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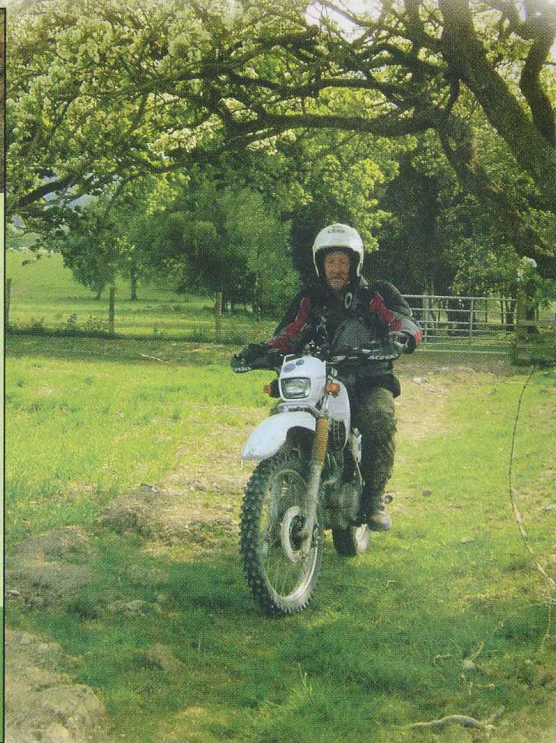
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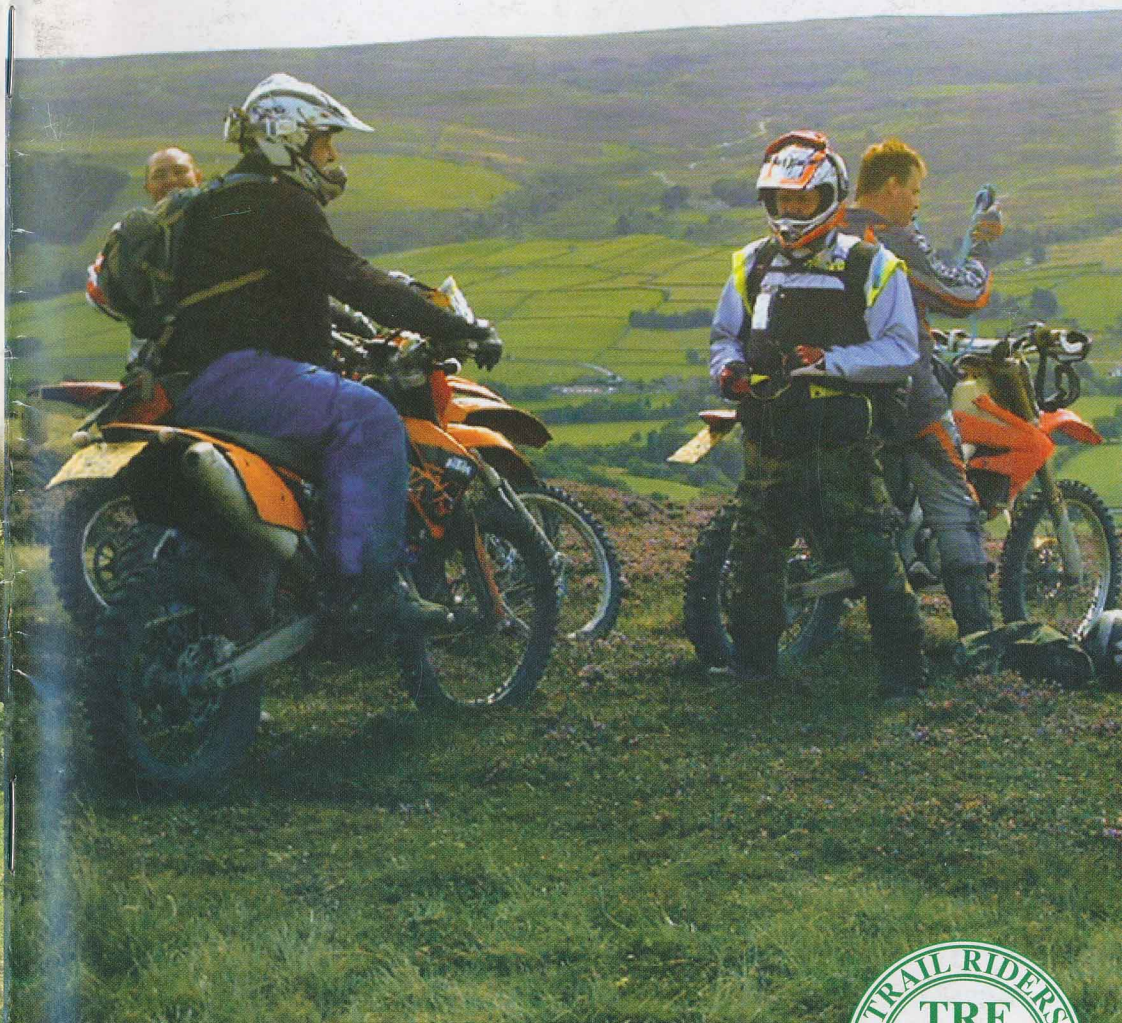
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TRAIL



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

SEPTEMBER 2008 No. 361 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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To make it easier here's what we need...

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PHOTOS:

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Please caption your photos!

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

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WANTED:

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

COVER PHOTO:

from Kris Milner Looking down on Reeth and it was not raining!

All contributions to THE EDITOR
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Moor Lane, Wiswell, Clitheroe
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NOTICE BOARD

TRF AGM

Sunday 19th October 2008.

Registration from 9.30 a.m.

Heritage Motor Centre, Banbury Road,
Gaydon, Warwickshire CV35 0BJ.

Tel: 01926 641188

**Please bring your TRF membership card
(or confirmation of subscription)**

Polly Cody, TRF Hon. Secretary

ROUTE PROBLEM

The 2 TRO's in Slaley Forest (Ginglehaugh Road and the Lead Road) are due to be lifted at the beginning of September. Please do not use these routes until the TRO has been lifted or during wet weather. We believe the council are monitoring these routes with a view to implementing permanent TRO's if further damage occurs. If you need guidance please contact Northumberland TRF ROW Officer, Tony Whitehead on 07876598515

TRAILWORLD STOLEN BIKES

Trailworld had 9 bikes stolen and some riding kit on Sunday night 31st August. The Reg's and Chassis numbers are below. Also stolen were a lot of the clothing including Klim helmets as shown below, which are also quite unique so keep your eyes peeled.

Sherco 5.1i: LK08 JRV: VNBS451E38B001241: BLACK/GOLD: GOLD FORKS

Sherco 5.1i: NOT REG: VNBS451E37B001217: BLACK/GOLD

Yamaha WR250: FX07 FNU: JYACG22W000002812: BLUE/WHITE

Yamaha WR250: FX07 FNT: JYACG22W000002801: BLUE/WHITE

Yamaha WR250: FX07 FNS: JYACG22W000002807: BLUE/WHITE

Beta 400cc RR : FX56 FFU: ZD3E1010060000598: RED

Honda CRF 230: HF06 AVT: 9C2ME09U95R701206: RED/WHITE

Honda CRF 230: WA08 OBF: 9C2ME09AX7R900760: RED/WHITE

Honda CRF 230: WA08 OBG: 9C2ME09A87R900773: RED/WHITE

If you have any information, no matter how insignificant it may seem, give me a bell on 07595 180010

Paul Massey, TrailWorld Limited

FORTHCOMING EVENTS

TRF EVENTS

19th October: TRF AGM

Heritage Motor Centre, Banbury Road, Gaydon. Registration 9.30 a.m.

DEVON TRF EVENTS

11th - 12th October 2008: AUTUMN TEIGN TO TAMAR EVENT

Contact Debbie Hutchinson 07966 438907 for further information.

BMF NEWS

20 - 21 September 2008: Tail End: East of England Showground, Peterborough.

THE MOTOR CYCLING CLUB

9th & 10th January 2009: EXETER TRIAL

Entries have opened for the Exeter Long Distance Reliability Trials, organised by the Motor Cycling Club (established 1901), which will start at 19:31 on Friday 9th and finish on Saturday the 10th January 2009. As well as being open to members of the Motor Cycling Club this event is also open to members of the Vintage Motor Cycle Club, British Armed Forces Motorcycling Association, Federation of British Police Motor Cycle Clubs and Morgan Three Wheeler Club who hold an ACU Trials Riders Registration. There are classes for British Bikes, Solos less than 450cc, Solos over 450cc, Sidecars and Three Wheelers. There are three starting points for these classes: Sourton Cross (near Okehampton) Cirencester and Popham Airfield in Hampshire. Competitors converge on the Haynes Museum in Somerset and then follow a common route, tackling 17 Observed Sections, to the Finish at Torquay; overall the route is 250 miles long. There is shorter, less testing route, of 150 miles and 13 observed sections for competitors in class O, which starts at the Haynes Museum.

Entries close on 19 October. Entry forms can be downloaded from www.themotorcyclingclub.org.uk or send an SAE to the Secretary Exeter Trial: Tim Keeling, Jacobs Ladder, Queen Street, Keinton Mandeville, Somerset, TA11 6EG. 01458 224082. New members are welcome, membership forms are available on the website or contact Tim.

An extract from the GLEAM website:

The 5-year mpv Main Lawful User Test

August 2008

The NERC Act makes provision for a number of exemptions from the extinguishment of public mechanically propelled vehicular (mpv) rights. Section 67(2)(a) says that if the main lawful public use of a route during the five year period ending on 2 May 2006 was by mpvs, then mpv rights on that route are not extinguished. The onus of proving the balance of lawful use being mainly by mpvs lies with the mpv users.

Moor Head Lane damage

A group of trail riders attempted to use this section of NERC in order to change the status of a section of Moor Head Lane, in the Yorkshire Dales, from Restricted Byway to Byway Open to All Traffic. They presented their case at a Public Inquiry on 1 July 2008. The Inspector issued his decision on 29 July. The Inspector concluded that the trail riders had failed to show, on balance of probabilities, that the main use of Moor Head Lane was by mpvs.

The trail riders' case rested chiefly on written testimony supplied by nearly 90 trail riders. This recorded their assertions that they had ridden the route at various times during the five year period. A supplementary part of the trail riders' case was an assertion that the badly-damaged state of the route would have reduced its appeal to non-motorised users to such an extent that their numbers were vanishingly small.

