerns would be covered under item 9 of the Agenda.

5.7 Editor: Fred Ellison reported that input into TRAIL has improved, even the quality of writing and photos accompanying articles are improving. The Chairman asked if there is any mileage in approaching Groups to see if they will send a report in. Simon Bingham felt that the Editor should be going out to get articles proactively, not just waiting for them to come in. Mark Williams sympathised with Fred in trying to get articles for TRAIL, but ultimately it is only a few dedicated people who will contribute regularly. Tim Stevens wondered if it is time we enhanced our green credentials perhaps by having a regular feature on wayside flowers i.e. a green spotlight. The Chairman asked Tim to write an article.

6. Contracted Officer's Reports:

Contractor: Northern Area: Brian Thompson reported on the Northern Region, and various TROs in the Yorkshire Dales. He mentioned an accident where a TRF member had broken his leg, and when the air ambulance came there was a film crew in it doing a programme for TV. It is hoped it will not reflect badly on the TRF. Brian reported that he is now on the Durham LAF. He also noted that the law on obstructions has now been reviewed and it should be easier to get obstructed Byways cleared. Brian explained that some northern groups are trying to work with the National Parks in trying to use a kind of voluntary restraint in their area. Robin Hickin felt that we should be fighting

for all our lanes, not giving any of them up at all. He feels it is the responsibility of the Authorities to maintain the routes we can legally ride, not trying to shut them down.

The Chairman noted that Voluntary Restraint would be on the agenda for the next executive meeting (January 2008) after the AGM

Contractor: Southern Area. Dave Tilbury reported that he still has spare hours in his contract which could be put to good use. He felt there is a need to remind Authorities of their duties in respect of Rights of Way. He recommended two briefing papers to Authorities on TROs and Claims. Dave is drafting a sustainability paper which needs to go to the CCPR.

The Chairman asked Dave to give his BBTC and CCPR report now.

BBTC: Dave reported that the BBT Council has not met recently and is not scheduled to meet at the next Trustees meeting. He asked for TRF items to bring up at the RoW Review Committee.

CCPR: Dave Tilbury explained that he is still updating members on CCPR business. Dave Giles was concerned at how some volunteers are being treated. Tim Stevens mentioned the Government's Compact with Volunteers which is designed to help volunteers by giving them more time to respond to consultations.

Tim Stevens then asked whether steps are being taken to fill the vacant position of contractor for the Eastern Area. The Chairman noted that nothing has been done, and asked for a volunteer or a suggestion of someone who may take on this vital role.

Contractor: Western Area: Tim Stevens reported that he has done some work with members in Wales, but the other Groups in his area have not asked for any help. He noted that he had been to the recent Workshop.

There was some discussion about the Welsh counties who appear to have some money to spend on looking at a Consultation on Recreational Motoring. There will be three meetings soon, and we need to try and find out what this is all about, as one of the people involved is known to be anti- recreational motoring. Tim Stevens said he will be at a CCW meeting the day before and will try and find out what this is really about. He confirmed that he would be at the meeting in Rhayader on the 13 September.

7. Co-opted Officers Reports:

LARA Representative: Dave Giles explained that, at the last TRF Executive meeting he expressed concern at what is going on in LARA. He said he was now very concerned. The larger members of LARA are not paying any more than the smaller members which means that LARA is under funded and are thus reducing the amount of work done by its officers. He noted that there is a split within LARA where the recreational interests have formed a sub group and the competition interests have formed their own sub group. Dave is concerned that the ACU is not fulfilling its remit as Prescribed Body for DMMO consultations.

The Chairman reported that the ACU say they are happy to deal with recreational motorcycling, and will liaise with the TRF. Tim Stevens felt the evidence we have is that the ACU is not competent to help us and we need to get our hands on the information and the process so that we can act on it. The meeting discussed this situation, acknowledging that the ACU is the Prescribed Body and only the Government can change that.

Dave Giles explained that the TRF is already paying extra in order to pay the MP and he will see how the two group system works.

BMF Rep: Dave Giles reported that the BMF has been supportive of the TRF and the LARA recreational sub group. There is a new political officer at the BMF and he seems to be supportive as well so we should continue our membership of the BMF.

BBTC and CCPR: This was covered in Dave Tilbury's contractor report above.

Equestrian: Mark Holland spoke about insurance at events. He also noted that Endurance GB are having to battle to keep using motorcycle marshals at their events, as some landowners are refusing permission for motorcycle marshals to cross their land. Tim Stevens asked Mark to encourage Endurance GB to take their troubles to the CCPR. There is also a rumour that the BHS is being asked to claim ORPAs as bridleways. Dave Tilbury felt this is a real threat.

[Note: the following item was taken out of order as Lord Fairfax and Tony Stuart arrived.]

8. TRF Patron Lord Fairfax: The Chairman introduced Lord Fairfax who was here to give a short presentation on his charity run to Russia. Lord Fairfax showed some photographs on screen of his motorcycle trip. This was very interesting and showed the general state of some of the highways in Russia, especially over the Mongolian desert. Truly trail riding at its best!!

Following Lord Fairfax's presentation Tony Stuart explained that he is organizing a charity ride in this country, hoping to visit all the Lifeboats Stations in Britain and Lord Fairfax has agreed to join him. He is trying to get some 'personalities' to join them and also getting some publicity at the larger stations, which should be good PR for the TRF. Tony is asking for a letter of approval from the TRF to do this run in the TRF name.

Tim Stevens proposed the TRF agree to this run. Seconded by Dave Tilbury. **All Agreed.**

The Chairman thanked Lord Fairfax and Tony Stuart for coming today and hoped the TRF Groups will give all the

support they can, especially those which have coastline in their patch.

9. Legislation update:

Rights of Way Conference: The Chairman updated members on the recent workshop which was designed to try and get information to our members on the state of trail riding post NERC. Robin Hickin thanked the Contractors for their input. He felt that the day had been useful but that the law is unclear and he awaits clarification by DEFRA on some legal issues before we can be sure of our rights. He also felt we need to ask Local Authorities to show us what was on the List of Streets as at May 2006.

