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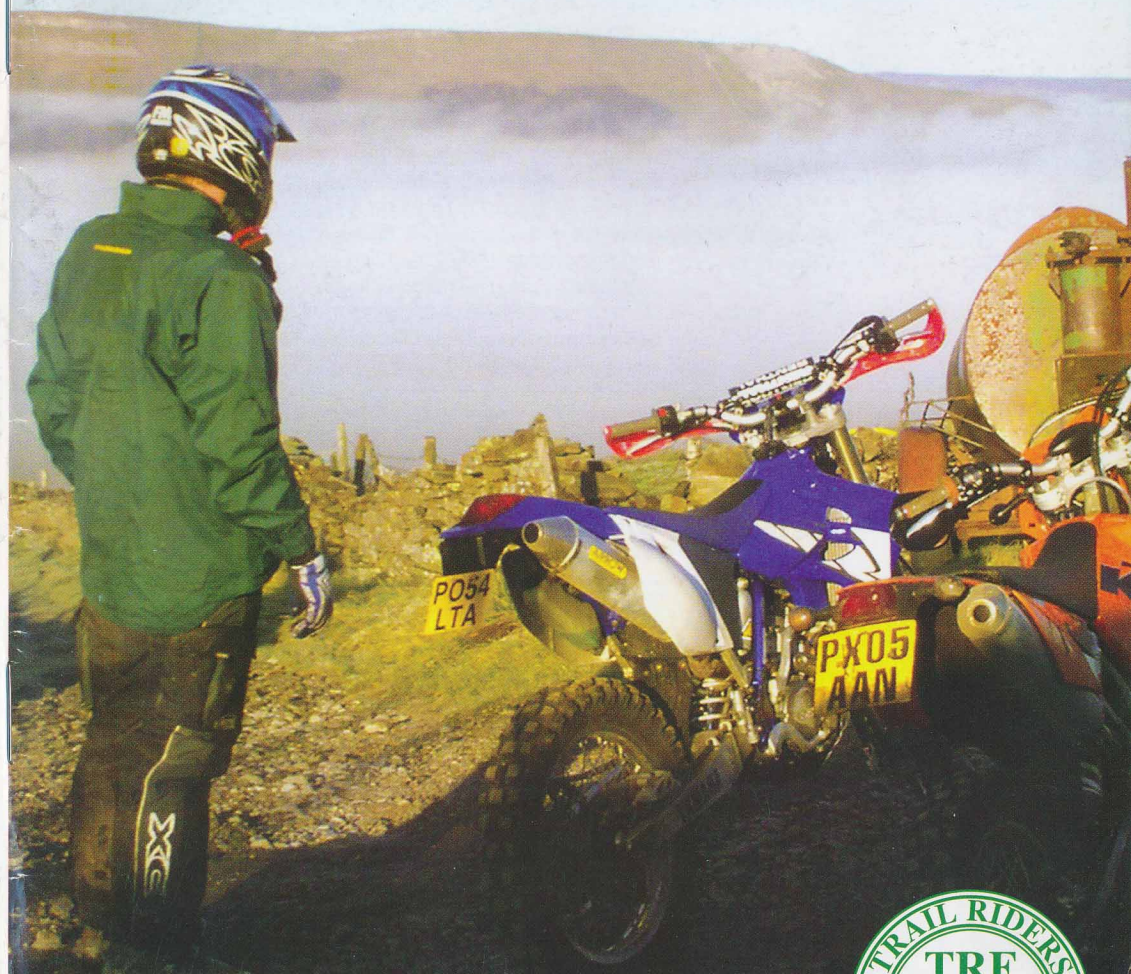
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TRAIL



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

OCTOBER 2008 No. 362 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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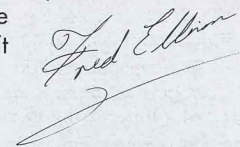
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EDITOR

Those who have logged onto the TRF Web Forum recently will probably already know that a 12 page calendar, i.e. a different photo each month, has been suggested for 2009. I can already hear most saying "good idea", and it might be, but before it can happen the idea has to be approved. If that happens we will **NEED** 12 pictures, preferably covering the different areas of Britain. If it doesn't happen, and all the snap happy TRFers have sent in lots of photos, they will not be wasted. The best will be used for our regular A4 calendar and some of the others will feature on TRAIL covers throughout the year or perhaps on promotional material. So **PLEASE** send in those photos. Remember, thinking someone else will have done it won't get me any pictures.



TRF CALENDAR COMPETITION 2009

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The TRF reserves the right to use photographs submitted for other TRF purposes.

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WANTED:

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

COVER PHOTO:

From Graham Chamberlain
Stake Moss above Stalling Busk.

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NOTICE BOARD

LINCOLNSHIRE GROUP

Please note new venue: Lincolnshire Poacher, Bunkers Hill, Lincoln.

TRF WORK AT THE VMCC MOTORCYCLE LIBRARY

The vintage motor cycle club (VMCC) has arguably the best collection of data concerned with motorcycling over the last 100 years in the country.

So that is where the TRF is looking for evidence of pre 1930 motorcycle use to support some of the claims we have made for byways.

Concurrently, Dave Giles, who has been tasked with this work, is adding to our national motorcycle history by depositing a record of the TRF movement as recorded in our official magazine TRAIL. Richard Marshall, founder member, has kindly donated what he had, but as one can see from the attached list, we are still short of certain editions.

Would anyone who can offer any of the missing copies to the library through Dave please do so. It would be much appreciated.

Much of what we have already deposited makes fascinating reading and would make an interesting future article.