The Inspector was not persuaded. He accepted evidence, supplied by the Yorkshire Dales National Park

Authority and by the Yorkshire Dales Green Lanes Alliance, that there was plenty of non-motorised use of the route. But his decision rested on his view that simple evidence of use by one group or another may not be sufficiently wide to establish the crucial comparison between motorised and non-motorised use. What would be desirable to make a '5-year main lawful use' case would be rigorous, impartial surveys of the balance of use during the 5-year period. No such surveys were undertaken on Moor Head Lane, but earlier surveys were sufficient, on balance of probabilities, to demonstrate non-mpv predominance.

Off-roaders may produce evidence of their own use over these five years, probably based on their own personal subjective recollections. However, evidence of use by other users, on foot, on horseback, on pedal cycles and in horse-drawn vehicles, probably does not exist. This is because, at the time, there was no requirement or incentive to record it. In such cases it is simply not possible to prove any balance of main use, by mpvs or by anyone else.

The Moor Head Lane Inquiry has wide implications. 4x4 and motorcycle user groups all over the country are gathering testimony from their members of motorised use of many green lanes. This is in the belief that their testimony will be sufficient in itself to establish 5-year main lawful use. On the strength of the Moor Head Lane Inquiry, it will not. This Inspector's decision will thus be a useful precedent for future inquiries based on the 5-year main lawful use test.

Dave Tilbury

A FAMOUS TRIALS HILL IN THE DALES

There's a famous old hill track called Moor End that runs from Kettlewell in Wharfedale to Arndcliffe in Littondale for 3 miles. From the road over the River Wharfe in Kettlewell a clear wide cobblestoned track climbs up to a gate saying "No Camping" and signposted "Bridlepath Moor End".

Known as "the worst hill in England" by West Yorkshire trials riders in the 1920s and 30s, it was regularly featured in trials up to the 1960s.

Indeed I once rode it on my AJS 350cc ex works trials bike (weight 290lb) in a Bradford Club trial in 1965!

And no I didn't "clean!" Big heavy 4 strokes were already on their way out! Triumph Cubs were cleaning up that year as were Bultaco 250s. I did win the 350cc cup but only because the other 3 bikes in that class dropped out, not because I was a good trials rider!

Moor End was regarded as an even tougher hill climb than the better known Park Rash which is now tarmaced. Whereas Moor End now is much as it was 80 years ago.

It is little more than a winding cart track with perilous hair pin bends, stiff gradients, and a loose surface of limestone rocks. I have photographs showing motorcycle use in 1926 by the Skipton Motor Club in a trial for charity raising

£4 for Skipton Hospital (if you think this a bit mean remember that this would be a very good week's wages in 1926).

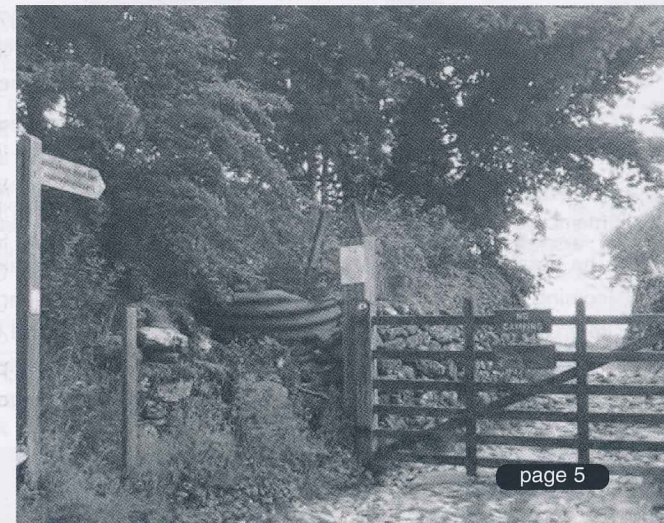
However Moor End is also a very ancient road.

It is shown on maps by John Tuke in 1788, Edward Baines in 1822, John Cary 1793 and others.

Old mapping evidence allowed up to 2006 to prove pre 1835 existence, is no longer valid since NERC 2006 took away all our common law rights. But it does prove that Moor End is a very old highway as well as an old trials section!

Once again it pains me to say that it should therefore have been claimed by the TRF as a byway long ago, but that's another sad story! It's too late now. Or is it?

Though Moor End was closed by NERC 2006





(it being a bridleway), ironically it just might be possible to open it up using NERC 2006 because of the wealth of old photos showing motorcycle use before Dec 30th 1930.

There is real potential in looking for evidence of pre 1930 user on green lanes closed by NERC, so that a Byway claim can be made in future. The Government has said that a Byway claim will be considered based on the NERC exemptions such as pre 1930 user evidence.

No doubt the Ramblers Association will choke on their cornflakes when they hear about this possibility, but I say too bad! Choke away! You have done your worst, now it's time for a fight back!

The TRF is going to investigate this possibility in every legal way we can. That's what Robin Hickin (TRF Nat RoW officer) has decreed and I am delighted to help. No doom and gloom allowed! There's too much of it in the TRF already which is deterring some potential new members from joining.

The research will be investigated over the coming months by the West Yorkshire Group team of researchers who will be looking at old newspaper reports and 1920s motor cycle club magazines.

So I appeal to any reader for help. If you have

any information on Moor End please let me know. Have you ever used it? Not just before 1930 but in more recent times.

Look at old motorcycle magazines for pics of bikes on trails up to 1930 and let me know. Have a day in the county archives looking at old newspapers and magazines.

And we shall try and find any veteran riders who used such old roads 78 years ago!

The TRF has already obtained several valuable riders on legal affidavit so that their vital use evidence pre 1930 can be given long after they have gone ahead to that long winding trail in the sky.

However I must stress that at present it is illegal to ride Moor End. It is a public bridleway only. No new claim for Byway has been made yet, or may never be made.

Everything will be done in accordance with the law after careful study of the evidence. It just looks to me as though it has potential for a Byway claim!

Meanwhile, national park wardens are on the prowl and they show no mercy if they think you have broken the law. So please do not be tempted to use it! Walk it, or go by mountain bike or pack horse!

Brian Thompson

in chains

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AYTON WEEKEND

The bracken was as high as an elephant's eye, with the occasional drop of rain falling down from the sky and sunshine all the way.

Considering we had the heaviest rain fall on Thursday night for a few years, about two and a half inches overnight, which had filled up every puddle and ditch within a fifty mile radius, it did not bode well for the weekend. As it turned out, the weather was fine and the lanes were in remarkably good condition.

Another year shot to ribbons, as Teesside and North Yorkshire TRF's summer camp got under way at Little Ayton nestling under Captain Cook's Monument. It seems every village in North Yorkshire has some "tourist claim" to the explorer.

Friday afternoon, a new marquee set the scene and the field soon filled up with happy campers. Over a hundred bikes visited the site during the event. Their families camped at no charge. Several brought caravans but most were under canvas.

Helpers and runs leaders were also free of charge, so if you feel like volunteering your time, for the numerous jobs to be carried out setting up the camp and running the event, through Friday, Saturday or Sunday, step forward for next year. Contact Phil; run leaders are always welcome, cashiers and welcoming committee, marshalls, setters up and dismantlers required. Volunteer your services for one day, then enjoy the other days for free.

If you are fit and keen, Saturday is the "long run day" with several groups covering over 120 miles of trails on their run out.

Sunday is a quieter day with shorter runs, usually around eighty miles. Saturday night celebrations, run fatigue the Enduro track experience and the need to get an early evening start for the return home, all take their toll. So the demand is high on Sunday for less strenuous, more scenic runs.

Saturday morning, 9.15, all the visitors were lined up and raring to go, fired up at the prospects of some great runs.

Three groups, Harry Suzuki, Harry Honda, Paul DRZ headed up the tourist section with pub lunch and afternoon tea.

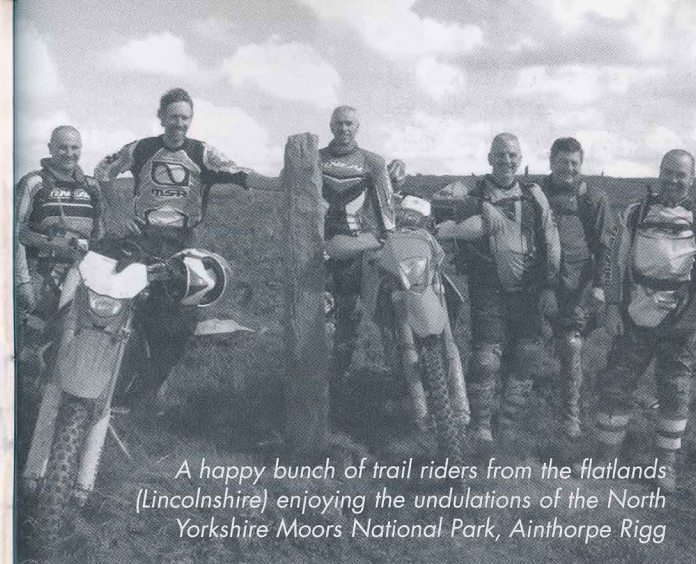
Two groups, Danny KTM, Richard KTM took the long way down to Scarborough and back. Long hours in the saddle, a hard day. Grab a sandwich at the petrol station if you are lucky. All had a great time. It always seems better when the sun shines.

I had a group from Lincolnshire which included a couple of Cock-a-knees. A grand bunch of lads who appreciated the countryside and the variety of lanes on offer.

The burgundy coloured bell heather was in full bloom along the edges of the lanes over the moorland. The purple Ling heather was just starting to show in patches. Another two weeks and the moors will be transformed into a purple carpet covering thousands of acres. A sight worth making the trip, even if it is only for once in your life.

We left camp at 9.30 prompt just in time for the farmer to block the exit lane, as he moved 150 cows slowly, from his milking shed, across the lane, to the nearest field.

We were heading for Scarborough via Stapes



A happy bunch of trail riders from the flatlands (Lincolnshire) enjoying the undulations of the North Yorkshire Moors National Park, Ainthorpe Rigg

Moor and Lockton.

At the entrance to Brown Howe road was a woman with a video camera set up on a stand. Call me paranoid but I did think "Rambles in Action". Further down the track, another group of cameras were setup. Then the explanation came into view, a long line of Singers, the mechanical type, not the choral.