Tim Stevens noted two different pressures affecting our rights; one comes from Landowners wanting to abandon the 'Discovering Lost Ways' initiative, the other is that Authorities may abandon the 2026 deadline for definitive map recording because they can't process all the claims in time. In addition, Natural England may decide that DLW was Co-Ag business and decide not to continue with it. The TRF must resist any attempt by the local authorities to abandon the cut-off-date. We must also watch out that UCRs are not downgraded by stealth.

There was lots of discussion on various right of way topics and concerns. The Chairman asked Robin to write: documentation that we can give to our members; and guidance to Local Authorities giving our interpretation of what the law actually says, not what they would like it to say. To support our arguments, Dave Tilbury will supply a list of cul-de-sacs created by county boundaries. Polly suggested our Contractors start this work and then take it to LARA to present to Authorities. Tim Stevens felt there is no problem with this, but there will be a need to know whose responsibility this document ends up being. *Action: Chairman asked Dave Tilbury to draft a letter to Local Authorities. Action: Chairman to ask LARA to send their own letter.*

10 TRF Limited:

The Chairman explained that there are two documents on the website; one is the resolution to make the TRF a Limited Company, the other is the Constitution incorporating the Memorandum and Articles of the Company. He recognized that there were some inconsistencies in the Mem & Arts which should be resolved by the AGM and we will vote on the Mem & Arts at that date.

The meeting expressed some concern at outsiders knowing what is going on, but a Limited Company is in the public domain anyway.

Tim Stevens expressed concern that there were some inconsistencies between the current constitution and the new 'bylaws'. Members felt we should take this all on board and if necessary change things later.

11 What Next?

11.1. Lets Off Road: "Use of Private Land and Permissive Byways". Brian Thompson felt that paying to use trails, as in Kielder Forest, should be accepted and he wished to change the TRF constitution to allow this. Tim Stevens pointed out there is nothing in the constitution to stop groups doing this if they want to. The Lancashire group pioneered the use of Forestry Commission land in Kielder Forest and there is also a permissive agreement with North Yorkshire Water. The meeting discussed other Forest areas that they use and that some access had to be paid for. Wales and the Forest of Dean are encouraging the Forestry Commission to allow vehicles to use them as a way of giving vehicle users somewhere to go, whereas The New Forest had forbidden motorcycles helping at BHS events.

11.2. Communications: Simon Bingham felt there is a need to generate income and perhaps this could be achieved by selling more Adverts in TRAIL. Fred said this needs someone dedicated to selling adverts and who would really push this. Simon also mentioned that some members preferred to have TRAIL in PDF format rather than a paper copy. However, the West Midlands had found their local electronic bulletin didn't get read and Mark Williams reported that magazines suffered a 70% loss of advertising on their online copy. The meeting discussed other aspects of how the media treats the TRF. Mark Williams felt that the TRF needs to use the journalists it knows to better effect.

12. Any Other Business:

Robin Hickin suggested running some workshops around different regions. The Chairman agreed that this should happen and asked Robin to produce some papers to go with them.

Tim Stevens asked for the TRF to press the ACU about who is the RoW Respondent in their area. Dave Tilbury said he would write to the ACU asking who their representatives are in the southern counties.

The Chairman asked members to find alternative venues around the country for these executive meetings; otherwise they would be in this area again.

The meeting closed at 5 pm.

15. Date of next meeting: The next meeting will be the AGM on 14 October at the Motorcycle Museum.

question "do you sell beer and wine?" was asked "yes" came the reply, great! That was until you asked for beer and wine, then you had to give the waiter some money, he nipped out to the local supermarket and bought it, and brought back your change! Yeah! needless to say, we drank it together with some more good food, although the quantity was a bit sparse.

We left on 17th for Tata travelling on roads until lunch-time. We stopped at a village shop for a drink and a bite and I decided to give the local kids what was left of

some packets of sweets. I got them out of the top box and started to pass them around, only to have the packets snatched from me by the kids - just like a pack of animals! When it had all quietened down, the shopkeeper, who spoke good english, asked if I had any pens. I replied that I had only pencils and she asked if she could have one of those, yes, of course. Back I went to the top box, not many kids around, I took out 2 pencils and instantly there were loads of kids and I'm mobbed for 2 pencils. In the melee that followed, as I'm trying to get the pencils back, I accidentally stood on a lad's bare foot and split open his toe. Well, I didn't get the pencils back, the lady shopkeeper didn't get anything, the lad got only pain and no gain and I dare not open the top box again. The excitement of lunch over, we're all off again - 4 decide to tarmac it all the way and the other 4, led by Woody again, take the piste route - so Paul, Tony, Nick and myself head off into the desert again.

This time the piste is a nicely rolled, stone topped road so the pace quickens - 40 then 50 mph, this seems about the right pace, so for approx. 40 kms. we charged on. I started to think, this is getting boring, why is Woody's brake light on? Why is he going left? Where has the road gone? To the left, you fool. 4 bikes, slewing from side to side, trying to scrub enough speed to make the turn! Why do



Roughing it at Tata

these problems always happen at the bottom of a slope? Well, we all made it with a little use of the desert, then onto piste proper which ran almost all the way to Tata and a good ride was had by all. There was one sad moment for myself and Nic; when riding through a small village of about 6 mud houses, a young girl ran out pleading with us to stop. Sadly, we didn't and I still feel a pratt for not doing so.

18th October - the longest day!

