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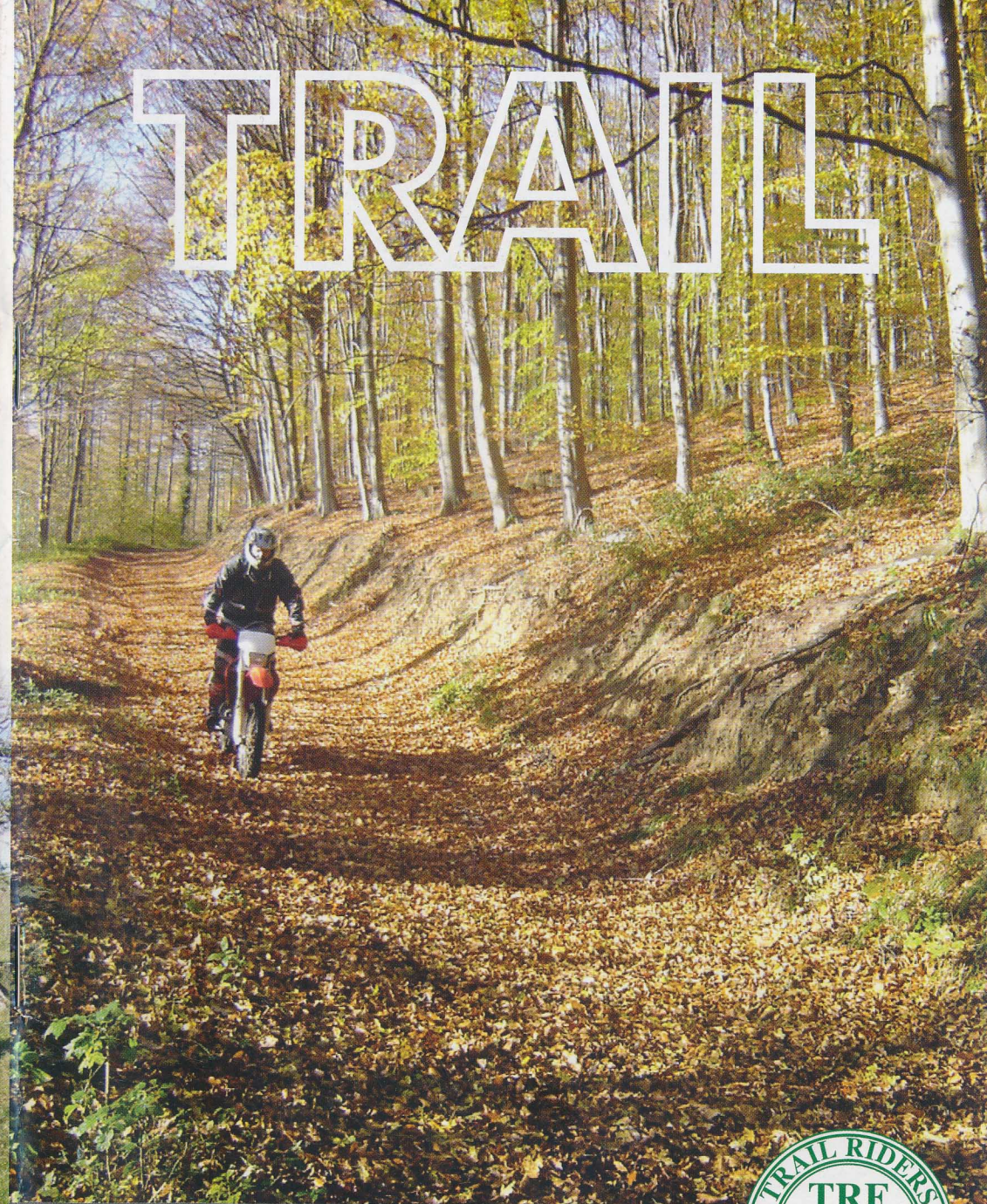
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TRAIL



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

JANUARY 2008 No. 353 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 dlj70@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

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classifieds with payment if applicable to THE EDITOR.

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

EDITOR

Happy New Year to one and all.

I hope you all enjoyed the festive season and managed to find time for a Christmas pudding run.

John Robinson, Leo Crone and the rest of the Teesside and North Yorkshire group went a stage further and had a whisky and chocolate run which went down very well and might be an idea that could usefully be followed in other areas. See page 12. Any more good ideas out there? Don't be too shy about sharing them.

REMINDER
COPY DEADLINE for TRAIL
is the first Tuesday of the month.

Here's to Happy Trails,



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

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WANTED:

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

COVER PHOTO: from John Robinson
*Autumn Leaves, Beech Grove, Hold
Cauldron, North Yorkshire*

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

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NOTICE BOARD

HUTTON VILLAGE TO HUTTON MOOR

The TRO signs, erected by the Moors National Park Authority, on this lane were only placed there to reinforce their contention that this lane is closed to MPV's under Section 67 of the NERC Bill.

The Park Authority has agreed that the signs are misleading since there is no TRO in force and the signs will be removed in the New Year.

John Robinson

VOLUNTARY RESTRAINT NOTICE

Teesside & North Yorks TRF Group
Voluntary Restraint during
Lambing Season.

Please do not use the Whorlton House to Huthwaite Green Farm Lane near Swainby during February, March or April.

This farmer has requested the restraint in order to increase his stock to make up for the shortfall in prices.

John Robinson

DERBYSHIRE & SOUTH YORKS GROUP AGM

The Angel Hotel in Spinkhill at 8.15 p.m. on the 22nd of January
The location of the pub is shown here <http://www.angel.f9.co.uk>

Mick Ellison

MAGAZINE COPY

COPY DEADLINE: The first Tuesday of the month.

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

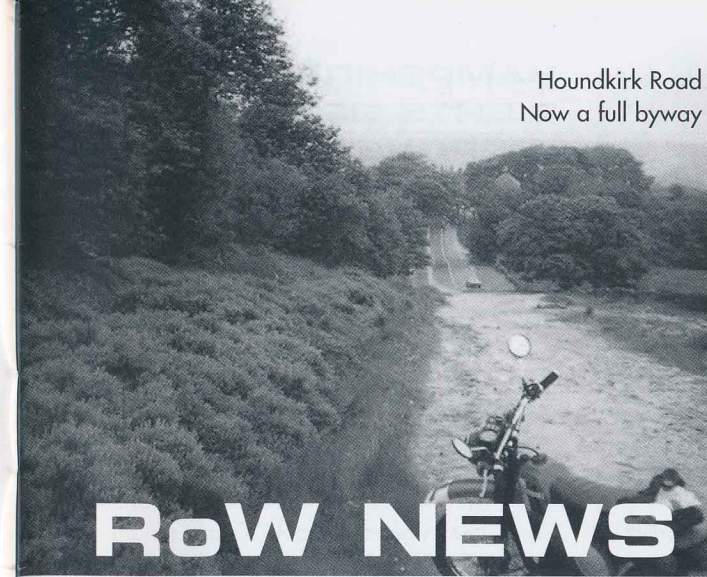
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CAPTIONS: Please caption your photos!

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.



Houndkirk Road
Now a full byway

from Rivelin Dams is a nice UCR that nobody seems to use and its got presumed vehicular rights. Look for it on your OS map.

And better still one mile further west past Redmires Dams is the famous Stannage Edge Pass over Hallam Moors. This climbs up along a single row of 18th cent paving stones (not Roman sorry; made by the 18th century roadmakers) to the 18th century Stanedge Pole protected by ironwork on some rocks. A famous landmark. Up to the Pole this is Byway status thanks to the

SOUTH YORKSHIRE

Several South Yorkshire members have asked me to help re-open the tracks around Rivelin Dams, just outside Sheffield on A57, (grid 264875) now closed by the landowners.

But there is nothing I can do because such forest drives are by permission of the water board and are private.

I have used these trails for 50 years since I got my first bike (197cc Fanny B all of 8 bhp and you had to carry a pocket of spare plugs for those whiskers!).

Notices were always present explaining the permissive right. No rights of way claim for Byway was made because the forest drives were made by the water board for the water board in 1920 and never dedicated to the public as they must be for a public way claim to succeed.

Now this permission has been withdrawn due to problems with ruff raff on bikes and cars. Seems there is a significant minority that is going to ruin things for the rest of us.

But don't get TOO downhearted. We have to learn to let some trails go, a lesson some in the TRF do not seem willing to accept. We lose some and gain some. Just across the road

TRF and very tolerant City of Sheffield Council. But past the Pole you come into Derbyshire where the status changes. Here it is UCR which has presumed vehicular rights in my book. How come you ask does the status change on the same trail?

Don't ask. Rely on the advice from the TRF. It would take a whole TRAIL to explain the present confusing mess. Without the TRF you would be lost! Its worth £40 a year just for the rights of way advice!

Needless to say I recommend you ride UP the pass rather than down it! There used to be a big step half way up to the 1500ft high summit which used to catch out several road bikes in the old days with low ground clearance. You need to blip the old throttle a bit! No wheelies.

Stannage Edge Pass is one of the better trails in this area. OS Map 110 Sheffield and Huddersfield, will show you how to discover it.

We should congratulate the City of Sheffield for resisting the strident demands from the RA to close all Byways by TRO. Sheffield employs more rights of way staff than most county councils.

Not far from Remires Dams is another popular old trail. Houndkirk Road built in 1757 as a

turnpike. Now a safe Byway thanks to the early Sheffield based TRF group (founded in 1970 by me!) it strides over Houndkirk Moor for 4 miles from Ringinglow to Fox House (grid 290835 south west). It's got rocks, sand and grass but it's over 1000ft high and the weather can turn nasty. But try and avoid use on summer weekends as it gets busy with other users picnicing etc. We don't want any ammunition for a TRO do we?