I know, most of you are too young to know such a car existed.

This rally of Singer owners was mixed with the cheaper version: the Hillman Imp. A revelation in its day c.1970's. The first mass production car to have an alloy engine, the first of the super minis. Many were tuned for racing but I did not realise so many were still running. The line snaked on, through the forest, for miles, there must have been several hundred of them on this forest drive. Fortunately the road was just about wide enough for one car and a motorcycle to squeeze by safely. A few drivers veered over, in surprise, on our approach, they were bumper to bumper and probably losing concentration. It must have felt like driving on a motorway on a Bank Holiday. Such is the nature of anoraks and the herding instinct.

Arriving at Levisham Station we were just in time for the gates to close and to wave to all

the passengers on the steam train as it pulled away from the platform.

Strange isn't it, most of the adults waved back enthusiastically but there were a few children who just looked bored to tears. Future, militant ramblers, no doubt.

That was the third hold up of the day. So with a little bit of luck we should be ok from now on.

We arrived in Lockton and parked up, outside the coffee shop. The selection of cakes, the coffee and the welcome, is too good to pass by.

The village farmer has vintage bikes, so always welcomes a chat about the good old days whenever you meet him at the shop. A real character, as they say in Yorkshire: "As honest as the day is long!"

Then onto Dalby and Wykeham Forest, across to Harwood Dale and Fylingthorpe. The homeward leg took in Eskdale, Glaisdale, Fryupdale, Danbydale and Kildale.

I sustained a flat back tyre ten miles from camp. An inch and a half panel pin sticking out of the tyre wall. A fourth hold up!

"I can change that in less than ten minutes" said Steve. "That's very good of you" I replied. "Be my guest".

"I have a spare tube, only it is a front one".

"That is ok, I always carry a spare back tube" said Steve. Now that is what I call service. Sure enough he had the job done in ten minutes, remarkably fast, an expert indeed. We were soon on our way.

We arrived at camp at five o'clock, just in time for tea.

All the other groups returned, without major incident. Only one drowned bike, that refused to start, had to be towed back to camp.

"See you tomorrow" was the cry, another

great day out.

Sunday morning: I arrived early to give Steve a replacement rear inner tube and sort out the groups.

Some of the run leaders were not on site. Slight panic ensued, until a mobile phone call told us the cows were blocking the lane again.

Dave Kwacker, Paul KTM and Danny took off on their inters runs.

Ralph Scorpa, was doing the tourist route. Yes, a Scorpa trials bike, does eighty miles on a tank. When I say Ralph was born in 19 plonk you will realise he is not a young man, like myself. He is certainly fit. Ralph has a long haired Alsation that he exercises every day for four hours, he mountain bikes and rides trails, sometimes all in one day. I thought I was fit but Ralph is remarkably so and full of enthusiasm. Puts many younger, work weary riders to shame.

Having led a run for the first time, Ralph said he felt like a king, "with every one opening the gates for you, it's magic, I felt just like royalty."

The group I took suggested we revisit the Whitby coast lanes, they recalled that they were interesting, to say the least.

The group wanted to be back for three o'clock so off we went. We had an uneventful but pleasant ride with lots of stops. Three of the guys were "Dying for a Fag", probably literally, every time we stopped but then again who wants to be ninety, in a wheelchair and probably in a Nursing Home.

One of the lads remarked how cheerful the walkers were in the North Yorkshire Moors area. Most moved to the side of the track and waved to us as we passed. Some picnicing on Rudland Rigg waved enthusiastically. Doesn't the sunshine make a difference to everyone's life.

"That would be the exception down our way," said one of the group. Most will not even look at you.

I said I deliberately slow down and greet them and tell them how many riders are following.



*There's a track in here somewhere.
Honest!!*

The friendly walkers always appreciate the gesture. The antis are intensely annoyed because you contradict their image of careless bikers, without any manners.

A lot of it is due to pressure of numbers and attitude I said. We have a "live and let live ethos" and a long tradition of motorcycling among the farming community. There are very few stirrers around, unlike in the Yorkshire Dales and other places down South, which are full of city dwelling, second homers, who whinge every time a cock crows. They earn their money in the noise of the city and then expect perfect peace in the countryside when they retire or spend the weekend there. After all, their second home costs a fortune to maintain.

There are also a lot of ex-university lecturers and power mad failures, trying to pin their immortality on obscure flora and fauna and pressing for exclusion zones... don't get me started!!

Back at the camp the thunder clouds were gathering over the Cleveland hills. Mark, Fiona and Phil's boys were taking down the marquee before the heavens opened having been busy all day welcoming people and running the event.

The Enduro track was very busy, steaming bodies were everywhere. If you can manage two consecutive circuits you are a superstar, was the general opinion. As an introduction to Enduros courses, it is remarkably tough, having 50 degree climbs and descent on the hillside. Having said that some members never left the camp all weekend, all their energies went into mastering the circuit.

Thanks to all the sponsors who generously donated raffle prizes, over fifty prizes were on offer.

I will not mention that someone forgot to take the raffle tickets to the camp. A last minute dash to the village, thankfully, produced the goods. Another great fundraiser, thanks to all

the punters.

Apparently we have a new Dave Light in Richard Dodds. Richard had ten winning tickets out of fifteen he bought. Jammy or what!!

Thanks to Phil's family for organising the event and all those members who pitched in as usual. We need new blood for next year. So be warned your conscience will be pricked before next years event. You cannot always leave it to the usual suspects.

A special thanks to Keith for the pies on Friday. We owe you for that piece of forward planning. When you are really hungry, they are like Manna from Heaven.

Lastly thanks to all the people who travelled from far and wide to support the event. Hope to see you next year!

John Robinson,
Teesside & North Yorkshire TRF Group

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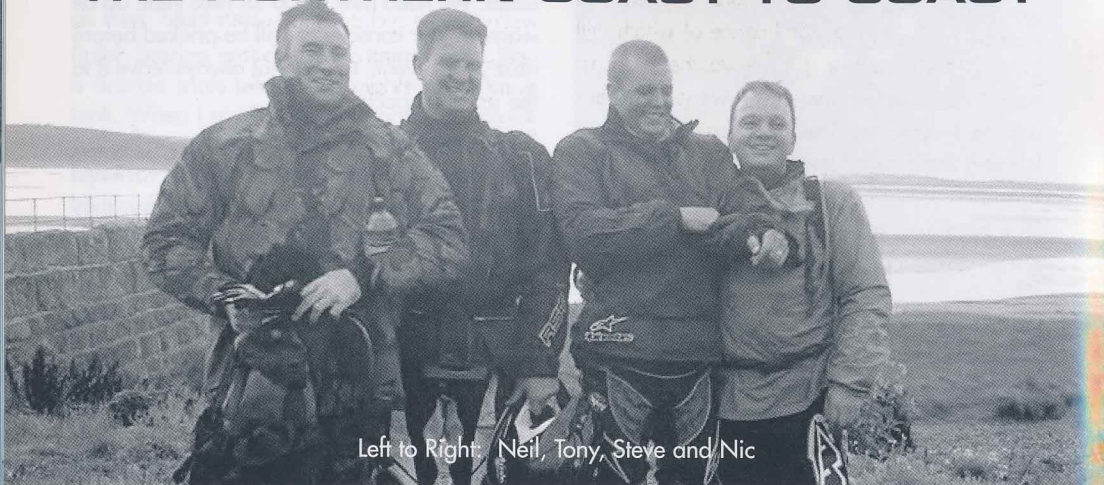
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THE NORTHERN COAST TO COAST



Left to Right: Neil, Tony, Steve and Nic

After two successful camping weekends a couple of us in the Northumberland TRF were looking to do something different after talking about how to make next year's camping weekend a bit different. Well, after much searching we decided to do a coast-to-coast run with a difference. Not much chance of incorporating it into the camping weekend but different all the same.

Steve Campbell and myself have both done a coast-to-coast run before but over two days. Both runs started at Ulverston at the bottom of the Lake District and ended on the north east coast near Alnwick, and took in an over night stop in Alston, high up in Cumbria. This run is quite challenging, but easily done for the vast majority of trail riders.

For that extra challenge we decided to try this run in one day and take in the highest road in England to add an extra interest. To make it

more challenging, we would get the bikes and ourselves over to the start point from our base in the North East to Ulverston, ride back to Alnwick and then get the bikes back home. It also saved an over night stop (or kept the costs down). We needed to seek a reason for doing this run, if only to justify the help of friends and partners in transporting us to and from our start and finish points. This came in the shape of an unfortunate boy called Alfie. Turning one at the end of August, Alfie has a terminal brain disorder, which is called adrenoleukodystrophy (ALD). At some point Alfie will see a deterioration in his brain which will be the start of this terminal brain disorder, for which there is no known cure at present, this is usually between the ages of 2 and 12. It makes the problems of NERC pale into insignificance.

Initially it was going to be the two of us but we soon decided a slightly bigger group would be

better in case of mishaps. The group was quickly enlarged to four with the addition of Nic Gilbert, our trusty group treasurer and Neil Patterson who organises our Bikes, Bevvies and Banter ride out weekends.

In the week leading up to the run, which was planned for mid August, it was raining, both in the Lake District, but of more concern, in Northumberland, the significance of which will come later. So it was with the weather forecast set for rain moving north east, we got up very early for a 3am start from Newcastle-upon-Tyne to get the bikes and team over to Ulverston. At 06:15 we arrived on the coast at Morecambe bay. It was light and, more importantly, it wasn't raining so at least we would have a dry start.

With the bikes out of the vans, a few photographs and our kit on, we set off at 06:45. A sea of orange, with two 450's and one 2 stroke 250, KTM's were, as usual, well represented. Only myself on one of my CRM's (a Mk3) stood out to be different. Only a short distance out of Ulverston, problems started. First of all a traffic policeman, blues and two blasting away, we thought our day was off to a bad start. Fortunately, our stereotypical mindset was wrong and he was off past us and into the distance. However, only a few miles into the run, Neil took a spill on a wet and very greasy corner. It was going to be a long day! With no damage to the bike, we were soon off on our way and onto the first trail, with the cloud high, the Lake District beckoned. After half a dozen trails we reached Grizedale forest and the first real test for the day. Fortunately no punctures and no other users to impede our progress up the rocky climb where momentum, I find, is the best way to tackle the rocks, not too fast and not too slow. A couple of "dabs" and we were on the descent then heading north along Estwaite water. We then headed northwest and past Thirlmere so we could ride the old coach road, something new to me at least. The rain had held

off despite some low cloud, mist and the threat of rain. Unfortunately we were wet. A few big puddles toward the eastern end of the coach road had caught us out. The top end of Ullswater beckoned and so did our first fuel stop. With 61 miles completed we were making good progress. What was more appealing to the early start was that we had seen only one walker, three cyclists, and two 4x4's on the trails up to that point. This is certainly different to riding in the Peak District these days.