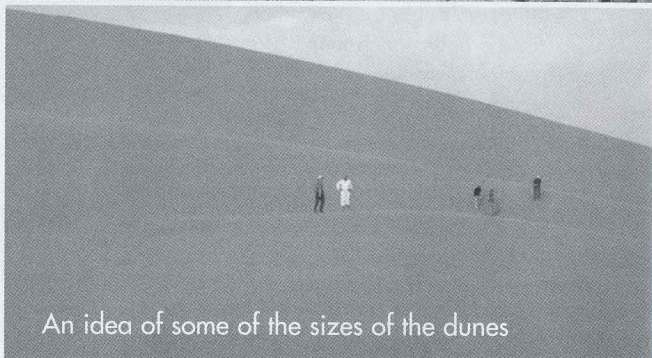
It all started at 9 a.m., even I was ready, although Tony and Noddy missed brekkers, some excuse about a loo seat stuck to their backsides (well, most of us had that problem at some point). So, off we went. Paul, Dick, Dave, Nick and myself went the piste route and, you've guessed it, the others went via tarmac. We were to meet up at Igherm. Piste, what piste, just lovely tarmac. My map showed tarmac all the way through. At a stop I mentioned as much and I thought it could be a bit boring, how wrong could I be. The first length of piste went around a village, most of the villagers waved and we waved back. One or two wagged fingers from side to side, more ramblers I thought, only to find, just outside the village, 3 parked up Mitsubishi Pajero's full of the French contingent from last night's hotel. At the front of them sat a sign "Route Barree". Well, they were just about to turn around and head back to Tata. These signs don't apply to

bikes, do they Paul? Of course not! So, past the signs and off along a nice piste, a lot more interesting, around the valley and up the mountain, things were getting a lot better until we reached the rock falls across the track! Paul decided to try and get over them but after about 4 rock falls, he gave up and came back with his thumbs pointing downwards. Whilst he had been away I had noticed another track, going off in a different direction, but still going up and over. Off went Paul, the path-finder, we could see him footing in a couple of spots then he disappeared over the horizon. Before he left he said "I will blow the horn if it's OK" After 10 mins. or so and not a sight or sound, Nick & Dick (the trusty duo) went mountain climbing and also disappeared over the horizon looking for Woody. Dave and I sat and chatted and chatted until a shout came from up the mountain. Dave went first, with the truck, the other lads stayed at the roughest part to give him a helping hand. Up the first two stretches he went and around the hairpin turns, he even had to shunt with his truck to get round, onto the roughest part he struggled with the others giving a hand to keep it upright and moving. Halfway along this section they parked the bike up! Come on John, your turn, came the shout. Kit on, deep breath, clench the cheeks tight, board the African Queen and off we go. Everything went OK up the first 2 sections, easily cleaned, have a quick breather before tackling the "death" of a BMW section, up onto the footpegs, give it some stick and the old girl floated over everything; past the bonfire smell which was a roasted BMW clutch and onto a nice flat area around the next bend.

We had cleaned it! Elation, just think of riding Walna Scar with panniers and top box and it will give you some idea of the mountain track. Dick and Nick then went and collected their



Desert valley road in 40's of heat



An idea of some of the sizes of the dunes

bikes and made successful climbs as well! Back to Dave's bike; the clutch had now cooled and she came back to life and, with a bit more manhandling, Dave made it to the flat area. Everyone back onto their bikes and we started along the next section which was still pretty rough. I stopped when I saw the narrowed track where some of the mountain had slipped away. Only about a two hundred feet drop to the right, back onto the pegs and follow the old maxim only look where you want to go. Now follow the John maxim, when in doubt, give it some stick. Hence, straight over, no problems, then on to where the road was being built from the other side of the mountain by some very surprised Moroccans.

A breather, a drink and some photos then on over soft shale, just a 2 ft. drop off and we're away with just enough time for me to be over-cautious and get the old girl beached on the sumpguard. About 6 workers leapt forward and nearly carried us over. It was a nice, steady ride after that along the made up road,

just no tarmac. I must say, hat off to Dave, for getting the GS truck through, rather him than me! The steady ride lasted for about 15 kms. until we met a donkey which didn't like Paul's KTM. It bucked and went mad (the donkey, not the KTM) and with great agility the lady leapt off, (she was anywhere between 35 and 60) and the donkey took off with much shouting and wailing from its former rider. Woody had seen the problem in his mirrors and put his bike across the road. Nick & I on the nice, quiet Africa Twins approached then nipped off the bikes a bit quick and caught hold of the donkey by its collar and quietened it down. It

had managed to buck its panniers and saddle off. We managed to placate the lady by refitting everything and crossing her palm with Dirams (local mazooma) and off she went leading the donkey away. We had seen hundreds of donkeys before this episode and none had bothered with the bikes. There must be two types of donkey, the road going model and the country model!

We all finally met up in Igherm for lunch with Paul now joining the non eating brigade!
To be continued...

John Williamson

Find more information
about current issues
and contact LARA
via our web pages at
laragb.org

LARA NEWS
No. 36, 3 DECEMBER 2007, page 1/1

MOTORING ORGANISATIONS
LARA
LAND ACCESS & RECREATION ASSOCIATION

The High Court holds against the opponents of recreational motoring. *A recent decision clarifies the law on the presentation of 'modification order applications'.*

R (on the application of the Warden and Fellows of Winchester College and Humphrey Feeds Limited) v. Hampshire County Council and the Secretary of State for Environment, Food and Rural Affairs [2007] EWHC 2786 (Admin).

For a copy of the judgment, go to: www.bailii.org and type 'Winchester College' into the search facility.

A major effect of the Natural Environment and Rural Communities Act 2006 was the 'cut off date' for applications to add byways open to all traffic (BOATs) to the definitive map. Essentially, any application made before 20 January 2005 is unaffected by NERCA and must be processed through to completion. The 'antis' were not happy with this limited saving provision and have been looking at ways of attacking the validity of applications made before 20 January 2005, in an effort to have these ruled 'not valid' in matters of compliance with the regulations controlling the format of applications.

Hampshire County Council processed and accepted two such applications for BOATs submitted before the cut-off date, and the

applicants in this judicial review case sought to quash the County's decision on the ground that the applications did not conform to the regulations, particularly in having 'copies' of the evidence, and in the notification of landowners. The applicants (supported by the Green Lanes Protection Group) engaged specialist counsel in George Laurence, QC, and Miss Ross Crail.