Trail riders living in Sheffield (as I did till 1989) are very fortunate, though the situation in the Peak Park is no longer looking too safe and secure for the future. The Peak National Park is the UK's busiest, with over 20m visitors and 10m people living on the borders a short drive away.

Next busiest is the Lakes and we have such a drastic loss of green lanes there since 2006 you can ride them all in one day.

Brian Thompson

HAMPSHIRE DOWNS RIGHTS OF WAY IMPROVEMENT PLAN

Hampshire County Council are requesting comments on their latest ROWIP for the Hampshire Downs. Disappointingly vehicular users only get mentioned using negative soundbites! The reason for this is unclear and is in stark contrast to HCCs earlier plans which were quite positive and acknowledged the recreational vehicle user. However this is your opportunity to redress the balance by ensuring that trail riding is catered for within the plan and so remains viable within Hampshire. Comments to HCC are required by 29 Feb 2008. The plan can viewed on-line at: <http://www3.hants.gov.uk/hampshire-countryside/countryside-development/access-plans>.

Richard Collins

REMOVING OBSTRUCTIONS FROM UCRS

Following my recent TRAIL Paper "Removing Obstructions from Byways" I have been asked to do one covering UCRs.

Now dealing with blocked Byways using Highways Act 1980 Section 130A is easy and can be carried out by even a simple scooter riding TRF member like me!

Indeed there is NO excuse for any blocked Byways to remain out of use now that Section 130A is available. Needless to add I am very happy to help and advise any TRF member who wishes to use this power.

The TRF should be proud to call itself the leading vehicular rights of way organisation. There are no brownie points in the corridors of power for riding your shiny new Husqvarna up and down the Ridgeway, Monks Trod or

Lady Anne Cliffords Highway, but effective TRF rights of way work WILL earn respect.

First of all you should write to the council and ask them to deal with the problem on the UCR. Call it a public highway. Head the letter Highways Act 1980 SECTION 130. Give them a month. Do not mention the term UCR (Unclassified County Road). Many councils do not know what you are talking about.

One of the problems in dealing with UCRs is that some councils do not accept UCRs as having vehicular rights. The TRF position is that there is a presumption of vehicular rights. Some councils agree with the TRF. Others say they are mere footpaths or nothing at all and demand that YOU prove it.

The proper legal term for a UCR is Publicly Maintainable Highway per Highways Act

1980 Section 36 sub sect 6 which is exempt from extinguishment of vehicular rights by NERC2006 Section 67.

An initial letter might work. The next step if this fails is as follows; this ONLY applies IF the UCRs problem is an out of repair surface matter requiring surface repair work. For this we use HIGHWAYS ACT 1980 SECTION 56. This Section DOES NOT cover growing crops, or locked gates, ploughed out, intimidation etc, etc on the UCR, but it is simple and effective and similar to Section 130A. Take photographs of the problem. Date them and identify them i.e. grid refs properly with the photographers name and address.

You then need to serve Notice on the authority to get them to confirm that the UCR is a highway maintainable at public expense and that they are the authority responsible. A specimen form is obtainable from me or other TRF RoW Contractor. Fill this in and post it off by Recorded Delivery, keeping a copy.

This does NOT commit you to go any further and in MOST cases this will stir the authority into acting and repairing the surface. This is as far as the average member can go. No expertise is needed.

But what if the council takes no action; deny the UCR is a highway, or fails to reply within one month? The TRF is behind you. Don't worry.

THE NEXT STAGE SHOULD ONLY BE DEALT WITH BY TRF EXPERTS.

This may involve going to the Magistrates Court to force the council to do their duty.

You will now have to make a Complaint against the Defendant (e.g. the County Council) to the local Magistrates Court where you have to prove three matters;

- a) Service of the Notice against the council
- b) That the council has admitted liability.
- c) That you as Complainant can prove the UCR

is out of repair.

You may call a witness perhaps. Introduce photos etc. I as a simple scooter rider have had this experience, in a court of law, but in my experience MOST of the cases result in the authority agreeing to deal with the problem BEFORE it gets to court. They just want to see if you are serious and don't want to have any bad publicity.

But normally I expect the TRF will brief and pay for a Solicitor to handle the case as it has now become a serious game. If you lose in court you can appeal to the Crown Court.

ALL THE FOLLOWING INVOLVE PROSECUTING THE OFFENDER/FARMER. REFER IN ALL CASES TO TRF EXPERTS;

But I will mention the general procedures anyway which are as follows; what if the UCR is obstructed by locked gates, pig sties, fences etc?

It is a crime per Highways Act 1980, Section 137, to obstruct a highway. Highways Act 1980 Section 137ZA is the power to order the offender to remove the obstruction. Anyone has the power to prosecute the offender in the Magistrates Court. But it is the authorities duty to deal with it per HA80S130. Write to them first.

What if the UCR is ploughed out? An offence per Highways Act 1980 Section 134.

Anyone can prosecute the offender per Countryside & Rights of Way Act 2000 Sect 70. But again refer to the TRF and write to the council first.

What if the UCR surface is damaged but does not qualify as out of repair per Sect 56? Highways Act 1980, Section 131 creates three offences.

- Making a ditch or excavation on a highway.
- Removing soil or turf.
- And depositing anything on the highway.

Not only the council but any person may prosecute the offender.

But again this should only be carried out by expert and experienced TRF staff .

What if we have overhanging Vegetation and crops growing in the highway?

This is covered by Highways Act 1980 Section 137A.

This power is to clear away obstructions of this kind and provide a minimum width of a UCR which is 3m or 10ft for a carriageway. Anyone may prosecute the offender.

Bulls; Wildlife and Countryside Act 1981 Section 59 makes it an offence to obstruct any highway with a bull. Unless the bull is less than 10 months old. (Oh yes and how do you work that out?) OR is of a certain breed OR is with cows or heifers. (You need to be a farm expert!). Forget it! Report offences to the police or Health and Safety Executive. Horses can be awkward and can obstruct a right of

way especially broody mares. Cows with calves cause more deaths than bulls. Do not go near them.

Intimidation; It is not uncommon to be challenged by a farmer etc on a UCR, or valid claim, but very rarely on a Byway.

It is the duty of the authority to assert and protect your right to use a public right of way. Report it to them.

Per the Public Order Act 1986 Sect 4 it is an offence to threaten or carry out an assault.

Same if the farmer points a loaded gun at your stomach. Report it to the police at once.

The user has the power to prosecute per HA80S137 or Town Police Clauses Act 1847 etc. Take advice from a Solicitor or the TRF. You must as always be 100% sure you are on a lawful highway.

Brian Thompson,
Northern RoW Advisor

YOU'VE BEEN FRAMED



It seems the TRF techies have been quietly hard at work creating another reason for us to charge up our visa cards. Video recording is new trend but gone are the days of shaky pets, kids and holidays shot in poor light.

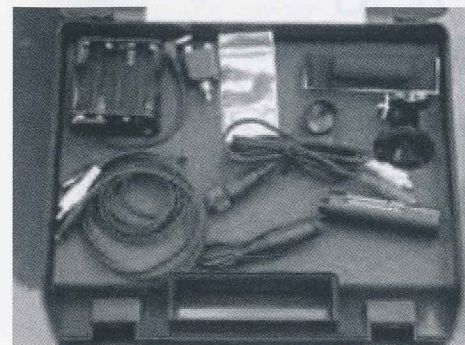
The modern trail bike can be loaded with devices such as GPS, hands free, heated grips and now portable surveillance equipment. Riders have for a while been able to film their runs but technology is beginning

to catch up, and may even make the subject easier for non-techies.

We trawled the secret twilight world of the interweb and tracked down these, 'CamHeads', to bring you an insight into the strange world of wires, storage and Gig thingies. But be warned the language of abbreviated terms and numeric codes is addictive.

CASE FILE 1

Brian (thought to be the leader), recently move from high profile area of Longtown, now resides in the murky underworld of Exton.



Camera – Having taken advice to buy the best bullet cam I could afford, I got the Sony CCD 550 TVL pack (which includes all leads plus microphone) from RF Concepts plus a rechargeable battery pack. Whilst the camera and microphone themselves are small enough, the leads, battery packs and connectors are a nightmare and I need to try and simplify things.

Recording device. Following a tip off, I bought a DV1210 5MP DV camera from Maplin on special offer - reduced down to £99.99 (free post) – price back up to £149.99 again now -

Features:

Records from a direct AV feed necessary for bullet cams

Converts files directly into .avi format and can record at 640 x 480 / 30 fps in MPEG-4 from an AV IN feed.

Takes 2GB SD cards and can record direct to .avi format up to 1.3 hrs per GB at full res.

It has it's own re chargeable Li-On battery and also takes 4 x AA for supplementary power if required

5.1 MP True resolution for video or stills and an

FM radio

Built in 2.4 inch colour TRF LCD screen.

Editing and publishing videos. I was advised to use Windows Movie Maker to edit the avi footage from the recorder and an excellent beginner's software it is too. I was also advised to post the resulting video to Google video rather than YouTube. In order to safeguard their bandwidth, the video is streamed at a much reduced quality irrespective of what you put online. My clip does at least give an idea as to what these particular lanes are like. I had the mic well wrapped in foam and gaffer taped onto the helmet pointing backwards hence lots of exhaust noise and (thankfully) my dulcet Devonian tones are well muffled.