A northerly route around Penrith to take in some UCR's and we were off to see Long Meg and her daughters, not for a cuppa but to marvel at the stones, which are a kind of northern Stonehenge with a tarmac road through it - put there in the days before conservation was a thing to be considered. Very soon we were at our next fuel stop for petrol and our food and drink stop at Alston. With just over 100 miles under our belts we were almost half way, in need of some food and grateful we had only had one minor problem. We went to our usual haunt for food, a very welcoming café, The Country Kitchen. Even leaving pools of water on the floor doesn't seem to faze the girls serving good helpings of wholesome Cumbrian food. The all day breakfasts or fish special are highly recommended!

With plenty of sustenance to hopefully keep us going, we set off southeast to work our way via byways and UCR's to Coldberry End, the highest road in England. At 2,000 feet high (944 meters to keep the government happy) it was good to see the view from the top. A bit different to our second camping weekend at the end of June, when it was covered in low (?) cloud. Dropping down into Weardale the views are something to behold which only continue over Linzgarth common toward Rookhope. From here we had several options to get into Hexham to the final fuel stop. The sun was high in the sky with not much cloud and the sun on

our faces was very welcome. After the fuel, Nic found he had a problem with a lack of oil. Fortunately he lives in Hexham so it was a quick trip home to top up his oil and return to the route we had planned. 2 faults to KTM, zero to the CRM!

Heading north out of Hexham, we had a surprise on a byway, which very quickly becomes over grown. It was in the shape of some guys from Leeds up for a day's trail riding. After a short natter, finding out some of our group had ridden with them before we were off north east toward Morpeth and then on to Alnwick. This area has quite a few river crossings, not to the liking of many people, but something the four of us find great fun, especially when one of us has a problem. This came in the shape of a very short, usually shallow crossing. Unfortunately, the rain that had been falling for a number of days and an easy crossing had become over two feet deep and the water was running fast. We encouraged Nic to go first. The temptation for a swim was too great and the bike decided to do a couple of backstrokes and seek the bottom of the river. For some people this would mean the end of the day and an early bath (there must be a joke in there somewhere), but after most of us have come to grief at some point, we are now almost experts in sorting the problem. With tank and seat off, plug out, we lifted the bike up vertically and out came the water from the exhaust. Next was to drain the engine. Unfortunately it was pointed out that there was water on top of the piston. A quick look in at the point Steve decided to turn the engine over, I had an impromptu wash, no need for a shower later then! KTM 3 problems, CRM zero, surely it would be a white wash!

Twenty-five minutes later and we were on our way. After another river crossing which would mean a big diversion if we did not do it so we walked the bikes over to avoid more roadside

assistance. The next interesting lane was yet another river crossing, much wider, taking it diagonally as the route should be, with the river bed flat, this is usually a great crossing and very satisfying to do. With a short green leafy portion we were at the riverbank. The river was running fast, very fast. So in went Nic, followed by myself, without our bikes, to see how difficult the crossing would be. With the water running so fast, time getting on and the water almost up to well, the "crown jewels" we decided to turn around. For one Steve struck a problem. As we set off, Steve's clutch lever broke at the pivot point. A dig into the spares it was literally a five-minute delay and we were off again. KTM 4, CRM 0.

We moved quicker than anticipated toward Alnwick, as the river crossing planned would be much deeper and impossible to tackle with the rivers as deep as they were so we rode off to our last byway and the finish by the coast. Waiting for us were our long-suffering partners. BBQ on the go, beers in hand, all we had to do was load the bikes and get chauffeured home. Oh the life of a trail rider. 220 miles, over 12 hours from the start at Ulverston and over 17 hours since crawling out of bed, we were all ready to put our feet up. Was it worth it? Most definitely yes. It was a challenge, it was fun and it was different. Would we do it again? I suggested an Alnwick to Ulverston and back to Alnwick in two days taking in as many different routes on the way back as possible. Not many takers but hopefully next year. Honda CRM, a past glory or still an effective trail bike? - there is life in the old dog yet.

A quick thank you to Northumbriatrailtours for the assistance with some of the route planning. If you would like to donate to help young Alfie, please go to www.justgiving.com/steveocampbell.

Tony Whitehead

Annual General Meeting of the TRF

Sunday 19th October 2008

The Kestrel Suite, The Heritage Motor Centre, Banbury Road, Gaydon, CV35 0BJ
09:30 for 10:00

ALL MEMBERS ARE WELCOME TO ATTEND

Signing in will commence at 09:30 - BRING MEMBERSHIP CARDS

AGENDA

1. Chairman's introduction and report
2. Apologies for absence
3. Notice of any other urgent business (at Chairman's discretion)
4. Approval of minutes of AGM on 14th October 2007 - see Trail No.351 November 2007
5. Matters arising (not otherwise on the agenda)
6. Principal and Co-opted officers' reports
 - 6.1 All officers are required to present a report summarising the year. (Concise and to the point please)

Note! Because of the number of proposals to be discussed, reports must be no longer than 5 minutes in length, further debate will not be permitted unless directly relevant to the business of the meeting.
7. Project Reports
 - 7.1 Contractors reports
(See note above)
8. End of Year report (Arnold Brewer)
 - 8.1 Audited accounts 2008
 - 8.2 A budget for 2009
 - 8.3 Membership Fees 2009
9. Proposals to amend the Memorandum & Articles of Association
Details of the Proposals and associated documents are shown on the attached sheets, which should be considered as being part of this agenda (p2-5).
10. Other Matters Duly Submitted for Consideration.
Details of the Matters and associated documents are shown on the attached sheets, which should be considered as being part of this agenda (p6-8).
11. Election of Principal Officers
 - 11.1 Chairman, Vice Chairman, Secretary, Treasurer, RoW Officer, Public Relations Officer, Editor, Membership Secretary. (Vice Chair dependant on result of Proposal 9.1)
 - 11.2 Political Officer, IT Officer (dependant on approval of proposals 9.2 & 9.3)
 - 11.3 Confirmation of officers co-opted by the executive. BMF Liaison, LARA Representative, Equestrian Events Liaison Officer, Website Administrator, PO Box Manager, CCPR Representative, BBTC Representative, Keeper of Stationery, Keeper of Display Equipment.
12. Meeting Dates 2009: 25th January, 12th April, 26th July, AGM 18th October
13. AOB (At Chairman's discretion)

Target finishing time 16:30

Proposals to amend the Memorandum & Articles of Incorporation

9.1. To delete the Vice Chairman

Delete all references to the Vice Chairman from within the Memorandum and Articles and any other relevant documentation.

Change clause 2.6 a) to read "Chairman - any Principal Officer elected by a majority of the remaining Principal Officers

Proposed:- A Gerrard.

Seconded:- S Bingham

9.2. That the TRF has a Political Officer who is also a Principal Officer

Clause 2.2 Add "Political Officer" immediately after "Public Relations Officer"

Proposed:- A Gerrard.

Seconded:- S Bingham

9.3. That the TRF has an IT Officer who is also a Principal Officer

Clause 2.2 Add "IT Officer" immediately before "Bulletin Editor"

Proposed:- A Gerrard.

Seconded:- S Bingham

9.4. That the term of office of a Principal Officer is limited.

To add clause 2.7 (currently omitted due to a numbering error)

The term of office of a Principal Officer shall be limited to 4 years except where:-

- a. the lack of another suitable candidate precludes election to the role
- b. at the request of at least 75% of the executive, the officer is requested to stay in post and agrees

Proposed:- A Gerrard.

Seconded:- S Bingham

9.5. To change clause 6 in the Memorandum of Association from the current wording:-

"If, on the winding up or dissolution of the Fellowship, any property remains after the satisfaction of all its debts and liabilities, the Fellowship may in General Meeting empower the Directors to dispose by gift to one or more registered charities only such property " to:-

"If, on the winding up or dissolution of the Fellowship, any property remains after the satisfaction of all its debts and liabilities, the Fellowship may in General Meeting empower the Directors to dispose by gift to any recognised organisation representing motorcyclists needs and/or one or more registered charities only such properties."

Proposed:- A Gerrard.

Seconded:- S Bingham

9.6 That the current Code of Conduct be rewritten in its entirety.

Proposed:- Simon Bingham (059764).

Seconded:- Matt Reynolds (060134).

Rationale for Proposals 9.1 to 9.6

9.1. Delete all references to the Vice Chairman

Specific aspects of the role of Vice Chairman are scant other than to stand in for the Chairman in his or her absence. The need to chair a meeting could be adequately filled by any Principal Officer voted in to do so by his peers as required at the time, similarly, the need to fill the vacancy in an emergency could equally be decided by the other Principal Officers since their primary objective would be to effect the filling of the vacancy itself. An alternative to this idea would be to actually give the role some structure (as with the other officer posts), perhaps by giving responsibility for legal/discipline issues or by developing a quality management aspect.

9.2. The role of the Political Officer shall include but not be limited to:-

a. Liaising with the Government of the day and those representatives of other political parties as required.

b. Representing the TRF at those forums where the input of the TRF is relevant or required such as

i. National consultative committees.

ii. Meetings for or between various special interest groups.

iii. Other relevant meetings.

c. Liaising with those other motoring organisations as required in order to further the aims and objectives of the TRF.

d. Developing and implementing a strategy to ensure the TRF is represented in the political arena (in conjunction with the other Officers).