The case was heard by Mr George Bartlett, QC, sitting as a deputy High Court Judge, and he gave little weight to the applicants' case that, for an application to be valid, there must be strict and precise provision by the modification order applicant of photo-copies of all the evidence relied upon, and other matters. This decision will operate to safeguard a number of BOAT claims made before the cut-off date, but expect the 'antis' to seek to appeal against the Judge's decision - he refused to grant leave of appeal in what he sees as a very straightforward matter. This is indicative of how well financed the opponents of motor recreation really are.

TRAILING AROUND UP NORTH

The Heather burning season is in full swing on the North Yorkshire Moors. The plumes of smoke from the many separate fires were drifting in dense clouds across the landscape and settling over the valleys. The acrid fumes and "ode du rural" of burning peat, lingers on for days. The sheer volume of smoke stacks reminded me of Saddam's gift to the world, when he ordered the six hundred oil wells to be ignited, during Desert Storm, the American offensive.

I pity the poor residents of the Esk Valley. They will not be hanging washing out for a week or two. The extreme fire risk associated with heather burning means they only burn on windless days, so there is no wind to disperse the smoke or to spread the fire too far.

We had to divert from our planned route to avoid the risk of spoiling an otherwise beautifully sunny Autumn ride out.

On the same sort of theme, I was leading a group last Sunday down through Newtondale to Levisham Crossing. As we approached the level crossing there were sand bag emplacements, housing machine guns and border guards with automatic weapons patrolling the line. What a weird sensation passed through my body, it was like stepping back in time. These were German soldiers and SS Officers in full regalia. I shudder to think what war veterans would have thought to see these "troops" on British soil. I tried to imagine what type of person would want to dress up as a Nazi. I thought it was a little too early to be re-enacting the Second World War. Then again we must not be prejudiced or racist must

we. After all only one hundred million people died during the conflict.

Then the American GI's with their Broads came into view, followed by an archetypal English Spiv in his white suit, spats, loud tie and his doll on his arm. Remember the Black Market stockings no-one could afford. All the civilians, in their Nineteen Forties garb, were on the platform waiting for a train.

A whole cavalcade of nostalgia.

This apparently is the North Yorkshire Moors Railway, Nineteen Forties, celebration weekend, based at Pickering. So if you are interested in turning back the clock and getting dressed up, make a note for October of next year.

I wondered what the Panzer division, which included some tracked vehicles, were doing on the moor, when we first approached Newtondale. I assumed it was a 4X4 themed ride out. What you see when you do not have your camera.

Back to trail riding. For some reason I forgot to check my front sprocket before I set off for a Thursday ride with Danny (you remember Danny, he of the exploding chest. Three months later and he is back on his bike). Normally I get through two front sprockets for every one rear sprocket during the life of a chain. Well halfway round the run, as we had a break at the Garage at Helmsley, Danny observed that I had two teeth missing. I had a full set this morning I replied.

No! Your front sprocket has started to shed teeth. He was right. I figured I still had twelve left and we were only forty miles away from

home. Besides we still had some lanes to do. Three lanes and ten miles later I was down to nine teeth. I decided to make a Bee-line for home. I did not look again. I did not want to know. Suffice to say, at a steady forty mph, on the road, I made it, with three teeth to spare.

Lucky me, David my nephew, who recently deserted Team Blue for a Husky 510, had given me a box of spares that he had left over from his Yamaha days.

Sure enough there was a front sprocket. Enough to warm the cockles of a

Yorkshireman's heart. Cheers David. I cannot wait to wear my brake pads out.

By the way the Maxxi Cross Tyre lasted 1950 miles and was good on stones and soft ground alike. At about £35 it seems like a good buy. Having said that I am now trying a Mitas C-O2 £45. It is not as good on stones but promising on softer ground, having a much chunkier profile. It remains to be seen if the extra cost is returned by a greater mileage. Have fun,

John Robinson

SEPTEMBER IN THE FRENCH ALPS "SIX GO UP A MOUNTAIN"

For the last six years a group of us trail riding types have been going to Northern Spain to do a spot of trail riding. This year we thought we'd go somewhere different and Nigel came up with the idea of going to the French Alps with a company called Alpine Enduro Holidays which he found on the internet. £450 for 5 days riding with a guide and 6 days accommodation.

I asked the usual team if they were interested, (no John W I never asked you) and the final list was: David Greenslade, Nigel Baverstock, Richard Howe, Steve Quincy, Nick Macey, Pete Legg.

The trip was to drive in my truck and Pete's van and trailer to Morzine about an hour or so south of Geneva towards Chamonix.

We decided to drive to Dover and take the ferry to Calais as the crossing was only an hour or so. On the 8th September I got out of my bed at 04:30am to drive over to Steve's where we would all meet up to start our journey.

The drive to Dover was uneventful, 3 hours, 200 miles of motorway partly in the dark, that

sort of thing but it never seems to matter when you are off on your holidays does it. We arrived at Dover around 08:30 in time to book in, gate 179! and have a cup of tea before boarding at 09:30. Once on board time for breakfast and listening to Dick say for the first time this holiday "I'm not eating that shit". If you ever travel with Dick you may notice him saying this once or twice.

Arrive in France around 12:15 local time, and much to the joy of my passengers we left the port via the truckers exit but ha ho.

Auto route all the way Dijon about 550 miles for the day arriving at around 18:30. GPS took us to a supermarket first before the hotel but that's just the joy of travelling. Stayed at a Campanile, all very average apart from the price.

9/9/07

Left Dijon at 10.00, auto route up into the alps arriving at Morzine around 15:00. Dougie Aitkin (Mr Alpine Enduro Holidays) arrived back from checking out some trails just as we arrived. He had with him Stan who was helping out for a few days as tail end Stan,

Garry who would drive the support van for the tour, Paul the cook and Stan's wife a French lady from Nice who's name nobody knew or could say. Both Dougie and Stan had KTM's. Stan seemed very interested in looking at his rear hub – more later.