Notes plagiarised from the Yahoo site: Helmet cams in general, do not perform well when there is a constant change of light. It is because they use a small lens which does not allow enough light to get in. You also get a slightly grainy picture when it's dark. Buy a helmet camera with the biggest lens and highest spec you can afford – probably in the £120 - £180 range.

5 mins of video normally takes up 1GB of storage so you may not get a lot of good quality video on 2GBs. The alternative is a cheap Mini DV recorder with AV in. I have a Canon at about £250. Better still is a Mini DV recorder with AV in and a LANC socket which allows you to plug in a remote control. Canon again or Sony but more expensive. RF Concepts will sell you the remote. You will get 60 mins of good quality footage on a Mini DV tape. Don't buy tapes from a camera shop, have a look at www.aprvideo.co.uk in Wellington who sell tapes and discs at very good prices.

If you want to increase the quality of your videos a good idea is to truncate your original

video into smaller sections i.e. if you have 20mins of video break it into 4 x 5 min parts and lower the audio quality to mono 8 bit 22000khz. This way you can have higher quality video encoding. The only down side being you now have four video's instead of one!

Brian Sussex

CASE FILE 2

Bob, AKA the Cam Don, thought to be the legal brains behind the outfit.

My set up is still pretty much the same as I described some time ago but I am looking at the site <http://www.dogcamsport.co.uk/cables.htm>. They have some really good looking kit. I don't know if they hold stock but if they do I will try to pay a visit. One thing worth including in the newsletter is their RIGHT ANGLED A/V CONNECTOR. I have been looking for one of these for years without success. You will need the a/v cable to connect to a Mini DV recorder. For reasons best known to themselves, the manufacturers generally have the connection in the side of the camera. When the cable is plugged in they can extend 30mm making it very vulnerable and stopping the camera slipping safely in a jacket pocket. The right angled connector lets the cable lie neatly against the side of the camcorder. They also have some good looking suction mounts for fixing the bullet cam to your helmet. I use heavy duty Velcro but it is a bit tricky to get the lens exactly upright. You definitely need to mark the top of the lens accurately and it looks like it would be easier to adjust in the dog cam suction mounts.

I edit using Pinnacle 9 but I don't send anything to the internet. I know it gives me huge memory problems and I use a 500GB and 300GB hard drive plus the PC memory and then output to DVD. I am no expert on editing, I get someone younger to come and

help me but in general, you need something like 3 times the memory of the recorded video, made up as follows: 50Gb of video will require 50Gb to store, 50Gb. To edit and 50Gb to render then some spare. Bob

CASE FILE 3

Richard, 'long shot,' Long. Masquerades as a school teacher and rides old Japanese motorbikes to fool the security services.

I bought myself an Archos 404 camcorder, after a fair bit of research.

Spec: 30 gig. hard drive (about 25 hours of video storage), approx. 2 hours video time on one battery charge, more 'still' photo storage capacity than you would probably use in a lifetime, about the size of a cassette tape (remember them?), and it powers the camera from the unit rather than having a separate battery pack. It has a remote switch for stopping/starting the video. This houses the microphone which picks up both talking and traffic/exhaust noise even under a leather jacket and rainproof overcoat.

I'm really pleased with this bit of kit, and I just wish I had bought it when I attempted to get to the dragon rally in February when they closed down most of Wales because of heavy snow. Still, there's always this year... Rich Long



DEVON TRF'S FIRST EVER 'TEIGN TO TAMAR' EVENT 27-28TH APRIL 2008

Devon TRF invite you to a weekends guided trailriding in South Devon, where you will be shown the very best of the huge number of trails in the area between the Teign and the Tamar rivers, to the south of Dartmoor.

The weekend will be based at Wheeldon Off-Road Centre where accommodation and meals are available.

The riding will take place on Saturday - Sunday the 27-28th April 2008.

Wheeldon Farm is the perfect base for this as not only is it in the heart of the South Hams with many local trails but it also offers the most bike friendly location possible, with the amazing indoor track available for those with the energy to have an evening session (on Wheeldon machinery). Also included in the price is an evening meal for all participants at Wheeldon, to ensure a sociable Saturday evening. To check out the facilities available go to - <http://www.wheeldontwo.co.uk/index.htm>

The riding will cater for three different levels of ability and will start and finish at Wheeldon Farm, where overnight security will ensure your bike and kit is well cared for.

There is a maximum entry of 30 riders and Wheeldon Farm can accommodate up to 19 people (26 if some are couples) at £35 per night per head. This includes a full English breakfast. More local B&B 'overflow' is available.

Two days guided riding and an evening meal for Saturday will cost £60 per rider. Accommodation, evening riding sessions in the indoor arena and drinks are extra.

Booking and payment by bank card is being done by Wheeldon who can be contacted by phone on 01548 821784.

DTRF contact - Noel Squibb 07970 823613 squibb1@btinternet.com

All entries are dealt with in a strict 1st come 1st served basis and numbers are limited to 30.

ALL MOTORCYCLES AND RIDERS MUST BE ROAD LEGAL

Before you ride, you will be asked to declare that:-

You are physically and mentally fit to participate and are competent to do so.

You understand the nature and type of event and the risks involved and agree to accept these risks even if such risk may involve negligence on the part of the organisers/officials.

You will not seek to claim against the TRF, their organisers or officials, the landowners, or other bodies or individuals connected with the event in respect of any damage to your property regardless of the cause, including any damage caused by the negligence or breach of said bodies or persons.

Your motorcycle is road legal and effectively silenced.

RIDERS OF NOISY MOTORCYCLES WILL NOT BE ALLOWED TO PARTICIPATE.

ALL MONIES RAISED GOES DIRECTLY TOWARDS ENSURING THAT AS MANY DEVON GREEN LANES AS POSSIBLE REMAIN OPEN TO TRF MEMBERS

CARTS IN CUMBERLAND

Bailey, J. & Culley, G., *General View of the Agriculture of Cumberland (1794) p.31:*

"The Carts, through the whole of this county, are drawn by a single horse, and probably originated through necessity, from the small farmer keeping no more than one horse. In those times, simplicity and cheapness were only considered. We recollect having seen some of those "tumble carrs", without one piece of iron about them; the wheels were made of three pieces of wood, joined by pins of the same material. We suppose they had the name of tumble carrs, from the axle being made fast in the wheels, and the whole turning, or tumbling round together. But this configuration has given way to the wheel with a nave and spokes, turning round a fixed axle, which is much more manageable, in quick or short turns"¹.

"The advantage of the single horse carts are so well understood in this country, that we did not see any other used".

"Three single horse carts are driven without any difficulty by a boy, or even women and girls; along the coast more than half the carts are driven by females, and many of these are under twenty years of age, with as fine forms and complexions as ever nature bestowed on the softer sex. We cannot help saying, we were disgusted at seeing them put to this employment; and especially, at their riding in so awkward a manner behind the cart-saddle²."

The same, pp.48-49:

"A common carrier at Carlisle, who many years employed a wagon, has laid it aside, and now uses single horse carts only; as he finds, he can, by that means, carry much

greater weights.

"The superior goodness of the roads in Cumberland may, in great measure, be attributed to the universal use of single horse carts. Wherever wagons are used, they are the destruction of roads, especially in hilly country, where they are obliged to lock the wheels; the banks are in a manner ploughed up with them, and the nine inch wheels are, in reality no more than three inch wheels, by the artful mode of laying on the middle course of tyre, which is raised an inch above the rest; instead of being nearly exempted from tolls, every horse drawing in a wagon, ought to pay treble to what should be exacted from a horse drawing a single horse cart. Of what use are wagons (except to destroy roads?) it is clear that the same number of horses yoked in single horse carts, will draw more than when yoked six or eight together.; single horse carts are easier loaded and unloaded, are much more handy, for almost every purpose; and six or eight may be driven by a man and a boy, which is a trifling additional expense. If a middle sized Cumberland horse draws 15 cwt. A large strong wagon horse will as easily draw 20 cwt. And which, we know, is done in some parts of the kingdom."

Footnotes

1 The price of a tumble carr is £5.00. The price of the other kind, £7.00, ready for yoking.

2 Italicised text removed from later edition of the book. (No such soft-headedness towards women would have featured in any Westmorland study I can be sure - GW)

Geoff Wilson has found this reference to early vehicular use



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CHARM OFFENSIVE

The idea of a Whisky Run was brought up at the November meeting of the Teesside & North Yorkshire TRF Group. It was proposed to give twenty five households, a bottle of Whisky and a box of Chocs each, as a goodwill gesture, at Christmas, since the group had collected enough money, through our fund raising activities, Horse events, Raffles and the Ayton weekend. The motion was passed unanimously.

The only criteria for choosing the households was they must be next to a green lane that was relatively isolated.

The goods were purchased and distributed over the catchment area for our group, which included addresses in the following areas: Swainby, Whitby Road, Farndale, Danbydale, Northdale, Esk Valley, Whitby and Scarborough.

It was with some trepidation that the gifts were handed out, since it was the first time this action had been taken and we could not guarantee, only guess about the kind of reception we might expect.

If some of our distractors were to be believed, we would not be welcome at all.

But all went well. There was an overwhelming vote of thanks from the recipients. Some were taken by surprise by our generosity. Others said there was really no need to apologise for any disturbance, as they enjoyed seeing bikes pass through. Most tenant farmers in our area ride quad bikes, a few said they had a history of scrambling in the sixties and their sons now rode motocross.

One lady said she had seen the odd rider pulling a wheelie as they left their drive. I said

there is always some idiot to spoil the good reputation of the majority and I suggested we could have a sign made and put up reading: Ride carefully Children and Livestock. She agreed and it is underway. Of course the wheelie brigade do not read anything but it is worth the effort, just to show we are willing to do what we can. So think on! Next time you are out trail riding remember country folk have good ears and a keen sense of curiosity. You may not think anyone is watching you but they invariably are!