9.3. The role of the IT Officer shall include but not be limited to:-

a. responsibility for internal communication structures and the maintenance thereof

b. responsibility for the development of the website (though not necessarily its maintenance)

c. responsibility for the development and use of new electronic media

d. responsibility for the maintenance/development of TRF Databases

e. liaison with other groups re:- electronic resources e.g. Wayfinder, local group websites etc.

f. development and implementation of an IT strategy, which ensures the continued relevance of the TRF in the electronic world (in conjunction with the other Officers)

9.4. Limiting the term of office

There is a perception amongst members that Officers who remain in post for long periods of time become resistant to the idea of change. It is important that Officers do not become tired or stale in a role and that the management team remains vital and inspired. It is equally important that the opportunity for fresh thinking is encouraged even forced and whilst continuity of post is important in terms of member confidence, this should not preclude developing roles and bringing new ideas to the formation of management strategy. It is conceivable that effective Officers could rotate through several posts.

9.5. Dispersal of assets.

The proposer believes that an organisation that claims to be primarily devoted to supporting riders rights continues to evince that aim by acting to support other similarly minded organisations in the event of its dissolution. As an example of a relevant organisation, he suggests the British Motorcycling Federation.

9.6 New Code of Conduct

The proposer would like to propose that the present code of conduct is replaced with a new version (please see attached TRF CODE OF CONDUCT 2008).

As it is currently published, the Code is very dictatorial in its message (you MUST do this, DON'T do that), which, unfortunately, immediately puts some people off the organization as a whole. It also says what you should and shouldn't do but does not explain WHY this may be important.

In the proposer's experience, "Bikers" in general don't like being told what to do. However tell them your thoughts and give them the facts and reasons behind your thoughts and they usually see the light. Also, the Code although portraying the ideal, does not always portray what many of us actually do, so in the proposer's opinion is a little hypocritical.

TRF CODE OF CONDUCT 2008

Stay legal.

Trail riding is only lawful on public roads.

If in doubt of a route's legality, check with the Highway Authority or the TRF before riding it.

Motorcycles and riders must be road-legal. Green Roads are subject to the same laws as surfaced roads.

Routes are sometimes legally closed to certain types of user by a Traffic Regulation Order. Keep an eye out for signs at the start of each trail to ensure you are not riding a trail that is currently closed to you. Many council's are very lax with their signing of the such routes so look for a notice / sheet of paper stapled to a nearby post. This will tell you what is not allowed access, where the access is denied and the dates the TRO is effective.

Keep to the defined Right of Way

Wheels can damage crops and grass. Wandering from the road onto Farmland or Moorland is trespassing, however at times you may come across obstructions both man made and natural. If you must go around them, do your utmost to make as little impact on the surroundings as possible. If you carry a camera consider taking a photo of the obstruction and reporting it to the local authority to prevent further damage. This will also act as evidence as to why you have gone around it. Please remember that wandering off the defined way to avoid a puddle, would not be construed as a good reason.

As a courtesy, slow or stop and give way to walkers, horses and cyclists.

Other ROW users and in particular animals can be intimidated or unnerved by your presence. Slowing down lessens this. On narrower lanes, consider stopping and switching off engines.

In particular with horses think about waiting for the rider to confirm that they are happy before you move off. If they haven't said thanks they are probably too busy trying to settle the horse, so you moving off again will not help.

If a walker has a dog off a lead, before you pass consider giving them time to get it under control/back on a lead if they want to. It's a couple of seconds out of your life but will make a big difference to their perception of you.

Fasten gates to safeguard stock.

Except those tied open for farming purposes. An open gate invites animals to stray, endangering themselves, and crops or traffic. When entering fields containing livestock, be aware your presence may spook them, causing them to injure themselves, or in the case of larger animals possibly injure you. Ride a course and at a suitable pace to avoid this if at all possible. Be especially aware of this during lambing season.

Travel at a safe and sensible speed.

Ride at a reasonable speed, taking regard of conditions and visibility.

It is recommended that you do not exceed a speed that will allow you to stop easily if you meet another user. The Green Road is subject to the same speed limits as a surfaced road, however, your average travelling speed will be much lower. (Probably around 10mph). Before increasing

your speed, please ensure you have the visibility and clear route on which to do so safely.

Dangerous riding is illegal riding as well as being highly antisocial.

Consider slowing to a walking pace when other ROW users are or may be around or when approaching areas of limited visibility, buildings and the end of routes where you may come into conflict with other users or a main Road Junction.

Ride quietly. (Remembering you are in the countryside)

Machines should be effectively silenced. Green lanes are subject to the same laws as surfaced roads so your silencer should carry the relevant markings to comply and be maintained to keep it in good condition. Use the throttle with discretion, as noise does offend, only open up when it is clear (and safe) to do so. Again, consider slowing to a walking pace when other ROW users are around or when approaching buildings and the end of lanes to ensure noise is kept to a minimum where it is most likely to offend. Remember if you are travelling uphill, your bike will make more noise than when going downhill. If you are riding away from a house going uphill, the noise will be far greater than it would when you approach the house.

Try to keep your impact on the environment to a minimum.

Honour the country code. http://www.countrysideaccess.gov.uk/things_to_know/countryside_code

Consider and respect the countryside and those who live, work and play in it. Green roads can be valuable wildlife habitats, so take special care in spring and early summer.

Consider the size of the group you ride in. National Parks and popular tourist areas are best ridden in small groups (4-6 riders), whilst some of the more open and less used areas will comfortably take larger groups (8-10), on the more narrow and enclosed trails, and trails where lots of other users may be expected (long distance walks etc) a large group will be a source of annoyance to other users. A recommended maximum is 6, although, depending on individual trails this may need to be reduced further to 2/3 riders or sub groups to allow smooth progress for and avoid upsetting, other users.

When traction is reduced, consider alternatives to opening the throttle such as reducing tyre pressures and changing up, or even lifting the bike out of the soft ground. Please consider not riding lanes with soft surfaces during and after periods of rain, giving water chance to drain off so land is not waterlogged and easily damaged. Consider your choice of tyre to reduce the impact. Trials tyres give excellent grip and can be run at low pressures resulting in less damage to the ground. Also consider replacing part worn tyres early to prevent the spinning from reduction in grip they provide. You can always use them again in the summer when tread depth is not so important and land is less likely to be damaged.

Acknowledge the presence of other green lane users...

...with a friendly wave or "hello". If you have time, pause and engage in a short chat. The more friendly and reasonable you are seen to be, the more on side people there are likely to be.

Identify yourself.

If you are riding responsibly (as above) please carry your membership card or affix your membership sticker to your bike, so that you may identify yourself as a current member of the TRF. The TRF has a small pocket sized hand-out-leaflet which you can carry to give to other users to offer them more information on what we do and who we are.

It is also worth remembering, that in the event of a confrontation with another user or authority, you will be able to rely on the TRF for backing and support (providing you are acting and riding fully legally) Taking pictures or a video clip will provide useful evidence in the event of a confrontation.

You do not have to provide your name and address to anyone other than a police officer, but you could give your TRF membership number and ask the person to contact the TRF if they have a complaint to make.

Other Matters Duly Submitted for Consideration.

11.1 A vote of No Confidence in the Management of the BMF.

Proposed by Mary Stevens.

Seconded by Tim Stevens

11.2. That the executive authorises the Company Officers plus other Principal Officers as required, to modify the Memorandum and Articles in line with the proposals outlined previously and in line with the executive's wishes.

Proposed:- A Gerrard.

Seconded:- S Bingham

11.3. That the roles, responsibilities and duties of the Principal and Co-opted Officers be defined. That this definition be documented and recorded in the Members Handbook so that all members are aware of what to reasonably expect from Officers.

Proposed:- A Gerrard.

Seconded:- S Bingham

11.4 Formalisation of the TRF Rules

If no proposal is made in due time (midnight tonight) to change the rules, we submit Proposal 1. If this is not the case, we submit Proposal 2.

Proposal 1:

This meeting regrets that the Memorandum, Articles and Bylaws tidying-up process agreed at the last AGM has not taken place, and noting that no-one has made a proposal to change the rules, concludes that the existing rules must stand for another year.

According it is required that -

i. A meeting of The Principal Officers be held forthwith (with a majority as a quorum), with the sole purpose of forming a working group of at least three TRF Members, to report on the TRF Rules.

ii. Rules are to include the Memorandum, Articles, Bylaws, processes, and conventions currently used in managing the TRF.

iii. The Working Group shall produce for the next Executive Meeting a Draft Report, setting out in clear terms how the TRF rules apply and how the TRF operates.

iv. All Officers are required to co-operate fully with the Working Group in relation to their area work.

v. Following the Executive Meeting, taking into account comments made by Members, The Working group shall produce a Final Report to be published in the Bulletin and the Handbook.

vi. The reasonable expenses of the Working Group and its members shall be met from TRF funds.

Proposal 2:

This meeting notes that changes are proposed to the way the TRF operates.

According it is required that -

i. A meeting of The Principal Officers be held forthwith (with a majority as a quorum), with the sole purpose of forming a working group of at least three TRF Members, to report on the working of TRF Rules.

ii. Rules are to include the Memorandum, Articles, Bylaws, processes, and conventions currently used in managing the TRF, with a job description for each Officer.

iii. The Working Group shall produce for the next Executive Meeting a Draft Report, setting

out in clear terms how the TRF rules apply and how the TRF operates.

iv. All Officers are required to co-operate fully with the Working Group in relation to their area work.

v. Following the Executive Meeting, taking into account comments made by Members, the Working Group shall produce a Final Report to be published in the Bulletin and the Handbook.

vi. The reasonable expenses of the Working Group and its members shall be met from TRF funds.

Proposed by Tim Stevens, TRF Vice Chairman.

Seconded by Mary Stevens, TRF Membership Secretary

11.5 Sub-contract of TRF administration duties to a 3rd party

That the TRF employs an administrative person on a contract or permanent basis to carry out administrative duties of principle officers and the TRF.

Proposed by Simon Bingham.

Seconded by Andy Gerrard

11.6 Proposal for group AGMs

That the TRF rules be altered to say that groups must hold their AGM's before the end of each membership year (e.g. before the 31st December each year), and that each group must therefore complete their group returns no later than January 15th immediately following their group AGM.

Proposed by Simon Bingham.

Seconded by Matt Reynolds

Rationale for Other Matters Submitted

11.2. Empowering the Principal Officers to make the changes.

The proposer returns to his favourite theme that officers are elected to fulfil a role and that they should be given the opportunity to discharge their duties free from unnecessary rigmarole. In line with this belief, he considers it appropriate that those authorized with administering the TRF should be empowered to directly implement change where that is the will of the executive without the constant need for referral or continued debate.