The rest of the day was very laid back as we had arrived a bit early so Dougie went off to service his bike, rear tyre, chain, sprockets. So we all took it easy until dinner at eight and watched some biking DVD's

10/9/07

The notes in my book say "first days riding all good, lots of steep climbs and descents." What I think I meant was the first hill was a steady climb for about 20 minutes, do my arms ache, oh is that Nick falling off, boy is that a steep descent. We did some good steady climbs and descents, some on ski runs and some climbs in the forest. The pattern was ride for an hour and a half. Stop and meet Garry and van and French lady, drink energy drink, eat energy bar and banana, refuel if you wanted as the van carried our fuel in 20l cans which Garry would fill for you (yes you had to pay him).

After the first stop we rode a lane through the trees by the side of one of those alpine rivers. The lane went on for about half an hour over roots and around trees all washed out by the river in the winter. After that it was time to stop for lunch by a small lake. I remember saying to Dougie aren't Mondays a bitch as the sun shone down.

Oh I forgot to mention that we had wall to wall sunshine all week.

The afternoon much of the same, two more stops, two more energy drinks. Climbs, descents, Stan still looking at his hub.

The ride finished around 16:30 back at the chalet. Time for a bit of maintenance and Pete with his new KTM 530 EXC to lower the gearing changing both sprockets and the chain. Oh and Stan was still looking at his hub because the crack he noticed on Sunday was getting bigger.

Dinner was around 8, ok but some of the guys

mentioned taste would be good. Red wine was good though, did I mention that was included as well. More biking DVD's after dinner. I think it was the long way round, you would never catch me on one of those big GS's off road!

11/9/07

Breakfast at 0800, cereals, bread, fruit, that sort of thing. I remember the first morning we were all ready to go with gear on by 0830. Today we went with the flow probably knowing there would be more of them there hills.

Good riding in the morning with more high climbs and a very long steep descent. I remember Dougie saying I hope your brakes are good as he shot off down this boulder strewn descent and Nigel saying about 15 to 20 minutes later "do you know my front brake faded to nothing about half way down". I was on my front brake all the way down!

Nice stop for lunch with Garry, the van and the French lady – views to die for, sunshine, Stan still looking at his hub, that sort of thing.

Just as we were about to leave for the first lane after lunch Dougie very seriously told us not to ride in the deep mud holes on the next lane to stop any possible damage. I thought spot on, well said. So off we went, yes you could see signs of damage from the past and we all avoided the deep holes. And then it all changed dramatically, the whole lane width through the forest was cut to pieces by something. This went on for what seemed like miles and then we met the culprit, a massive tree harvester which had been pulling the trees out along the track as a route out. So much for being careful.

A bit later we went down a nice lane into another forest and came across some trees that had been pulled across the track so we diverted around these and along the side of some buildings deep in the forest and then back onto the track. At this point I could see that Dougie had met a local in a 4x4 who seemed less than happy. After much one sided discussion in French we had to turn around and retrace our steps back to the road.

Off we went in good TRF style looking back at each junction on the tarmac but a few miles later no Stan. His hub on his KTM had cried enough and failed on the trail on the way back to the road after the grumpy French man, close call. Next time we saw Stan was at one of the rest stops with his bike in the back of the van.

Later in the afternoon Dougie asked if we would like to do some hill climbs. I thought what have we been doing so far? First hill was very much like some of the Spanish hills but with some ruts half way up. I had to have two goes at that, as did a couple of the others. Anyway got to the top, started to breathe again and after a short rest we rode a little further to be confronted by the next hill. Looked ok as we were unsuspected of the top. I decided to go last to leave myself a little space, so pulled away, started to climb, no problem lots of grip, looked up to see Dick coming DOWN the hill towards me totally out of control. By the time I could think "oh ****," it was the sound of KTM hitting KTM. Luckily it was just our hand guards hitting each other. Down we went and I remember Dick saying he was sorry and had he broken my wrist! We were both ok thanks to strong handguards.

Dick went down the hill to start again and I managed to pull away. I got to the top just about and saw the others stood under a pylon structure with helmets held aloft in the form of an arch for me to ride under, nice touch. We then waited for Dick and he did appear just within sight below the brow of the hill and then for some reason just fell over. Steve walked down to help whilst the rest of us laughed as Dick did the same falling off act more than once.

The time was around 5.30 as we rode across a very large steep slope and I remember Dougie saying don't fall off left. Left was a very long way down. Later we did a steep descent over tree roots and returned to the chalet around 19:00. Quite a full day but more was to come tomorrow.



KTM v KTM

12/9/07

Usual routine of breakfast and get ready to ride. Nigel decided to give riding a rest today and spent the day in the van with Garry. Steady easier lanes to start with. Just as I thought this is ok I came upon the rest of the group stopped on a minor tarmac road. What apparently had happened is that the group were riding down this minor road when a German registered car pulled out from our right hand side causing Nick to do an emergency stop which resulted in his bikes exhaust touching the cars front bumper. Apparently in France if there are no markings on the road you have to give way to the right. Mr German took this literally and did not even look. Nick and our German friend exchanged documents and lots of photos were taken.

No more adventures for the remainder of the morning and we had our mid morning break with Garry and the van at Samoens. Lots of muttering about doing the steep pass during lunch but I took no notice, I should have!

From lunch we rode an unsurfaced mountain road to a lake we went to on Monday when I remember Dougie pointing to a long steep pass in the distance and saying we ride that on Wednesday. Guess what, it's Wednesday.

Before we rode off from the lake Dougie gave us another one of his talks about how to get up this hill, I must pay more attention as I'm sure he mentioned two sections that we might have to push on and by the hairpin we had to ride

to the left up a bank to get round. Anyway off we went and as normal it's the bits you can't see which are the hardest. I rode last as usual and got to the bottom of a rocky climb seeing Nick stopped in the rocks. I walked up to give him a push that took about 3 to 4 attempts with me now exhausted. I sat near the top of this climb for a while and watched Dick fall off twice; he made it on the third attempt.