Another lady said that she was pleased to hear we stop our engines and waited for horses to pass. She had heard this from her young daughter who rides out every day and often encounters trail riders. I can not stress enough the importance on our reputation among the horse fraternity of this simple act of consideration.

Which reminds me of another horse rider I passed near Scarborough.

"I suppose you know they are clamping down on bikes in the woods" she said. "I have had to stop my son going out on his motorbike".

I run a TRF group, you should tell him to join, I replied. "Oh no!" she said "he is far too young". Which just goes to prove a lot of illegal riding is done by farmers' boys, just having a lark about, as it was once put to me. Still it is good to know the "authorities" are managing to discourage some illegal riders.

A seasonal message accompanied each gift, with a phone contact, for anyone from the households who would like to discuss any issues they might have regarding Trail riding. This led to a number of phone calls over the next few days. One or two gifts were left on

the doorsteps because the owners were out or working the fields. All the messages were of thanks and we ironed out one or two minor niggles.

As a public relations exercise it was a complete success. All the comments were complimentary and I was privy to a few personal comments on life in general that I will not go into here but a few were real eye openers.

One retired couple, living in an old mill, invited me in for a chat and I was asked to sign the visitors book, so she could remember the occasion. Charming people.

Another couple told me all about their fund raising activities, through an annual Folk Festival and we agreed to avoid the area on two weekends, as they lived in a narrow valley and there would be hundreds of vehicles attending the concerts.

A voluntary restraint was also agreed with a farmer during his lambing season.

Meeting so many residents was a real

pleasure. As it says in the advert "It is good to talk".

Again, I cannot stress how welcoming people in isolated dwellings are and how pleased they are if you take the time to say "Hello".

Along side this one-off gesture of goodwill, we are also distributing chain and spring loaded hook fasteners, to replace the "Billy band" (string to the uninitiated) which is used on a number of gates. The farmers are pleased and so are Trail Riders, since they no longer have to struggle to untie ragged billy band, with freezing hands, or figure out how to tie the gate up again. I can only assume most Trail Riders were not in the "boy sprouts".

So another year ends on a high note and we look forward to 2008. I said if I thought I was offending the majority of people by trail riding I would pack up. This exercise has proved to me the residents, on the front line, are generally pro-bike and very welcoming.

Best wishes for 2008,
John Robinson

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Trail Riders Fellowship NEEDS YOU!

(or Go 'Forth and Ride')

Andy Gerrard gave the members present at the AGM a pep talk on the necessity of ordinary members supporting the work of the RoW Officers and Executive Members of the TRF.

"This is essential" he said "if we are to bequeath anything for our children and grandchildren to enjoy riding"

The TRF AGM deserves much more support from those people who joined the TRF to enable them to ride Rights of Way in England and Wales.

Is £40.00 a year membership fee enough to protect your legal right to ride green lanes? If this question is valid, so is 'Who do you think you are trying to protect them from?'

Trail Riders Fellowship. It doesn't have a racing ring to it, does it? Not a name to conjure sincere respect, raise massive funds for charity or emblazon across World Motocross meetings. A name from forty years ago, carrying the whiskery ideals of that age when loyalty, mutual respect and friendship meant something different from today: an era when the people of Britain really did have a minor say in their governance; before the destruction of their few remaining power bases. When the last one, the Miners Union under Arthur Scargill, fell before Thatcher in 1974, the consolidation of power by the British Government was guaranteed. Practically every piece of legislation since has had designed into it the capacity to reduce the British public to nothing more than cattle. To be milked for the wealth they are capable of producing. We are facing road charging, we all know this; but what are you as an

individual doing about it? Never heard of Echelon? A satellite system designed for tracking? Ever wondered why analogue transmissions for TV and radio are being phased out? Do you know how many microwave digital channels can be inserted into an analogue bandwidth?

No? You're sleepwalking.

Do you think the TRF should change its name to something 'racy'? Re-brand to make it more attractive to potential members - every motorcycle rider with even a vague interest in off-road riding? Perhaps a name change would help people take it more seriously. How many people now hear the name of Sellafield and remember Windscale? Windscale, the very same site of the nuclear accident in 1957 that so nearly destroyed half of the British Isles; yes we really did come within minutes of having our own Chernobyl. And which in 1980-81 discharged millions of gallons of radioactive coolant into the Irish Sea (*it was after this 'accident' that the name was changed to Sellafield to distance the site from its history*).

A name is one platform on which a new identity can be built; but does the TRF wish to be associated with competitive sport? If so, should the work of research, claiming and post NERC maintenance of the present network of green lanes be left to LARA? Maybe not. A TRF with 'Go Faster' stripes also goes against everything we claim to stand for.

How many TRF members remember the Mass Observation Project of life in the British Isles during World War Two? A random selection of volunteers were asked to write diaries about

their lives in the period. Sixty years later it is one of the most valuable records of life in Britain ever to be produced. Last year, the TRF Exec asked all Group Reps to take the idea back to their Groups that we should digitally record or at least photograph every lane within our 'Patch'. Record its usage, status, condition and who and what we meet whilst riding it. In this way, every Group would build up a record of lanes in England and Wales for future reference. I do not know how successful this project has been. But at this year's AGM on 14th October at the National Motorcycle Museum, a heartfelt plea was made to all present by Andy Gerrard and Simon Bingham for it to continue. So the project may have stalled.

We have helmet cams, digital cameras and even cameras on every mobile phone sold; it surely cannot be beyond our ability to amass a wealth of information on our green lane network. Given all of the technology at our disposal to record every aspect of life, where is the will to do so? Is it all in the hands of Government? Do the people have none?

We recently had a video club night where Dave Gunster very kindly came in to show us his recordings of green lanes being ridden. This is the technological equivalent of a diary. It may seem indulgent now, but in twenty-five years it will be incontrovertible evidence of the TRF's existence. Who can guess what impact it may have sixty years from now, 18th October 2007?

One of the most successful intelligence gathering networks the world has ever seen operates in every country on the planet. (*It was the first of its kind and every intelligence gathering network since has been based upon it*). It is a hierarchical structure with a figurehead. Populations regularly report to people living amongst them that they recognise and trust, these figures have instructions to report immediately to their superiors on certain issues; they are also debriefed at regular intervals by their

superiors. Through a series of people at different levels in the hierarchy, each acting as a filter for the erroneous, information is passed to the Pope (*as head of the Roman Catholic Church*) on the 'Top Table'. Problems are identified, solutions sought and applied through the same network in the opposite direction, flowing down to the people. The system is symbiotic; each part of it relies on every other part for its existence. Your TRF is no different. Read the National Executive Rights of Way Co-ordinators report for the last year. The sterling work done by the RoW Contractors would have been impossible without the full support of the membership reporting through the hierarchy.

I firmly believe that motorcyclists are, by their chosen activity, very special people. It is this special nature that leads to them being shunned by society at large, that prefers to see them on the margins (of society). Very few people have the mental ability to deal with large amounts of unsorted, unstructured information all in one go. The mental processing required to operate a two wheeled device, over unknown undulating terrain with varying degrees of angle and lubrication, at speed, is considerable. Those few who do have the capacity really are a minority. They are dangerous because they are capable of rapid independent thought and are therefore capable of anything.

We 'motorcyclists' need to know what is going on within society, or we run the risk of being ignored totally and left behind. For this reason we need to work together and use the hierarchy of the TRF to make our voice heard by the mandarins of power in the corridors of Whitehall and hear the feedback there from. And yes, the TRF is the premier Rights of Way Organisation in Britain. No other organisation even comes close to doing as much work to protect Britain's ancient Rights of Way system as does the well respected TRF with its old fashioned ideals and forty year old values.

Paul Clark

Anyone Fancy Morocco? Final Part and anyone for South Africa?

The Longest Day (cont!)

After lunch at Igherm we set off with Dave leading. Beautiful, sunny Morocco, it started to rain. Paul and I pulled over to put our wets on. Paul now being a member of the queasy tum brigade let me take the lead and we started playing catch up on the mountain roads; great fun!. We came across Noddy hiding behind a bush; he claimed the stop was for medical reasons so why did he need to pull up his trousers! Anyway the 3 of us now chased after the main group and finally caught up with them in Tarodent where they were having a break. The wets now needed to come off; we were back to scorching again! Off we all went with Dave leading, heading towards Agni where we were to turn off up to the mountain refuge near Imlil; good progress was made by all and we turned off the N10 onto the R203 which was the main route towards Marrakesh from this area. Well, it turned into the most spectacular valley and mountain pass you could ever imagine. The road was a central strip of tarmac with rough stuff either side (and in the centre as well at times). I stopped to take some photos just before the road disappeared into the clouds and outside a café which brought the owner out and gave him a chance to practice his English and me my French, ha ha. This put me 5 mins or more behind but was well worth it for the view and the ride that

followed, playing catch up yet again! I can only say that the tyres I was using, Conti TKC 80's, were brilliant whether I stayed on the tarmac or the rough. Into the cloud, I started wishing I had kept my wets on but not having time to stop I pushed on. Up the valley and over the mountain must have taken at least 2 hours of truly enjoyable riding. It got dark about 6 pm and we didn't reach Agni until about 8 pm! Our faithful leaders decided not to ring ahead to the refuge so we charged up the mountain road to Imlil where we couldn't see any signs to the refuge. As it sits on top of the mountain, it was decided to follow what was now a track up the side of the mountain. The piste was followed until it ran out in someone's back garden in a village - still no refuge! The decision was made for everyone to turn around and so with a big black hole to one side and a few pin pricks of light a long way down on our right, we made our way with great care over the mud and wet rocks back to Agni. Another conference was held and the decision to head for Marrakesh and find a hotel! Back into the wets, and as it was getting cold, turn on the heated grips and off we go. An hour later we rode into the city which is busier than Marble Arch on a workday. We finally booked into the Imichill hotel at 10 pm, had a quick wash and brush up and made our way back to reception. They kindly rang around for us but could not