11.3. Definition of Principal Officer Roles and Responsibilities.

Some positions have definite requirements others are somewhat undefined. Members have both reasonable and unreasonable expectations of what Officers are expected to do and how they should interact with them. Some members forget that Officers are not slaves to their needs; similarly it is possible for an Officer to forget that he has certain responsibilities to the membership.

It is proposed that as much as possible, basic requirements are outlined for each Principal and Co-opted Officer position and that these requirements are documented so that there is no confusion over what the role entails and what an officer is expected to do.

It is implicit in this proposal that Officers are suitably rewarded for their efforts.

11.5 Employment of a Secretariat or Similar.

The duties of the secretary would include:

Producing distribution lists of addresses, email addresses and telephone contacts for general distribution of information connected with ROW work and PR related work. Typing letters, reports and circulars for distribution to members, contacts lists and other organisation and authority.

Acting as a central collection and distribution point for general TRF business and monitoring progress, throughout the TRF, of projects and specific campaigns.

Other duties may include - TRF membership secretary duties, TRF secretary duties.

Taking into account the current role of both secretary and membership secretary, both of whom have expressed some desire to resign for some while now, the proposer feels that we could benefit greatly from rolling these two roles into one and removing them as voluntary principle officer's roles and placing them in the hands of a semi-permanent or permanent fully paid job. He is also taking into account that our national ROW officers has expressed concerns as to how much time is required in his role, typing and distributing information to authorities and other organisation; duties which could be handled by a paid secretary thus freeing up more time for working on important ROW matters.

The position could be offered to an individual, located in the Midlands area in the country - for example around Stoneleigh in Warwickshire, who would man an office funded by the TRF and who would be available for the required numbers of days per week during working hours for the use of principal officers and to assist in member contact during working hours.

The agreement of this proposal would then require drawing up a list of duties, advertising the position, finding and renting an office.

The principal officers position of membership secretary and secretary could then be replaced with other principal officers roles which would help to spread the workload and responsibility of the other principal officers roles, for example we could add another ROW officer and perhaps split the PR role between marketing and external public relations. This would maintain the present number of Officers but help to make the available time and resources more useful

I would envisage the cost of this proposal to be up to £18-20,000 per year (subject to the hours required) to include the salary of a person and rental of an office space, telephone line and Internet connection and provision of a PC.

This position could be continually developed from a basic initial requirement.

ALTERNATIVE TRAIL RIDING MACHINERY



Honda Dax replica

No, I am not about to raise the contentious issue of riding what is, effectively, racing machinery on the trail.

I loved riding a KTM 400 on a trail-riding holiday in Spain, at least for the first hour or so. After a few hours, I wished I were back on my old Honda. Soft suspension, soft power and a comfortable seat. Bliss.

I have no objection to people paying £4k+ for the latest titanium-valved, hi-tech marvel, but this is not the only type of machine you can use for trail riding.

It seems that fuel consumption and range are going to become increasingly important, as rural fuel stations are tending to go the same way as rural post offices. With higher tarmac mileages becoming more common, along with less challenging lanes, maybe a change of machinery is on the cards.

Let us consider some alternative machinery on which you could (and I do) go trail riding.

HONDA DAX REPLICA

Originally Honda made the Dax, named after the Roman town in Southern France of the same name, for looking cool on. It might seem a little strange in the North of England, but it is still chic for cruising round the Cap d'Antibes. I have tried to buy an original one, but they are quite rare and expensive. A 'ladies' model in white, with 'distressed' leopard skin seat, went for £2000 recently. I bought my replica Dax from Adrian at Tormoto (www.tormoto.co.uk) for a little over £500, on the road. It is a 110cc and has lots of power, as well as a very effective disc brake. It is surprisingly capable, on and off-tarmac, does over 120 mpg and spares are really cheap. It is also amazingly quiet. The quality of Chinese bikes is improving all the time and I have yet to experience any problems with mine.

Deep fords could be a problem, but you can actually carry the thing. It even fits in the back

of my car, along with a couple of mountain bikes. As I write this, I am about to set off for Gascony, so I can ride the Dax over all the famous passes in the Pyrenees. I normally use the bike for commuting and nipping round town, as well as exploring sensitive lanes. Adrian sells lots of these bikes to people with boats and camper vans.

A friend of mine runs a charity based organisation, www.motorcyclesadventureholidays.com. Last year he did a 'Monkey Bikes Across Morocco' ride. Next year he hopes to repeat this event. I need a long-range tank for the Dax. Any ideas?

HERO HONDA

This is a bit of a work in progress. It is an Indian Hero Honda 80.

Inspired by the Purple Helmets, I wanted to see if I could make a low cost trail bike from a Honda 50/90 style machine, using as many of the original parts as possible. By changing engine sprockets and fuel tanks, it could also be transformed from a road bike into a trials bike for trail bike trials or even long-distance trials. In India these machines are as common as, well, Indians.

This bike was a stolen/recovered example, with 33Km on the clock. Mudguards are cut-down Honda 50/90 items and the exhaust is MX80 at around £30. Tyres are trials pattern, costing about £7 and rear shocks are TLR 200. Seat is off a Yamaha moped. It is really fun to ride and with a 2 gallon tank (not yet fitted), will have a range of nearly 300 miles. If you doubt the capabilities of such small machines, look up 'postie bikes' on the net. Recently, a group riding these machines crossed the Nullabor desert in Australia with ease and outstanding reliability is a key feature of this model. Try www.postiebikes.com

Postie bikes or, more correctly, Honda CT110's



Hero Honda



Trials Bikes

are difficult to get hold of in the Northern Hemisphere, so this is my attempt at making my own. What a dream job, getting paid to ride a motorbike across people's gardens, while misdirecting their post. Some guys have all the luck.

TRIALS BIKES ON THE TRAIL

The introduction of machines like the Beta Alp and the Scorpa Long Ride might point to a move towards trials-based rather than enduro-based machinery. I still love the techniques involved in trying to overcome a range of obstacles.

I do, occasionally, ride in club trials, even though I have very little talent. I look on trials riding as a brilliant form of exercise and it is

relatively safe to practice alone.

I recently bought this Beta. It was very cheap and original and has had little use. It has a really smooth engine and, like most trials bikes, has a wide ratio gear set. With a thicker seat it could make an interesting trail bike, since the riding position is not as radical as most.

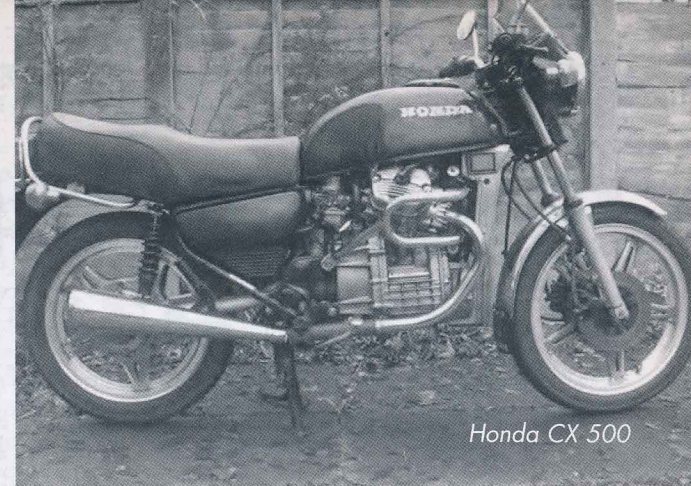
I also have a TLR 200, probably the quietest bike there is? I take the TLR with me to meetings with anti-motorcycle people and when they say that bikes are noisy, demonstrate that this does not have to be the case. If you want an idea of what trial type trail bikes can do, Steve Saunders rides a Beta Alp in trials and have a look at the home page for Nigel Birkett's web site. (www.birkettmotosportukltd.co.uk)

HONDA CX 500

At the other end of the scale, the Big Trail Bike Club caters for, well, big bikes. I lead occasional runs for this group and the majority ride Bavarian big twins. Ewan and Charlie have a lot to answer for. The other machines are a mixture of V-Stroms, Africa Twins and KTM 950's.

I don't have a big trailie, since I found that my 650 Dominator was not much faster than my smaller bikes, but was heavier and used more fuel. What I do have is a 27 year-old CX 500 and I have turned up to BTBC runs on this, much to everybody's amusement.

Wait a minute. A reliable twin, shaft drive, with a surprising amount of ground clearance, no expensive plastic to replace, cheap spares, and crash bars. Sounds good to me. Factor in that it doesn't use oil and shafts don't break and it starts making sense.



Honda CX 500

One strange effect is that you become invisible on the CX. Park it up next to a group of bikers and they look away in embarrassment/haughty disdain/disgust. I have done experiments with a tape measure and other bikers come no closer than 3 metres on average.

Second hand spares are cheap (and often free) and still easily obtainable. Many service items and things like exhausts are also very cheap. Something to thank the hordes of dispatch riders for.

"What about tyres?" you ask. I bought a pair of wheels from the scrappers for £25 (the pair) and have fitted trail tyres. I have not used them yet since, for most runs, the amount of trail riding is negligible and pretty easy, so trail tyres are not really required. Most big trailies effectively have road tyres, anyway. I can pick it up (just) if it falls over. I can't do this with an Africa Twin or a GS1150. If it finally expires, it goes in a skip and I take the bus home, using my newly acquired bus pass.

Now I have thrown down the gauntlet, so to speak, does anyone else ride anything unusual on the trails? I want to hear from you. Promise I won't laugh, like they all laugh at me.

Rodger Davies

BYWAY SNOBBERY PART 2

Cast your mind back a couple of months and you'll remember my disturbing article regarding the two John Deere tractors and the incident that occurred at my nearest Byway. For the new TRF members amongst us I'll do a quick recap; this incident involved a prolonged 'attack' on this lane by a farmer who wanted the lane closed to vehicles. It seemed to consist of a systematic program of surface damage on weekday afternoons and mid-week nights to finally confirm his prediction that this will become a rutted racetrack.