Finally it was my go; nearly made it to the top of this bit, just needed Steve to help me out of a bush near the top.

The second section was a lot harder and steeper. It seemed to go on a lot longer and had a bend in it so we were unsighted. I made it two thirds of the way up but stalled in some rocks with Nick stopped on my right next to the bank that Dougie had told us to ride up.

Tried to help Nick by pushing him but we both fell off into the bushes. Dougie and Steve after climbing the hill had walked back to help and Steve with his long legs managed to ride Nick's bike to the top. My turn then for a push but after a few minutes I was completely exhausted. Dougie rode the final part of the steep section for me; I was encouraged to see him fall off near the top, not super human after all. Some of us walked to a point on the hill just around the corner from all this pushing for a long rest. I have never seen so many red faces in all my life. I think all of us were totally worn out.

After our rest we rode on to what looked like the hardest part of the climb, but surprisingly the going was easier but just around one of the bends I came across Dick who had fallen off and crushed his thumb against a rock splitting it quite badly, his thumb not the rock! The others were looking down from about half a mile away so I started waving my hands and Dougie came back down. We taped up Dicks thumb with some rag and insulation tape and rode on to the top of the climb which became easier as it had been graded by something. The top of this climb was 2200m, almost in the ski resort of Flaine, very impressive. As Dicks thumb was a cause for concern particularly to him we did road work only to our lunch stop

with Garry and the van on a hairpin bend just past Flaine.

After a leisurely lunch stop it was decided that Dick should go and see the doc so his bike was loaded into the van and off they went.

In the afternoon we climbed back up to the ski areas and dropped down to the next valley. No incidents in the afternoon but lots of climbs and descents.

Dick arrived back from hospital (the doc decided that he had some bone fragments that needed removing) around 10.30 with a stitched up thumb and a feeling he described as being drunk from the drugs he had been given.

13/9/07

Breakfast as usual, Dick not riding today but Nigel back with us.

We started with a long climb up through a forest that we had done on the first day past the tree root descent but not up it. Met some hunters at the top who set off a shot over our heads. Well that's what it sounded like and I did duck.

Same route to the top of the ski lifts as the first day with a view in the distance of Mont Blanc. Steep descents as before only they did not feel quite as bad this time. Met Garry and his new mate Dick for the first stop around 11.45 over looking a town we had been to on the first day.

All the hunters in France seemed to be out today so Dougie seemed to miss a lot of lanes which meant more road work than usual but even the tarmac was good riding. Bit of a trend here we stopped at the same lake for lunch as we did for afternoon break on day one.

The afternoon consisted of more lanes we had done before but in the reverse direction, with more hunters in the way and with a sting in the tail at the end of the day. A steep long climb back to the tree route descent.

Back about 17.30 for maintenance and dinner, the sun was still shining as it had been all week.

14/9/07

Dick still not riding today, rode some easier trails to the ski resort of Chatel where we stopped on top of a ridge on the Swiss border.

Some more trails to Abondance were as a treat for the last day as we stopped in a cafe for lunch, pork, beef and bolongare potatoes, very nice. Did a few leisurely trails in the afternoon and that was that.

I forgot to say that at key points Dougie was shooting a video if that is the correct term. So each night after dinner we sat and watched our exploits for the day. He did say he was going to send us a copy but I'm still waiting for that.

15/9/07

Left Morzine around 08:30 and drove the 750 miles to home via Calais in one trip with two stops on the French side and one in the UK on the M26.

Our ferry booking was for the 16th as we planned to stop overnight in France but as we made good time we all thought P&O would let us on the early ferry at no extra cost. So into the ferry port, queue for a bit (chose the wrong queue again), argue for a bit with a French person and after more discussions we had to pay an extra 49 euros per vehicle to cross early. To add insult to injury the ferry was only half full!

Docked at Dover around 21.30 and arrived home around 1.30 after dropping my passengers and one bike at Steve's. Longest drive I have ever done in one hit.

Was it all worth doing? Yes in my opinion it was. Hardest trails and riding I have ever done with lots of stopping for the van. Would I go back? Probably not as the trails were all hard with no real rest, on the trail that is. Accommodation and support was first class, food average.

This area of the Alps is spectacular and worth a visit. We had wall to wall sunshine which helped.

If you feel like the challenge try www.enduroholidays.com

David Greenslade

HEADLINES WE WOULD LIKE TO SEE IN 2008....

- Part 6 of NERC Act repealed
- Ramblers, equestrians and trail riders form joint access alliance
- Cabinet TRF Group forms
- The Labour Government – it was just a dream
- Foxes over run Parliament Square
- Bill Riley knighted by Queen
- All group returns received on time
- Wax cotton now available in colours other than black
- Motorcyclists aren't aliens – official
- Mrs M buys bike
- World peace attained

Your turn now.....

SM

Ed: Can you add to the wish list? If you can't an article is always gratefully received.

IDEAL WORLD

I was speaking to a walking friend of mine the other day and during the conversation it emerged that he thought TRO meant Trail Riders Only.

What a lovely notion, he must be from a Parallel Universe.

John Robinson

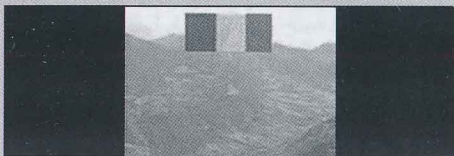
IT'S A CRACKER!

Why didn't the skeleton go the New Year's Eve Party?

He had no body to go with

What has a bed but does not sleep, and a mouth but does not speak?

A River



ADVENTUROMANIA

OFF ROAD ADVENTURE BIKING IN THE SUNNY CARPATHIAN MOUNTAINS IN ROMANIA

99% off road adventure tours riding trails & tracks through the mountains & forests of Romania. Over 100km per day on thousands of different trails in breathtaking scenery - a true off road paradise.