find a restaurant that would serve us that late. They gave us directions for the market place and off we went to walk the 1/2 mile. The traffic was busier than the London rush hour and the market was worse than Bournemouth beach on a Bank Holiday. There were stalls selling all sorts of cold and cooked foods so we opted for soup and bread for starters followed by stewed beef, I think, then over to the orange juice stall for a large glass of freshly squeezed orange juice. The signboard said 3 Drm. so when the seller asked for 6 Drm we haggled (read argued) for a few minutes over the glass of juice I had by now drunk and he settled for 2 Dms so I gave my 1 Drm saving together with another 1 Drm to a young beggar who was by my side. My attention was now taken by the painted lady now at my side, only guessing what was on offer. I said NO! Anyway, it would have cost me more than the 10 Dirams or 1 Euro I had spent on food and drink. So, off into the Souk for some pressie buying. How much is that nice, blue scarf please? 250 Dirams - no way, so I started to walk out. How much will you pay? was the cry. 50 was my reply so after about 5 mins we agreed on 70 Diram or 7 euro, a bargain. Back to the hotel about 12.45 am for some sleep after what was one of the best days riding ever. Alpine passes, no contest, not only was it the best but also the most varied. The Africa Twin was certainly the best bike to be on. I would not have wanted to be on one of my sports bikes!

19th October was a rest day so we took an open top bus tour of the city in the morning (ask Dave G what he thought of the rendering and the scaffolding, not to mention health and safety) had lunch on the balcony of a restaurant overlooking the market place and the afternoon wandering around the Medina and Souks with a reminder of just how fresh chicken can be! Then back to the hotel for a swim and shower then a rest before the evenings activities which was more good local food, 3 courses inc. bread and water for 70 Dms each - an expensive night!

20th October. An easy exit from Marrakesh, main road most of the way except for a loop into the low Atlas via Quaouizarht, Ben-

Cherrio and El. Ksiba a 3 hour ride through passes and finally ending up at the French hotel and restaurant in Khenfia. The hotel backed onto an army base and when the local plod arrived he got all excited because we were going to leave our bikes in the street. I was talking bikes with a Colonel and a Captain from the base when, with much shouting and waving from the policeman, we were told to ride our bikes up the steps into the outer restaurant where they then spent a warm, comfy night! It turned out that the Colonel rode a Ducati Monster for his sins! Paul had asked if there was hot water and air con. in the hotel. Yes, yes was the reply until the first of us took a shower and found it to be cold. One complaint later and the chef climbs a ladder into the roof space with a spanner and a gas bottle. He then reappears and tells us to wait for the hot water, which we did. I went in for the first shower in our room, turned on the hot tap and waited and waited. I finally gave up and went under the cold shower - it might have been 25C plus air temperature but the water felt like -10C. I dried and dressed only to hear a cry from Ian, my room mate. He had turned on the cold tap only to get scalded. He came out looking like a lobster which went well with my bright, fresh pink look. Just to add a little further interest, we decided to try and get the aircon working. There was only one controller for all the units so Ian got all those running that would run and, fortunately, ours did. We enjoyed yet another very good evening meal amid much hilarity and another very pleasant evening but no beer.

Which **** tipped water into my bed, cried the bear with a bad temper! no such **** appeared! Only water continued to drip from the aircon unit above my bed. Reception was very understanding when he realised that I had not pee'd in the bed and found me another room. Great!, none of Ian's snoring tonight. I got settled into bed only to find I couldn't sleep because of running water in the en-suite. On investigating, I found I had wet feet; the toilet overflow was emptying itself all over the floor, thankfully only fresh water. After locating the stopcock and drying my feet, I finally got to bed and sleep! B & B, evening meal and all the

entertainment you could ever want all for the princely sum of 100 Dms, 10 Euros, and remember it also included restaurant parking.

Next day, a short, easy ride to Fes which I led. 4 of us decided on a detour loop via Ajabo and the Cascades which we never did find (so much for my map reading!). We went through the Cedar Forest and came across a troop of Barbary Apes crossing the road (no, they weren't English footie fans on tour). I couldn't get my camera out quickly enough so we just sat quietly and watched, sadly no decent pics. On to the Ibis at Fes with a pool and beer as cold as the water.

22nd October was going to be our last but one day in Morocco but we made such good time to Tetwan that we went straight to Ceuta via the border crossing. It only took about 20 mins for all of us to get through. We got our 2 hours back (forward, that is) then we caught the 5.15pm ferry back into mainland Spain arriving at Algeciras. Turning right out of the port, we followed the coast road to Estepona where we found a seafront hotel; a fair price, not as cheap as we were used to but you could take your wife to this one! Nick, Noddy and I had a very pleasant meal in a nearby restaurant. Mine was a great seafood soup followed by pork fillet in roquefort sauce. The remainder of the group went for a chinese - aah, back to Europe with European prices!

23rd October, we followed the A376 to Ronda. Nick & I had decided to have a quick ride up this lovely, bendy mountain road so we left the main group, nearly our undoing. We were having great fun touching the belly pan down from time to time, that was until I failed to notice, as we ascended into light cloud, that the tarmac had changed from dry to damp. A swift trip onto the wrong side of the road with back wheel out of line brought the speed down and the bike more upright. First piece of luck for the day; no oncoming traffic. We met up with the rest of the lads in Ronda and off we went with Tony leading us along minor bendy roads with no problems. Paul, being 2nd, and like the rest of us, not too tidy, suddenly found



Alternative transport, Moroccan style 2006-12-5



A bread delivery, Moroccan style

himself sliding along the tarmac and into the ditch followed by Nick who managed to stay upright. The rest just managed to stay upright on the tarmac; lucky escape no. 2! We found a nice trail of diesel on the damp road that Paul must have picked out; we still gave him a penalty 5 for not keeping the bright side up and not staying upright. Thankfully, only grazing and a cracked front mudguard to the bike, and after straightening the forks and mirrors, it was ready for the off. Paul was OK too. Only grazing and cosmetic damage and sorry, no, it didn't improve his looks. Whilst all this was going on, an ambulance turned up! We thought, this is jolly good service as no-one had phoned for one! But, seeing that we were all OK, it went on it's way. We got on our way and found the ambulance's real destination; a collision between a 4 x 4 and a car at the next island. The fire service was cutting some-one out of the 4 x 4 which looked as if it had

overturned but was now back on it's wheels. All this made for a very steady ride to Cabeza del Buey and the same hostel that I had stayed in on the way down. We enjoyed a jolly good meal that night including water and wine for about 8 euros each, almost back to Morocco prices! The bikes were kept nice and secure behind locked gates that night but someone must have sneaked in as I had a flat rear tyre the next morning. Luckily this was fixed by Dick's tin of tyreweld which held up for the next 2 weeks until I replaced the tyre and tube.

The weather on 24th started out fine but turned evil; rain by the bucketful and wind that blew so hard it felt like you were laying on your side just to keep the bike upright and, just to make it interesting, we were on a gravel road at the time which resembled a river. We arrived at the Ibis in Salamanca at about 3pm, showered and changed, and went off for a walk in the old town. The weather was, by now, back to sunshine and we went off in T shirt and shorts. The old town was extremely beautiful, the town square looked very much like St. Marks Square in Venice including the music and cafes and it even had a Ben & Gerry's ice-cream parlour. Good food again that night but very expensive this time.

The 25th saw us heading for the coast and for those of you who know the Picos region, we stopped at Paul's usual stop in Cervera for lunch and then went on to San Vicente and the hotel Luzon for our last night in Spain. Thankfully, an uneventful day, just enjoyable riding. San Vicente is a lovely, little fishing port full of great fish restaurants. We picked out one

just off the beaten track, just a locals café but good food again and all for 15 euros including our customary 3 bottles of wine, water and coffee.

Our last day in Spain saw us having a group photo on the seafront (thank you lady with dog for doing the honours) and then Paul took us along a very pleasant coast road ending up at the Euroski (shopping centre) in Santander. Top up supplies and lunch in the air conditioned centre whilst we took turns to guard the bikes. You wouldn't want to lose them at this point on the trip, would you? Down to the ferry terminal at 2pm for the 4pm ferry, on board and a pleasant cruise back to Plymouth. We all said cheerio on board then it was every man for himself when we hit land and took off up the road. Dick & I found ourselves on the same stretch of road for some time although age and a Honda proved too much for a KTM and it disappeared out of the mirrors. Home and a decent cup of tea by lunchtime.

How comfortable was my armchair; nearly a month in the saddle was enough! I had travelled just short of 4,200 miles and enjoyed almost all of it. All the group seemed to have thoroughly enjoyed the trip and most of us would go again tomorrow.

A few statistics:

NO BREAKDOWNS, 1 Puncture. 1 Oil Leak (KTM). Hondas - No Oil Used at all and only one chain adjustment each. KTM's: Daily oil check and top up plus chain adjustment. BMW's: No maintenance req'd - just ring CW for service on return.



All back in one piece

Tyres: Without doubt the Conti TKC 80's lasted the best and gripped well on everything (even diesel as Nick had managed to stay upright).