Early one morning I finally 'caught' them red-handed, well the aftermath anyway. Stuck and abandoned, were two 4x4 tractors, with ruts leading from a farm, with freshly made, 30 inch wide, 20 inch deep ruts (I actually measured them...sad I know but I did it to prove that it wasn't a motorbike!) Armed with photos of the scene and the number plates, I quickly notified the Rights of Ways Officer at county level. The interest showed in this case has been heartening; the officers have made more than one attempt to get the answers to who was responsible. Unfortunately, nothing has come of it because the farmer said it was an inexperienced family member who got into difficulties and not wanting to raise any alarm, tried to pull one out with the other tractor and got that stuck too....YEH RIGHT!

I contacted the council again, this time in exasperation, I think I used the words 'you've just been fobbed off!' The officer explained that even though the farmer admitted it was an unrelated family member (whatever that means) he also said the culprit is currently

'lying low and staying off the radar'. Well that's okay then is it?

I rode the lane the other day to find that the tractor that was stuck down the ditch has left a huge 2-foot bank of mud. Now it's virtually impossible to ride down this lane because your wheels are dragged into the mud ramp it created. I found this out the other morning when on board my 200kg dual-sporter, when it slowly ended up sliding into the 5-foot deep drainage channel. I tried to lift it, then drag it but to no avail. In the end I laid the bike on its side to halt the slide but with that much weight the inevitable happened... the bike started to slide in, rear wheel first! Now, I did the first



thing anyone would do, I took a photo of the stricken machine as proof of why I was so late for work...

The drainage ditch runs for 1-mile or so but I was luckily already half way down the lane. The foot deep water in the ditch was the half of my worries, what if it had a sheer wall at the end of all this? No time to worry about that now so, stripping off my jacket, helmet and rucksack off I went in a plume of water, desperate not to get bogged down only to find a few hundred metres on... a gradual mud bank at the end, phew! Out I popped, gasping for air and totally soaked. I was so exhausted by the whole ordeal that I didn't even have the energy to find a good place to prop the bike up. The bike duly fell over and I just turned my back on it and trudged off to get my kit leaving the bike lying there forlornly. I still had 3 miles of Byway to escape this nightmare.

I have since learned the lane will now be closed for repairs soon, at great expense

again. The ROW officer knows who caused this damage, he even said that when he walked the whole lane last week he couldn't even see a motorbike track down its entire length (he should have looked in the ditch!). The farmer also knows that he has been rumbled and now there are the authorities as well as other users of the lane keeping an eye on him.

I hope this is the last we'll hear on the matter because this lane really has had its fair share of adventures. It was during the public enquiry on this lane I was able to look at a map that was hundreds of years old. In the side notes, written in beautifully written ink, it explained that Lord Nelson had asked that all lanes big enough to drive a cannon down should be included in the maps, just in case we get invaded. This lane was one of them, it'll be a shame to lose it because of the actions of one family.

Glenn Vieira

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His books *Into Africa* (A great adventure and a really enjoyable read - *Johnnie Walker*) and *Under Asian Skies* (a unique and wonderful adventure - *Ted Simon*) covered his first four years of phenomenal travelling experiences and now *Distant Suns* takes you on a three year voyage of discovery through Southern Africa, South and Central America. This time Sam rides and shares the adventures with someone special, the brave and indefatigable Birgit.

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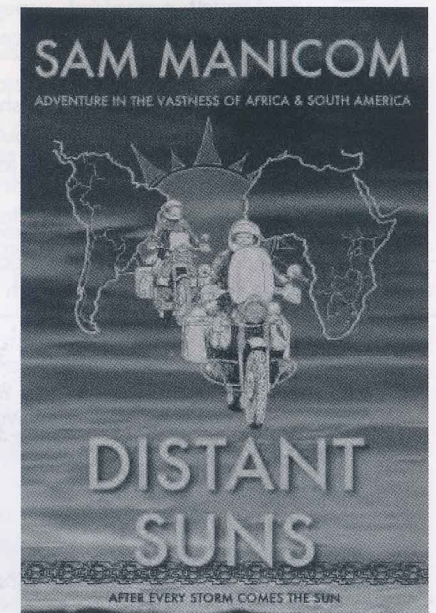
She survives the madness of the traffic in such cities as Nairobi and Dar es Salam, only to have a major accident in the Transkei hills in southern Africa. She rescues Sam from a potential complete disaster when she realises that his bike is about to blow up, and he's not noticed! They meet and get conned by an Argentinean 'Nazi' and by fluke of fortune they end up travelling across the southern Atlantic by luxury cruise liner instead of a tramp steamer. So the adventure rolls up to and through the magnificent Andes.

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MAP MARKING

Please remember that this is NOT part of the TRF Rights of Way Service. It's a private service and has been for the last 3 years without problems.

The TRF is happy for me to undertake this task which is especially appreciated by those members who are not members of a well organised group and have therefore no easy access to rights of way information.

Cheques therefore should not be made out to TRF, but to me. No charge whatsoever falls upon the TRF.

May I point out that you do not send me your OS Maps. I got a big parcel the other day which I have sent back!

I post to you a small 3 miles to one inch map from which you can use or copy out onto your own OS Maps or Memory Map.

I have thrown away a number of small cheques made out to TRF for the new Yorkshire Dales Map so don't worry if you got it wrong. (They got caught in the bank system so I cannot give to TRF funds).

To all those who have received the new Dales maps please note one small error has crept in!

Entirely my fault of course! On the A683 Kirkby Stephen to Sedbergh road, the UCR Bluecaster is shown in the wrong place. It should be shown (as it is on all OS maps as an ORPA) from grid 713979 south west to Bluecaster Side at 701963. It leaves and re joins the A683. You will find it on the little map I have sent from just below the B6258 mark in red to the Haygarth Inn.

No harm has been done. Thanks to

Steve Pighills the efficient RoW Officer of the TRF Cumbria Group for pointing this out.

EAST YORKSHIRE

The TRF seems to have a growing list of new members in this area. Many write to me because there is no group and of course I am glad to help and advise on rights of way problems to any non group members.

In Jan 2005 I journeyed to Hull and helped set up what we all thought was going to be a new official TRF group. Sadly it all seems to have fizzled out. Now there seem to be even more members to make it work.

I would be happy to make a return trip to East Yorkshire if it would help get a new group established. Please let me know.

The highway authority East Yorkshire Council in Beverley are so hostile that trail riders are treated as though they are criminals. Unclassified County Roads on the List of Streets are regarded as nothing at all by this council which is of course nonsense. One new member tells me he feels very unwelcome as a trail rider in East Yorkshire with doubt and confusion everywhere.

It just suits the farmers to be able to dispose of UCRs as they see fit by obstructing and ploughing them out with the full acquiescence of the highway authority.

A similar situation is breaking out on several UCRs in the Harrogate area of North Yorkshire which the TRF West Yorkshire Group is dealing with. North Yorkshire County Council are no help at all! The TRF must be ever vigilant and watchful.

The TRF is determined to protect

members' rights to ride any UCR on the List of Streets. So let me make it clear that it is NOT an offence (ie Road Traffic Act 1988 Section 34) to ride a UCR by motorcycle and, despite police warnings, no action has ever been taken against a TRF member in East Yorkshire.

Let me know at once if you are stopped by police or council staff.

NERC 2006 Section 67 makes it clear that UCRs are EXEMPT from extinguishment thus reinforcing the status of UCRs as presumed carriageways. Please cut this article out and keep in your Barbour jacket and show it to anyone stopping you.

Do not be bullied or threatened into giving up your rights!

Needless to say there are no Byways in East Yorkshire which is just how the farmer dominated council want it!

When the TRF made 20 Byway claims in 2005 you would think World War Three had broken out!

My 30 claims for Byway made in 1983 to East Yorkshire have all now been ruled invalid due the Winchester case. Trail riding is under attack in many areas but, somehow, despite the NERC disaster trail riding will survive.

How wonderful it must be to ride in a county like Wiltshire with 630 Byways (450 miles) all with cast iron conclusive signposted vehicular rights so that there is no confusion or doubt whatsoever.

Ask yourself how come then there are only 30 miles of Byways in England's largest county North Yorkshire, and none at all in some counties! It's the same law after all! Answers please to me!

Brian Thompson

Y VIVA ESPAÑA

Oh this year we're off to sunny Spain. Bet you thought you would never hear those dreaded lyrics again.

When a boat-owner friend suggested that he wanted to move his boat from Estepona, on the Costa del Sol, to the Algarve, it seemed too much of an opportunity to pass up. Why don't we, I suggested, ride the trail bikes down there, passing over the Picos de Europa and the Gredos mountains and stay with a friend who lives in Extremadura. We could explore the trails of this wild bit of Spain and have the bikes shipped back from Malaga. We would

then fly back from the nearest airport, after moving the boat and some diligent research of the local bars and restaurants. Simple eh!

Planning was quite easy. We already had a connection with a trucking firm that moves people to new homes in Spain and back again. Fairly expensive, but still cheaper than the ferry, fuel, food, hotels etc. The big plus is that, after two weeks on trail bikes, you have to be a masochist to want to ride all the way home.

The longest day's riding was from Lancashire to Plymouth, to catch the Santander ferry. Even

down an interesting road like the A49, it's still a long way.

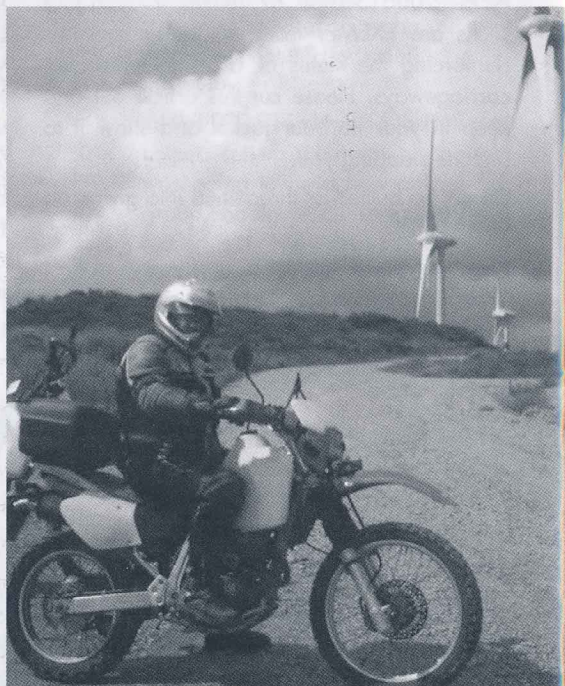
After an uncannily calm crossing to Spain, the weather deteriorated to a deluge of biblical proportions. Thoroughly drenched by the time we reached San Vicente de la Barquera, we started the climb over the Picos de Europa via the Hermida gorge.