- Guided tours suitable from novice to expert March - October
- New Yamaha WR250s, CRF230s & KDX 220s or bring your own bike
- Different tours each day through forests, meadows & up and down mountains
- Transfers from airport - 2 hours
- Full support & backup
- Excellent food & accommodation, pool table & bar

For more information contact Steve or Vica:

- Email: sf.palmer@virgin.net
- UK tel: 01368 840728
- Romania tel: 0040 (0)741 547126

www.adventuromania.co.uk

Dodds Fencing & Sheds Est 1963

The Sawmill, Bowesfield Crescent, Stockton-on-Tees, TS18 3HJ

Lap & interwoven panels, sheds, summerhouses, playhouses.

Dog kennels, potting sheds, concrete posts & gravel boards.

Fan tail trellis, pressure treated timber, close board fencing.

Decking, side gate, picket fencing.

FITTING SERVICE AVAILABLE



FREE DELIVERY SERVICE ON ORDERS OVER £50 C.O.D.

Teesside area only

Tel: 01642 674827

For a complete price list click onto www.wgdodds.co.uk

THOR MOTORCYCLES LTD 01208 831774
The Parts - The Bikes - The Accessories

GAS GAS BEN

Come in and have a deal with me!!! We'll beat anyones price!
07 GASSER RANGE IN STOCK!!!

Genuine & aftermarket parts available for all MX, Enduro & Trial bikes.
Official dealer for CRD bike accessories

CLOTHING, HELMETS, BOOTS ETC IN STOCK
FULL WORKSHOP FACILITIES *ALL CREDIT CARDS WELCOME
DELIVERY AND FINANCE AVAILABLE

Wide Range of MX Gear Now In!!!

Visit Our Website Now...
www.thormotorcycles.co.uk

Trefoil Works, Trefoil, Bodmin, Cornwall PL30 5BA
Tel: 01208 831774
Mobile: 07876 343663

A SALES OPPORTUNITY

Advertising here reaches 3000 active trail riders

- the direct route to your target audience & will help the TRF, the only motorcycling organisation fighting to keep open Britain's green lanes

ADVERTISE NATIONWIDE

1/4 page black & white £32.00

1/4 page colour £65.00

CONTACT BRANCA

trailadvertising@hotmail.com
07812 897695

NIGHTMARE ON SUNDAY!

It was just one of those days. Late October the sun was shining, the air was fresh and cool. Five started, one finished.

The morning ride along the hundred gate route from Saltburn to Scarborough went swimmingly. A jolly good time.

Alex had rejoined the group after a season of helping set up and marshall enduros. The repartee flowed as usual.

Alex was another deserter from Team Blue. His crime was greater, he bought an infamous KTM "two smoke" and was banned to the back of the group. When he bumped into the back of David's bike going through a gate David said "Careful your front end may drop off". I think he was referring to the build quality of KTMs. I said he was feeling neglected because a tree had not jumped out at him all morning. Little did I imagine what was to follow.

Then I decided to take a "secret" road that even I only use four times a year. Mainly because I do not want it spoilt by too many riders and I am particular about who I take on it. Big mistake as it turned out. Alex, bringing up the rear, tried to vault a fallen tree. The back wheel, duly kicked him up the rear and sent him to ground. I suppose Enduro boys are more used to weaving in and out of trees that are vertical.

We were waiting at the end of the Lane. No Alex. We switched off our engines and tuned into cries of help, help. I was waiting for the witty remark sharks to follow, but no, this was more serious. We rushed up the lane to see Alex doubled up and breathless. I've knackered my back quoth he. That is it, that is the end, I'll never be able to ride again. Alex has a history of back injuries. He was in shock. So were we.

Suffice to say, twenty minutes later, amid numerous groans (me back, me front, me side) Alex was back on his bike but decidedly shaky. David said he would escort him back by road and if he could

not make it all the way, he could get his pickup and take him home. That left three.

Nick lives at Thirsk and had arrived on David's Pickup, so we headed across country since Nick now had to ride home. We dropped him off at Cropton to take the Helmsley road home. That left two.

Rosedale, David goes onto reserve and runs out of petrol half way across the moor.

I have a litre of fuel in my bag. Great thought I. Not with a Gas Gas 300. It only did seven miles. Then it was out with the tow rope. Outside footrest to inside footrest. Do everything in slow motion or we will both be off. Gently squeeze the brake if the line goes slack. Off we went in the classic echelon with another seven miles to the nearest Petrol station. Not easy with cars piling up behind to overtake and sheep wandering across the road "Willy Nilly". By the time we got off the moor there was too much traffic, on the main road, to continue towing.

So I left David, saying if I am not back by sunset start walking. He was somewhat discombobulated whereas I was a bit cheesed off by then.

Only joking said I. That left one.

Half an hour later, I returned with five litres of petrol, having been home to collect the can. You had better call at a Petrol Station and top up on the way home, that thing drinks petrol. Oh I have just ordered a fourteen litre tank he said. Pity it did not arrive a week ago, I replied.

Still that is why you take people out on runs. You never know whose turn it is next for a nightmare ride.

John Robinson

P.S. Phonecall from Alex: "I have straightened out now. Bruised and battered but no serious damage".

No word from David. He may still be trying to find petrol, on the way home.