The Big One - How many Offs: Nick topped the list with 5, Woody was next with 4 (2 off road and a double for doing it on tarmac) Dave had 2 but he gets top prize for the loudest scream when his leg got trapped under the hernia maker. Dick & I had one a piece (our legs just weren't long enough) and

bottom were our two smart arses with zero off's; Ian and Tony proving that IAM training can do you some good after all!

Well, that's it for Morocco so what's next? Martin has just rung to say that we're going to Romania off roading at Easter and I still fancy Alfie Cox's South Africa off road trip later in the year. Give me a ring on 01929 553640 anytime if you fancy that.

Cheers and good riding,
John Willie

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

LARA NEWS

No. 37, 10 DECEMBER 2007, page 1/1

MOTORING ORGANISATIONS

LARA

LAND ACCESS & RECREATION ASSOCIATION

TRF TAKES A STAND IN SCROOBY.

Scrooby, just down the Great North Road from Bawtry, is only a sleepy little village now, but this is where some of the guiding principles of the USA's political and judicial system hail from (and no, you cannot blame the place for G W Bush).

It started with a group of religious rebels who met in the early 17th century in Scrooby and nearby villages. Persecuted by the English government for treason and heresy (not unlike recreational drivers, then?), they fled to the United States. They were, of course, the Pilgrim Fathers, who crossed the Atlantic on the Mayflower and founded one of the first successful English colonies in what later became New England.

Around the turn of the Millennium, Nottinghamshire County Council received an application to add a BOAT at Scrooby to the definitive map, and an order was made in 2000. It finally went to public inquiry in 2007, after which the Inspector, Mr Grimshaw, held that the order was caught by section 67 of NERCA 2006, and that the order should be modified to show a restricted byway. You can download a PDF of this decision letter by going to:

http://www.planning-inspectorate.gov.uk/pins/row_order_advertising/map.htm

Follow the map and listing to Nottinghamshire,

and then scroll down to find order reference FPS/L3055/7/32, The Nottinghamshire County Council (Scrooby Byway 4) Modification Order 2000.

The nub of the TRF's objection to Mr Grimshaw's proposed modification is that he is looking 'underneath the order' at the original application process itself, and purporting to find fault in this. The TRF says that this is wrong for two reasons. One is that the application was 'determined' over seven years ago, and the fact of there being a determination before 2 May 2006 is one of the limited NERCA exceptions under s.67(3)(b). The second main line of objection is that the Inspector, standing in the Secretary of State's shoes, has no jurisdiction at all to look at, and pronounce upon, the order-making process. If the order process was faulty (which the TRF says it was not anyway) then the remedy was judicial review against the council.

This issue has come up elsewhere and will no doubt come up again. Mr Grimshaw's rationale (see mainly his paragraphs 47-50) is uncannily consistent with the letter and legal opinion scattergunned out by the 'Green Lanes Protection Group' earlier in the year. This has, of course, now been largely overtaken by the recent 'Winchester College' High Court decision (see LARA News No. 36). Expect a decision some time in the New Year.

SYNCHRONISED SWIMMING

It started out as an ordinary rideout with the TRF. We met at Scotch Corner Service Station. As we donned our togs, a Police Traffic Vehicle entered the Car park and pulled up, twenty yards away. They gave us the once over but we not only looked respectable (over forties) but we all had Large Number plates. They obviously had bigger fish to fry because nothing was said and off we went, much relieved that the day had not had a bad start. It must be the religious upbringing that makes you feel guilty, even when you know you are not.

After a week of rain and a fair amount overnight the first stream we came to was in spate. Not a good omen!

Paul, our run leader, made for the bridge and struggled to get his bike over the steps.

David Darlo, took one look and his eyes lit up. A manic grin appeared on his face and he shot forward into the stream, blipping his throttle, all the way over. Tank high water, he emerged, triumphant, at the other side. The first time his two smoke, had not smoked. Maybe he should fit a permanent smoke extraction system to his exhaust, incorporating a spray system.

Not to be outdone, I thought, it must be OK and it was. "Knee bother" as the Geordies say. Deep into the Dales, there was water standing in all the fields alongside the rivers. They had obviously overflowed their banks sometime in the last 24 hours. When we saw Semer Water, I said to Paul, jokingly, are we going snorkling across Marsett. We sure are! he replied.

Well, the road across Marsett is a sunken road

and flows with water even in the dry Summer months. Today it was a torrent. Nobody wanted to "chicken out" and go across the fields, so in we plunged. The last two riders both on Yamaha TTR's picked the wrong line. Surgeon John was the first to drop his bike, followed by a hasty rescue. Thank goodness for knee high, Sealskin socks. The water was cold but soon drained out of our boots. Then Keith succumbed to the forces of Nature and he dropped his bike.

Unbelievable!! What are the chances of two TTR's drowning at the same time. Both were worse case scenarios, exhaust pipes down.

The scenes that followed were like Scrap Heap Challenge meets Last of the Summer Wine. Ideas and suggestions flowed fast. Off with the seats. Off with the tanks. No need, we can reach the plugs without all that. Anyone got a plug spanner?

Paul took charge of the Mr Men team. Mr John, a bowel surgeon, was not a mechanic but offered a "re-section" to anyone who could get his bike started. An offer instantly declined. A willie enhancement would have been more acceptable, one chap said shyly.

Keith was obviously well practiced and took charge of Foggys side (or is that, the old foggies side). He offered a "Smack in the belly with a wet Cod" if his team won. With the price of Cod nowadays, that was a very generous offer.

So just like a synchronised ballet both bikes were hoisted into a standing wheelie position. The race was on.

A steady stream of water poured out of their exhausts, reminding some of us of times, when

we were younger.

Then the bikes were laid down on their sides and the plugs removed. The Mr Men gained an advantage with Paul's nimble fingers.

The electric starters, another godsend, were used to pump water out from the cylinders. The Mr Men lost time due to the weak battery.

Keith's team surged ahead.

Next the airbox covers were removed. There was enough water inside the boxes to fill a swimming pool.

When the bikes were righted, Eric swore he saw a Trout, a Dace, a Minnow, flush out. Some one added "and a Cuddly Toy". Another said the stream level rose as the water drained away.

What's that in the headlight? A goldfish! No it must be a Cubb!

You get the picture, much hilarity, at the expense of the two TTR owners.

Wring out the air filters! Dr John tried to squeeze the filter while it was still in the metal cage. I said he wasn't a mechanic.

After cleaning the plug and draining the bowl of the carburetter, it was time to reassemble. By this time the Foggys were well ahead.

The moment of truth. Keith's bike was kickstart primed before using the "Magic Button" and started almost straight away, much to cheers and relief of everyone. One up, one to go!

Mr John's starter was Kapput. The kickstart was frantically pumped. No sign of any

compression, let alone a spark of life.

We will have to push start it. On wet, muddy, stony ground? Not much chance there, I thought.

Anyway with five people pushing, miracles of miracles, it started first bounce.

Steam filled the air once more and within a minute we were off, much to everyone's relief. A double triumph!

We had lost half an hour fixing the bikes and it was starting to come in dark, so we made a beeline for Reeth.

Only two more rivers to cross.

No heroics this time, we all "erred on the side of caution". Apart from my bike trying to vault the bridge, at Herst, as I attempted to clear the steps in one and the look of terror and trepidation on some of our faces, when we faced the drop off the bridge, at the otherside, we made it to Marske without further incidence.

Climbing up from Marske we ran into thick fog.

Slow progress ensued, since now it was dark and foggy. Goggles, Glasses, Visors were all useless, so our faces were exposed to the elements for ten very cold miles. We arrived back at base, an hour late, but all intact.

Another eventful and enjoyable day in the saddle, with lots of laughs thrown in.

Happy New Year!

John Robinson

HORSE EVENTS 25 YEARS ON



In about 25 years I must have helped on maybe up to 100 horse events around the south east as a member of the Kent TRF. My first event was in the early 1980's where we assisted our horsey friends by collecting scores and running errands. By that time organisers had worked out that to use other horses was not really effective since they got as puffed out as the competitors. In spite of what one sees in film versions of the Wild West horses cannot gallop for miles on end or have the stamina of Shadowfax in Lord of the Rings.

So organisers thought that an off road motorcycle would suffice. The worry was that the bikes might scare the horses and detractors sketched images of Thelwell like ponies running headlong away from roaring smoking scrambles bikes. The truth is somewhat more prosaic. Most horses treat bikes as just another sort of moving object and once they've decided it is not going to actually eat them they care not a jot.

Now in 2007 my eldest daughter, Charlotte who is 17, is starting to ride events. Charlotte's world exists around horses and all of her free time is spent at a local stables doing whatever it is you do with horses. I am roped in as horse taxi driver

hoping that the clutch in his car is up to the job. Occasionally our events clash. Chilham Park was a TRF event but Charlotte wanted to enter the horse. The solution was to put both the DRZ and "Clover Hill Spirit" aka Sassy horse together. Ignoring the protests from Charlotte I discovered that in true horse style Sassy cared not a jot that she was sharing with a mechanical horse, probably because there was a full bag of hay for her to scoff over the DRZ.

The last event of the year Charlotte entered was on a farm near Godalming in Surrey. Charlotte did the dressage well, cleared the show jumping and then had to do the cross country. I'd noticed that the local TRF group (S. London & Surrey I assume) was there doing their score collecting unobtrusively. In fact their bikes were rarely to be heard although one could often see them in the distance riding

between the jump judges. It made me wonder what all the fuss is about when "Ramblers" complain about noise intrusion. You could hear them for a few moments, but generally you did not know they were there.