Torrential rain gave way to sleet and snow, over the Puerta de San Glorio, and back to rain on the way down. Not a good start. Cold wet and unable to go any further, we pulled over at a squalid looking village called Saldana. Entering a bar, full of old guys with missing eyes, missing limbs and very bad hair, I asked if there was a hotel in the village. Silence. I asked again and a beautiful young lady appeared and said she was staying at the hotel and she would take us there, after a few drinks. Things improved quickly and the village proved to be a medieval gem, boasting not only a Roman Villa and museum, but also a surprising number of bars. Our hostess turned out to be a minor tv soap star, as well as having a surprising capacity for food and drink.

Next day the rain had stopped, but it was very cold, as we crossed the plain between the mountains. Apart from a couple of miserable looking early season pilgrims, heading towards Santiago, the road was deserted. We had a stop at Tordesillas, a town famous for the treaty of 1494, dividing up the New World between Portugal and Spain. Heading up to the Gredos Mountains, West of Avila, snow covered the roadside. Remember

Sophia Loren, Frank Sinatra and Cary Grant, heaving a great cannon over the mountains? That was the Gredos.

In search of some heat, we lost height via the Jerte valley. The Jerte is famous for its cherries, which they even feed to the horses. As we descended via a stupendous pass, the



Medieval Fair at Trujillo

temperature went up and, by the time we passed through the Parque Natural de Montfrague, it was a beautiful spring day. Colourful hoopoes and bee-eaters competed with a carpet of spring flowers for our attention. The most famous bit of Montfrague is a huge cliff over the Rio Tajo, where hordes of vultures put on an impressive aerial display.

Trujillo was reached via a canada real, an ancient drove route. There was a medieval fair all around the equestrian statue of Pissaro in the main square. Quite a bonus.

Another hour and we arrived, via a combination of caminos rurales, at my friend's house near Merida, just in time for aperitivos and pre-dinner tapas.

The next day, Saturday, we met my Spanish friends in Merida, for an afternoon of tapas, drinks and animated Spanish conversation. This segue-ed into an evening spent 'al campo', at 'Rincon de Crespo', our very own bar. You have to be very resilient to survive Spanish hospitality.

For the next few days we explored trails in Extremadura, around Merida. One trail from Guarena was closed, due to road works. No TRO's here but giant grading machines. A detour up a canada allowed us to join the trail further on. The surface was closed, packed gravel and uncannily smooth.

Other trails took us round some of the biggest lakes in Spain, in an area known locally as 'Siberia'. Water is a real attraction, when temperatures can reach 45 degrees in the summer. We spent some more time, following the Ruta de la Plata past farmyards full of black pigs, from which the best ham in Spain is produced.

Saying goodbye to Merida, we continued South over a bewildering series of minor roads, to our next stop, the city of Cordoba.

Having been 'deviated' onto a minor road, not even on my map, we were surprised to be stopped by the police. There had been some reports of drug smuggling activities, possibly involving trail bikes, and we were in the frame. After a surprisingly pleasant conversation about where we had been and where we were going, we were allowed to continue. I suspect that the policemen were just bored and stopped everyone, just for a chat.

Cordoba is my favourite city in Spain. The Moorish influence is everywhere, from the magnificent mosque, to little, Arabic-influenced, courtyard cafes, serving dried figs, goat's cheese and real lemonade. We later enjoyed a huge plate of 22 tapas dishes and lots of beer, watching the Sunset over the newly restored Roman bridge.

The next day we got to Estepona, on the Costa del Sol, via some spectacular passes over the mountains and a trail that ran from Ronda, where much of the film 'Carmen' was made, to eventually reach the sea.

We spent a few days on the boat, reacquainting ourselves with the local bars and restaurants and even managed a couple of half-day trail rides. One local trail which ran alongside a stream, ended up at a Roman hot springs. Peering into the gloomy interior of the building over the spring, I was surprised to see a couple of very brown, very naked guys, emerging from the gloom. They seemed very friendly and invited us in to join them. Alarm bells started ringing, however, when I noticed they both sported rather dodgy 'Viva Zapata' moustaches.

So did we get to the Algarve? Well, no. My friend decided to put the boat up for sale so that he could buy a yacht. We might have to do the trip again next year. What a shame.

POSTBAG

'THE PRICE OF FREEDOM IS ETERNAL VIGILANCE'

I write to express my concerns at the content of the green insert in August edition of TRAIL entitled 'Report from the Executive Meeting - held on the 3rd August 2008' and the implications of such reporting for the TRF.

TRF members would naturally assume that this report was a complete and accurate account of all items discussed at this Executive Meeting, but regrettably it is not: it is incomplete, selective in its reporting, and in places disingenuous.

Let me give but one example of each accusation:

1) *Discussion on the TRF UCR Report:* I made a special effort to contact the Chairman before the meeting to ensure this could be incorporated into the agenda so that I might speak. I also brought with me a full paper copy with illustrations of this extremely important TRF commissioned report the full title of which is 'Unclassified County Roads - a study into their Status' which I ensured was circulated throughout the meeting to everyone there so that all could be quite sure what I was talking about.

In essence I reminded everyone of the excellence of this work trawled for us, at a cost of over £10k, from the House of Lords library and other eminent sources by three highly qualified and respected independent researchers: it's the finest and most complete account of the creation and status of UCR extant. But we are not using it - why not?

The battleground for the retention of our trail network is now at Public Inquiries (for the BOATS we have claimed which are being challenged) and with the Highway Authorities who pretend not to understand the evidence as to the status of these routes and are attempting to close them by TRO.

I asked that we should send an adequate number of the UCR report & CD appendices to H.M.s Inspectorate - which I believe was agreed

- & suggested that every Group that did not have a copy should get one immediately. The above is not reported at all.

2) *Selective Reporting:* here I am restricting myself to the section headed 'Internal Group'. Paragraphs 2, 3 & 4 are all about the promotion of the idea of a Virtual Group in the Peak District. Members of the Peak Rights of Way Initiative (PROWI) had come to the meeting deliberately to speak against the wisdom of forming such a group and to give their reasons. But this is simply not recorded.

They said that a virtual Peak group would add nothing to the existing fight against the local anti-vehicular Authorities who would use them to 'divide and rule' destabilising the work of PROWI who through hard work had held both the County Council and the Parks Authority at bay over the last 5 years. We already have evidence of the effect of existing virtual groups riding in the Park and it is not good. People who gather to ride via the web, do not know one another, have no 'ownership' of the area, and lacking acquaintance with the area must keep up with the man in front at all costs, with the consequence that any shred of riding to a code of conduct goes out of the window. To date, with the Committees and Officers of the Authorities PROWI, acting in the name of the TRF as a disciplined body, has been able to distance ourselves from such groups. If one of them becomes a TRF group then we become tarred with the same brush and in attempting to defend them, over loaded with extra work which we would not be able to sustain.

That at the meeting the majority of members voted for the creation of a Peak Virtual Group, is not the point, that's democracy. The point is that legitimate and significant dissent went unrecorded - it was air brushed out of the report.

3) *Disingenuous:* which my dictionary describes as lacking in candour. My concern will be found at the top of page 2 under the section heading

of 'PR and Marketing' a section which is talking about the proposed production of the TRF magazine for £30k with an undisclosed commercial organisation. The report says 'Correctly registered Groups were notified of this proposal around a month prior to the Exec meeting, so members will have had an opportunity to have discussed the matter already. (please see proposed business plan)'.

All those whom I have asked 'How do you read this?' answered that it reads as if the facts i.e. the business plan had already been circulated so that they might be discussed.

Not so. Attendees at the Exec Meeting - and only attendees - found a seven page business plan placed on their seats at the commencement of the meeting - there was scant time to read let a lone digest it as the meeting was now under way.

I find what I report above symptomatic of the deep concerns I presently have of the direction that the TRF seems to be taking in its quest to be popular and to increase its membership. Some talk of the necessity for change because of difficulties in communications and of getting decisions made, but I reflect that in the 30 years of my membership there have been many difficulties and we have always overcome them by succeeding in taking the membership along with us.

I have been always been proud to describe the TRF as one of the most democratic organisations I know. But as I look at current events and proposals to change the Constitution at the AGM I fear for that democracy.

Sincerely, David L. Giles
Ex National Chairman

BIKES

Created by Glenn Vieira

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

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HYOSUNG RX125 52 reg, tax & MOT Oct 08, 18k miles, recent off-road (road legal tyres), good cond., poss px for 2-stroke. £750. Tel: 07825 302258.

KAWASAKI KX250F 05 model, road registered, done nothing, still on original chain/sprockets, pretty much like new. £1800.
KTM 450 EXC '04 one owner (mature) 2,000 miles; extras, not used so £2,250. Tel: 01491 682171 (Reading).

KAWASAKI KMX 200 1990 22,000 miles. Year's MOT & Tax. Good condition. Very reliable. Black & red. £750 ono. Tel: 01494 814223.

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GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home), 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 Martin Pinion, Tel: 01353 776252
1st Thurs, Golden Ball, Boxworth.

CORNWALL Adam Hedley, Tel: 01579 349217
3rd Thurs, 7.30 - 8.00 p.m., 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

2nd Tues, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire.

DEVON John Heal, Tel: 01626 366860
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 Clock Warehouse, London Road, Shardlow, just off the A50.

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

ESSEX Cliff Eves, Tel: 07845 196064
2nd Wed, The Wheatshaf Public House, Hatfield Peverel.

EXMOOR Andy Petherick, Tel: 01363 776293
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: 07786 426055
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Peter Cole, Tel: 01844 214075
3rd Thurs, 8pm, Royal British Legion Club, Rutten Lane, Yarnton.

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

RIBBLE VALLEY John 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.

SOUTH WEST WALES Terry Brooks, Tel: 01639 849272
Contact Terry for meeting details.

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

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, Tel: 01287 623588.
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.

VIRTUAL PEAK GROUP
Paul King, kingy@virtualpeakstrf.co.uk Tel: 07966 289778.
This is a virtual group at www.virtualpeakstrf.co.uk

WEST ANGLIA Mark Andrew, Tel: 01933 413458
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 Hoyle, Tel: 07789 644461
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.