MORE BIKES

Created by Glenn Vieira

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

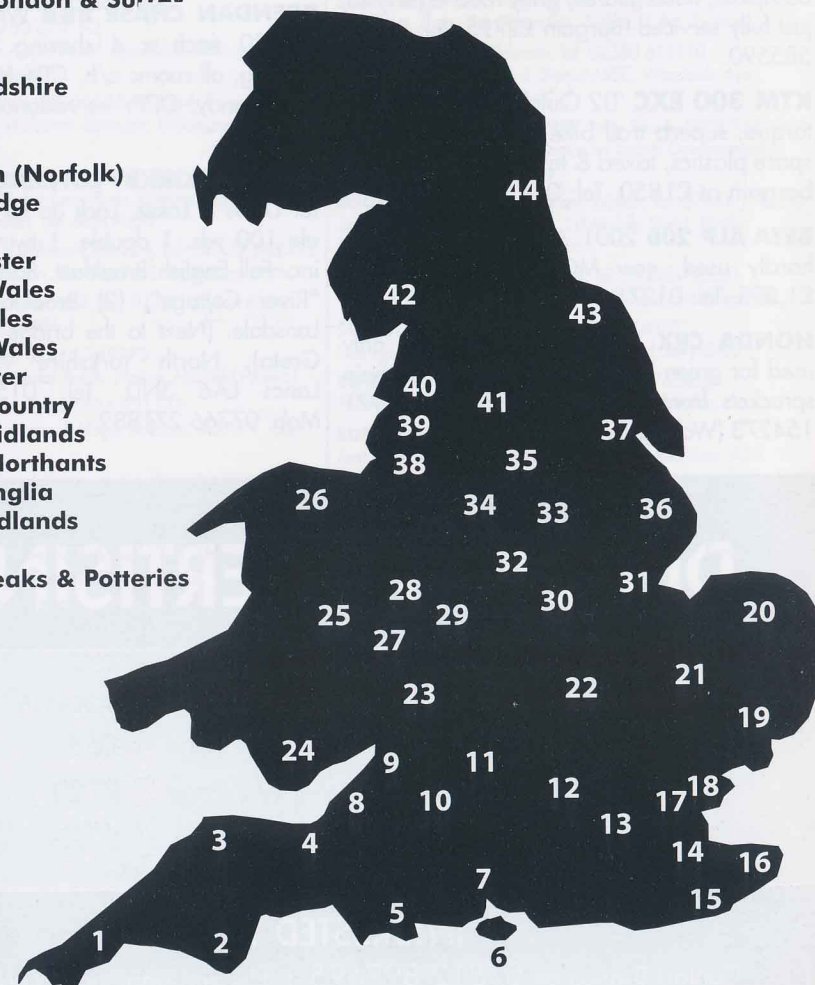
AMIGO
 BEAMISH
 BENELLI
 BETA
 BMW
 BULTACO
 CAGIVA
 CHENEY
 COTA

DAVIDSON
 GASGAS
 GILERA
 HARLEY
 HONDA
 ITALJET
 MAICO
 MALAGUTI
 MATADOR

MERLIN
 METISSE
 MOTOGUZZI
 REBEL
 RICKMAN
 SACHS
 TRIBSA
 ZUNDAPP

WHERE TO FIND THE GROUPS

1. Cornwall
2. Devon
3. Exmoor
4. Somerset
5. Dorset
6. Isle of Wight
7. Southern
8. Axe Vale
9. Bristol
10. Wiltshire
11. Swindon
12. Loddon Vale
13. Thames Valley
14. South London & Surrey
15. Sussex
16. Kent
17. Hertfordshire
18. Essex
19. Suffolk
20. Norwich (Norfolk)
21. Cambridge
22. Oxford
23. Gloucester
24. South Wales
25. Mid Wales
26. North Wales
27. Worcester
28. Black Country
29. West Midlands
30. South Northants
31. West Anglia
32. East Midlands
33. Peaks
34. High Peaks & Potteries
35. Derbyshire & South Yorks
36. Lincolnshire
37. East Yorks
38. Manchester
39. Lancashire
40. Ribble Valley
41. West Yorks
42. Cumbria
43. Teesside & North Yorks
44. Northumberland



MEMBERS FREE CLASSIFIEDS

PROFESSIONAL WHEEL BUILDER 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.

BARGAIN Yamaha WR450 2004, 1 owner, 12 mths tax/MOT. Fully road legal version, cost £5100, 1,300 green lane miles by over 40's rider who should have known better! Yam bashplate, hand guards, gritty road legal tyres, just fully serviced. Bargain £2795. Tel: 07881 585590.

KTM 300 EXC '02 Quick bike with lots of torque, superb trail bike, high & low seats, spare plastics, taxed & tested. Good cond. A bargain at £1850. Tel: 01254 823893.

BETA ALP 200 2001. Genuine 2,700 miles, hardly used, new MOT. Exc. orig. cond. £1,595. Tel: 01275 892649 (Bristol).

HONDA CRX 250 1800 miles 2004 only used for green lanes. Good cond. New chain sprockets front & back. £2195. Tel: 07971 154273 (Woking).

YAMAHA WR250 F 03 model. Usual Trail Extras, mouses, clothing, boots size 9 & single trailer. £2000. Back injury forces sale. Phone Billy on 01977 670030 (S. Yorks).

KTM EXCs x 2 01'200, 02'400. Both v.g.c. New unused Crossengo's (R/legal), c&s's, pads, hand guards, sump guards, plus much more. Unused 2 years. Phone for details. £3,750 Pair. Tel: Steve 07860 889477 (Surrey).

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 Wheatsheaf 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 John, Tel: 01200 230347 2nd Tues, 8.30pm, Pendle Hotel, Chatburn, Clitheroe (off A59).

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

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

SOUTH LONDON & SURREY Steve Sharp, 0208 773 4204 8.30pm, 4th Wed, Nescot Centre for Sports Development, Banstead Road, Ewell, Surrey.

SOUTH NORTHANTS Graham Walker, Tel: 07841 158820 2nd Wed, 9pm, The Old Sun, 10 Middle Street, Nether Heyford, Northampton NN7 3LL.

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

SUFFOLK Richard May, Tel: 01787 374073 Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SWINDON David Yarwood, Tel: 01793 762455 1st Wed, 8.30pm, The Sun at Liddington, Swindon.

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

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

THAMES VALLEY Julian Ogley, Tel: 0208 5799778 3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.

WEST ANGLIA David Knight, Tel: 01933 313816 1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

WEST MIDLANDS Paul Clark, Tel: 01564 741700 1st & 3rd 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.

DISPLAY ADVERTISING

Black & White		Colour	
1/4 Page	£32	1/4 Page	£65
1/2 Page	£60	1/2 Page	£120
Full Page	£100	Full Page	£225

INTERESTED ?

Contact Branca on 07812 897695 trailadvertising@hotmail.com