So off Charlotte went on the cross country course with me chasing, armed with camera and telephoto to get whatever jump shots I could. Somewhat puffed, I crossed the course to get into position near to the end and waited for Charlotte and Sassy to appear. Then Sassy appeared with no daughter and galloped off back to the paddock. The photographer in me said take a few pictures; before the father in me thought he'd better find out what had happened to his eldest.

Charlotte had fallen off in the only wet obstacle on the entire course. As I got to the jump the TRF were there to rescue her. So Charlotte rode the rest of the course on the back of a trail bike. She seemed happy enough, so I took some more photos. I went to say thank you to the rider (sorry I forgot to ask your name) and reflected that like her Dad she too can find the wettest places to fall into. Thank you the TRF!

Steve Neville, Kent TRF

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news, views, information, useful forms, articles, press information, club contacts & more

CHINESE BIKES



There are some very tempting Chinese made bikes out there. A new bike or scooter has never been cheaper.

With a smart looking 125 or 200cc fully equipped machine from as little as £700 many beginners are indeed tempted!

The Japanese equivalent 125cc trail bike is about £2500. European made machines too whether Italian, Austrian, Swedish etc are about the same. Yet they look alike! You cannot see any difference!

Indeed most of the many imported Chinese bikes ARE direct copies of the relevant Honda, Yamaha etc range of solid reliable bikes that have been around for 30 years.

Tempted? Before you do let me point out the downside of buying Chinese. Personally I would rather buy a secondhand Japanese or European bike for the same price.

The downside of buying Chinese is as follows;

- None existent or very poor dealer network.
- None or very short warranty period.
- Some dealers are 300 miles away.
- Spares availability can be wretched.
- Reliability is suspect at best. Materials are NOT up to the Japanese standards.
- Re sale values are very poor. Nobody wants your Jialing 125 or Shang Wang 125 even though it cost you £1700! Nobody cares. You poor sap; fancy buying it in the first place.
- Street cred is shocking as no one has even heard of your She Lung Free Spirit 200!

It's all about brand names! The Chinese don't have them; yet!

The Chinese motorcycle and scooter industry may well make 2m machines a year and export them all over the world. But mainly to Africa, Asia and South America. I wonder

why? And breaking into the US and European market is proving hard going. Mind you the Chinese Baotian 50 scooter is a class best seller in the UK at £650 despite having no dealers.

Even French cars are not sold at all in the USA or Canada because they cannot compete with more reliable cars mainly from Japan. I would not buy a French car or Italian if they were half price. My loyalty to Toyota is 100% who are now No 1 in the world and well deserved.

The best selling cars in North America are Hondas and Toyotas. It never occurs to a UK buyer of a Fiat Punto or Renault Scenic that they are the least reliable cars in their class (per Which Car 2008) and that resale values are abysmal.

But wait till the Chinese bring in a new MG or Rover for £3000!

A dealer friend of mine says that the Chinese bring a 50cc motor cycle or scooter shipped 10,000 miles by sea and delivered into the UK, for just £250. The importers make £100 or more if selling direct, or if sold to a dealer he makes about £150 and so a new machine is sold for just £500!

If you HAVE to buy cheap go for a Korean make like KYMCO or SYM which are nearer Japanese prices and seem to be better quality.

So what looks the same is not. You often get what you pay for. I am proud of my two Hondas and have owned Hondas since 1973 and I CAN recommend Hondas who have a reputation second to none.

If your cheapo Free Spirit Moonbeam 200 breaks down on some remote hill, you only have yourself to blame!

Brian Thompson

Not one for the Ed then Brian?

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YORKSHIRE DALES NATIONAL PARK

News Release

EIGHT STOPPED IN BIKE CHECKS

Grassington, 11 December, 2007.

Motorbikes being used on unsurfaced green lanes in the Yorkshire Dales came under scrutiny when North Yorkshire Police and Rangers from the Yorkshire Dales National Park Authority (YDNPA) carried out spot checks at the weekend.

Eight bikers were stopped during the operation, which took place in four locations in the Wensleydale area of the National Park. Three were found to have no road tax, two possibly had no insurance and another had an illegal number plate.

Two other bikers were seen riding illegally but failed to stop.

Matt Neale, the Authority's Area Ranger for Upper Wensleydale, is co-ordinating the joint action days, which are aimed at raising awareness of new legislation relating to the use of green routes in the National Park for recreational purposes by drivers of motorbikes and 4x4s.

"This was the second in a series of operations planned over the winter months to try to stop illegal use of the routes and to encourage people to ride on them more responsibly," he said.

"From our point of view it was very successful because it helped raise awareness of what the law requires, both in terms of the vehicle and the use of public footpaths, bridleways and byways. We handed out specific route information to all the bikers we talked to as well.

"The illegal use of motor bikes and 4x4

vehicles in the National Park is a big problem and they can have a serious effect on the landscape, wildlife and other users."

The YDNPA has published a free leaflet called 'Trail Riding in the Yorkshire Dales' that has been produced in partnership with the Trail Riders Fellowship, Natural England, the North Yorkshire and Cumbria county councils, the Nidderdale Area of Outstanding Beauty and North Yorkshire and Cumbria police.

It explains where and how trail bikers can use the byways and unsurfaced, unclassified county roads and it sets out the legal issues involved and the ways in which riders can help minimise the effects of their sport.

The leaflet can be obtained from some petrol stations and cafés in and around the National Park and on the website www.yorkshiredales.org.uk/trail_riding_leaflet_-_2007.pdf.

Specific route information can be found by contacting Matt Neale on 01969 666220 or at www.yorkshiredales.org.uk/green_lane_management.

The police would like to hear from anyone who has witnessed illegal off-roading incidents. These should be reported to police stations in Grassington, Settle, Ingleton, Hawes and Leyburn.

For more information, please call the Yorkshire Dales National Park Authority's Media Officer Nick Oldham (full days Monday and Friday and Tuesday mornings) on 01756 751616. Alternatively, please contact Communications Manager Kath Taylor on 01756 751617.

Sent in by Geoff Wilson

LETTERS

CRACKDOWN IN THE DALES NATIONAL PARK

The Teesside and North Yorkshire TRF Group applaud the efforts of the Dales National Park Rangers and the local Police for their recent Stop and Search exercise in an attempt to crackdown on illegal riding in the Dales National Park.

The press release hailed the exercise as a success in terms of heralding the new legislation, brought into force by the NERC Bill.

Officers were stationed at four different locations and had a net return of six riders.

Two of which were *suspected* of not having insurance (clutching at straws, springs to mind).

Two of riding where they should not have been, (according to the Parks dept) they were careful NOT to state that they were riding illegally.

Two who failed to display Tax Discs or had illegal sized number plates.

A further two riders failed to stop. The illegal, rogue element, which will always be present and the cause of all our troubles.

It makes you wonder whether the time and expense of four vehicles, containing four Policemen, the four "voluntary" wardens (they may have been full time paid wardens) sitting on a lane all day was worth the expense, seeing as they only netted six riders.

Police were also seen at the Petrol station in Hawes, checking out Trail bikes.

The positive aspect is they witnessed the low numbers of riders using the Dales National Park.

One would have expected at least thirty or forty riders to be questioned, if our detractors are to be believed.

Leaflets were handed out to enforce where Trail Riding is NOT allowed. (*Ed: None to say where riding is allowed? Very even-handed*)

You can access some information on lanes, that you can ride, by logging on to the Dales National Park Website.

However there are some important lessons to be drawn here:-

1. Always carry your Insurance papers and Tax Disc. Otherwise, have the inconvenience of a "Producer notice", served on you.
2. Make sure you know where you are riding. Keep up to date with your groups latest news. There are changes taking place including some seasonal TRO's and restriction. Negotiations are underway, with respect to Lanes, in the Dales. Changes will come in 2008.
3. Make sure your tyres are road legal. No excuses, there are a range of legal tyres to choose from nowadays.
4. Make sure your number plate is the correct size. Cost: £15. Penalty for a small plate: £30. You know it makes sense!

YOU HAVE BEEN WARNED!!

John Robinson
Teesside & North Yorks

TOO CLEVER BY HALF

Re article in November Trail 'Too Clever by Half' regarding Restricted Byways Access for those on foot, horse, cycle and horse and carriage only. NOT for mechanically propelled vehicles. Surely this is not entirely true. Most if not all of these Restricted Byways created by NERC, have property along their route, be it house, barn, stable, pony field, smallholding etc. etc. Presumably owners and friends can still access their property by vehicle even if they use a motorcycle. What about the postman, baker, milkman, fuel merchant, Jehova's Witness (oh, no, they walk don't they). Can the owner of a small holding or pony field have a barbecue and invite guests to come along and being remote they have to use vehicles? What about tradesmen (or should that be tradesperson), plumber, electrician, kitchen fitter, chimney sweep, carpet fitter, TV engineer, vet, farrier, sheep shearer etc etc? Emergency Services? How about I use it on my Pampera with friends delivering leaflets advertising the local Lidl store, pizza parlour, insurance services or local church newsletter? What if I, or we, have been invited to visit Roy's smallholding to see his recently acquired Ferguson Tractor? Would any of these uses be classed as illegal, if so which and why?

Perhaps I should send this to the Council Rights of Way Officer.

Norman Gray

ANY ADVICE PLEASE

Hi Guys. Nothing to do with Greenlaning as such, but from experience you lot out there do not confine your riding just to the rough stuff. Has anybody been to Norway recently on two wheels? Two of us are going in June 2008 and we are looking for any advice, particularly on 'cheap' accommodation. I

have been to Norway before some 30 years ago in a motor caravan and I know that the weather can be a bit inclement at times, so camping, is for us a non starter. I have already tried the Norwegian Tourist website, which to say the least, was not a lot of help, so I thought that I would ask the question of fellow club members. My e-mail address is bigrew@talktalk.net and my phone number is 01903 813625.

John Grew,
(West Sussex Branch)

SECRET ARMY

Sometimes it's like wartime and so the TRF must keep many secrets from the enemy out of TRAIL, as to what we are doing and how we keep green lanes open.

The anti Byway movement is well organised and stronger than ever with ample funds to finance High Court challenges in order to kill off TRF Byway claims. We are however managing to hold our own so far and the Winchester case is good news with round one to the TRF etc against our opponents.

It is therefore not wise to publish too much detail in TRAIL. We have already had suspicious people on the phone to me and other TRF officials wanting details of where we ride and under what laws we ride them.

So please be warned. Be careful who you speak to. If in any doubt don't say anything.

Refer them to a TRF official. Sometimes it's just 4x4 clubs trying to pick our brains and utilise our hard work. But we strongly suspect that GLPG and GLEAM and others like the RA seek TRF inside information.

All those county councils who hold valid TRF Byway claims waiting to be processed have been approached by expensive lawyers acting for GLPG in a threatening manner. They demand details and copies of all TRF Byway

claims so that they can pick through every single one looking for the slightest error so they can pounce.

Ridiculous, but believe me its happening. But when it comes to getting TROs GLPG etc are having more success by putting pressure on in the right places at Councillor level. How many TRF members are Councillors? Exactly. How many farmers? Exactly.

Some of the better informed authorities dealing with our claims have refused to comply with all the extra work and expense for an organisation only interested in getting rid of Byways at any cost and not at all interested in taking part in the democratic process as required by Parliament.

So don't blame TRAIL editor if you think that you are not getting all the facts.

Our enemies have declared war on trail riding and so we must be determined not to reveal all our tactics and plans. We have not picked this fight, but we are determined to fight for every green lane.

Brian Thompson,
Northern RoW Contractor

HOWARD WADSWORTH MEMORIAL RUN

Last years memorial run which started at Scar House Reservoir in Nidderdale in the eastern Dales was a bit of a washout. It rained all morning and only two members, both named Westley; turned up to join me! I said hello Keith thinking it was Keith from the Lancashire Group but it was his twin brother Barry with his son Alec who works hard for the West Yorkshire Group! Totally fooled me!

I sent a copy of the subsequent article in TRAIL to Howard's widow Margaret and she said she

was most pleased that he is still remembered by the TRF in this way. What a nice spot to meet up she said, a place he loved so much.

So come on the East Yorkshire Group. Where were you? Howard Wadsworth founded this group in 1975. He lived near Goole in East Yorkshire and I lived in Thorne in South Yorkshire and we were best mates for 30 years till he passed away in 2004 aged only 64. We rode all the northern and Welsh green lanes in those not forgotten days when there seemed to be no hassle at all, and we could enjoy all our common law rights though very few green lanes were Byway. Golden years!

Howard was a big tough no nonsense Yorkshire miner. He was blunt and rightly upset a few wishy washy southern types who had never even ridden in the Yorkshire Dales. He always understood the need to support the rights of way effort even though that support had to be kept hidden, but it paid off in the corridors of power where it mattered.

He served as national TRF treasurer for 5 years. Treasurers are the unsung heroes of the TRF. The TRF cannot manage without them.

Anyway I think that past TRF officials should be remembered and what better way of doing this than by meeting up at one of the remote centres of TRF green lane circuits in the eastern Dales.

The meeting place for 2008 will be on Saturday 19th July at 1pm. The grid ref is O68765. Put it in your diary NOW. Show that the TRF respects its past officials who served well and are not forgotten.

You will need OS Map No 99 Northallerton and Ripon. The spot we meet at before the run is shown as a P in blue on the map to indicate a Parking place. Its just below the reservoir itself on the southern bank. You come from Pateley Bridge up the valley to Lofthouse and then look for the Yorkshire Water Board access

road to Scar House Reservoir at 100734 and go north up the lovely Nidderdale valley for 3 miles.

Look out for me on a red Honda 250 Foresight scooter on which you will be glad to hear I will NOT be leading any runs! See you on Saturday July 19th to remember Howard!

Brian Thompson,
Northern RoW Contractor

THE THOUGHTS OF TIM GOODERSON

SUGGESTION: The escapades of Ewan Mcgregor and Charlie Boorman are well documented, both literally and visually. How good it would be for an enlarged version of the annual TRF year sticker to be seen suitably adorning their machines on their third and possibly their last long distance trek 'Long Way to Go'. Could we make them Honorary Members for a year? Not sure if we could advise them on any suitable routes along their way on the next adventure though. What do other members think?

SENT PACKING: When a friend approached me to suggest the best solution to his CRD silencer equipped DRZ-E, I readily thought of somebody who could perform the repacking operation but also repair any systems made of stainless steel or build a new part. Anybody who has owned bikes since the 70's would remember John Campbell who specialises in custom-built exhausts, having made me a silencer for my Honda 750 back in 1979. He readily accepted the challenge to repack the CRD end section, repair a damaged part, all for £40. Highly recommended. Being a biker he is approachable and open to discussing any requirement.

Email campbell@exhausts.wanadoo.co.uk or tel: 07946 759990.

RAMBLERS CARBON FOOTPRINT:

The Ramblers boast about having around 1 million members. Everybody knows that we have to breathe oxygen or O₂, but it's not generally known that for a relaxed activity we only use around 4% of the atmospheric 20.9%, so we exhale about 17% of O₂. The more strenuous the activity, the more oxygen or O₂ we burn and, as a consequence, the lungs convert that burnt O₂ into carbon dioxide or CO₂. A healthy person's lungs are more efficient at this, so a smoker's lungs not only have a reduced capacity by comparison but would tend to produce more CO₂ by smoking whilst walking.

By comparison, an efficiently set up motorcycle would not only burn petrol more effectively, but the rider would not require so much O₂, so producing less CO₂ during a relaxed ride.

So mile for mile, our activity, as a percentage of the bobble hat brigade, is far less damaging to the environment, causes less greenhouse gases and won't cause damage to the polar icecaps.

Tim Gooderson, Kent Group

MORE 4x4 FOUL UPS

In the middle of delicate negotiations between vehicle users and the YDNP comes more bad news splashed all over the Yorkshire newspapers (thanks to several members for sending the reports).

It makes me groan with despair at how we vehicle users manage to get so many bad headlines.

The latest story concerns 5 people who had to be rescued by the Swaledale Mountain Rescue

on Sunday 16th when two 4x4s became stuck in mud on Crackpot or Summer Lodge as it's sometimes called. The feature of a favourite trail article I did for TRAIL a few months ago.

This is in upper Swaledale. The newspaper say the party of five were unable to walk to safety and used their mobile phones to call for help. One of the passengers was totally disabled. According to the report, Crackpot is classed as "unsuitable for motors" which is the standard notice that is displayed on some UCRs and the weather was extremely bad.

Following a similar incident on Cam Fell Road when 4x4s also became stuck and had to send for help, these stories show that however bad the weather is they go out regardless of conditions or the poor PR this creates.

Last year the TRF discussed a motion from David Giles (which I supported) to ask the TRF to distance itself from 4x4s, but it was rejected. Seems to me that the 4x4 movement have claimed no Byways, never contributed to the TRF's financial burden of making Byways, and have no user evidence to help save green lanes, having only come on the green lane scene in recent years.

Whereas motor cycles have 100 years 1907 to 2007 of green lane use experience which can be very valuable.

I have photographs of bikes on green lanes back to 1907, and veteran rider user evidence on affidavit going back to 1923.

Back in the days up to 1990 before 4x4s became popular, the TRF enjoyed a modicum of acceptance in the countryside from farmers and parish councils alike. That has now totally vanished and we face an increasingly hostile world out there. As for the growth of 4x4 safaris operating in the Yorkshire Dales, words fail me! The authorities do have the power to exclude motor cycles from TROs if 4x4s are causing problems. It will not do any good I

know but especially while sensitive negotiations regarding TROs are now under way, will our 4x4 "friends" PLEASE try and show some restraint and not venture out in bad weather in winter time?

And if you do get stuck try asking a local farmer to drag you out and not phone the police? The going rate is about £100. Cash. And hope the farmer doesn't tell the press. Happy New Year!

Brian Thompson

THE TRF AND HORSE TRIALS - NEW OPPORTUNITIES

Having again received a complete list of 2008 British Eventing HTs I notice a number of new events are planned.

We, the TRF, are victims of our own success at such events and this gives us many interesting private estates on which to ride, also to provide an income for that group. A few Loddon Vale members have been active at such since 1984 but now are of 'retirement' age. Few younger members are able to volunteer for midweek events, so us oldens' are overactive from March-October. I understand that other southern groups have similar experiences, so this is by way of an appeal to both group organisers and 'bikers in Oxford/Berks/Hants/Surrey/Sussex/Wilts to make contact with me at colin@patient-family.co.uk as an initial contact and I'll pass info on.

I wish to make it clear that I'm not replacing Mark Holland or any other busy organiser, merely offering a southern point of contact.

Safe riding,
Colin Patient

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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: 07971 477024 2nd Tues, 8.30 - 9.00pm, The Black Horse, Endon. (A52, 3 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, Ruiten Lane, Yarnton.

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

RIBBLE VALLEY John Noblet, Tel: 01254 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 Ogle, Tel: 0208 5799778 3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.

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

WEST MIDLANDS David Chamberlain, Tel: 0121 783 3438 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.

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