Missing Issues:

2002 December (No. 292), 2000 January (No. 222), 1984 July/August (No. 192), 1978 March (No. 61) and November/December (No. 68)

Anomalies:

- 1980 January and February don't exist but the numbers are consecutive.
- 1979 Covered by numbers 69-76 consecutively.
- 1978 No. 59 does not exist as January 1978 is No. 58 and February 1978 is No. 60.

Early Editions:

The very early editions, commencing with March 1970 (No.1), to No. 57 are missing.

Variants:

In the early years there were periods when the magazine, known for the most part as the Bulletin, was published bi-monthly or in some cases not at all: this probably depended on being able to find an editor or editorial team. Apart from the very early copies and issues No. 134-139 when it was produced in A4 format, it retained an A5 format.

Dave Giles (contact details inside front cover)

News from the North

Northumberland

*Get out the champagne! Celebrate!
Order a new trail bike!*

Northumberland County Council have announced they are to make 50 new Byways in 2009/10.

It seems like a big U turn because a few weeks ago we all feared the worst.

The new and very promising Northumberland Group RoW Officer Tony Whitehead felt we were in for a lot of closures. Not 50 new Byways, but 50 new bridleways or Restricted Byways was what we expected after talks with council officials.

The background to this story is that all 50 are already UCRs and so are not exactly new to the TRF.

But by making them bridleway this would have closed them, so this is very good news and a big relief. There are some pretty powerful TRF people in the north east who may have convinced the council to change its mind? We just don't know.

Getting councils to make Byways these days is a very rare event.

Even better news is that if the councils policy of adding Byway status to existing UCR status successfully carried out 18 years ago (and not challenged in the courts) is repeated again in 2009, then objections will not be allowed and the Byways will go straight through and the enemy will not get their chance at Public Inquiries.

But if objectors do force public inquiries, then the TRF (and ACU etc) are ready to support the County Council 100% for as long as it takes.

It's nice to have a powerful County Council on our side for a change.

Meanwhile you can all be allowed a brief smile on your face at the discomfort of the Ramblers Association whose plans to kill off trail riding have been set back by 50 Byways.

The RA and their powerful supporters are determined to kill off all new Byways, and so far have had some success in doing this, so this news is more than welcome.

So rejoice! Northumberland will soon have more Byways than any other county in the north of England.

Back to the Future

Nothing is new. We are familiar with the present Government's dislike and prejudice shown to the TRF and trail riding during the passage of NERC in 2005, which resulted in the biggest set back ever.

The ramblers get their "Right to Roam" laws costing £10m adding all land over 600m free to walk on. Now they are grumbling about it!

The cyclists get £150m for converting old railway lines into cyclists only trails while banning horse riders; (bit selfish I think). Motorcyclists meanwhile get nothing. Not a penny.

But what was the Government's attitude in 1930 for example towards motorcyclists?

While researching old trials programmes of the Scott Trial in 1930 (re NERC exemption possibilities), I came across this little gem!

'Speaking in the House of

Commons in March 1930 regarding riding off the highway the Minister of Transport Herbert Morrison said; " We ought to stop the habit of motorcyclists driving recklessly over commons and turning them into places for beanfeasts.

There are some vehicle users whose eccentricity in this respect borders on mental deficiency and I think the only remedy for them would be imprisonment.

If people want to get into rural areas they should walk".

New Threat

While watching Top Gear on BBC TV with 10m other viewers last night, Jeremy Clarkson spoke about green laning.

Richard Hammond said it was "tough, technical and brilliant"

Clarkson said it was like golf, it's fairly harmless.

Then he said that a group of bitter faced rambles who want to have it banned, are calling on the Government to make it illegal to drive a motor vehicle onto green lanes for the purpose of having fun!

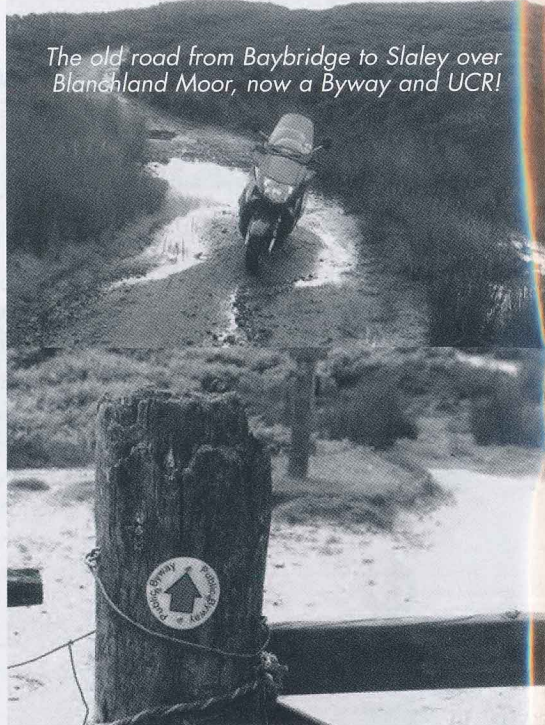
Clarkson said they are deadly serious! After all he said they succeeded in banning hunting.

So far the discussion about green lanes was responsible. Clarkson then took part in a rather silly stunt driving a small 4x4 over open fields while being chased by hunting dogs.

Coming across some people in the field he said, "Hullo people would you like me to murder you. I am an off-road enthusiast"

This will not exactly endear him to the Ramblers Association or the greens! But then last year he churned a 4x4 up a Scottish mountain which upset a few people.

Top Gear has such a big TV presence and popularity especially amongst younger drivers, that anything Clarkson says is OK.



The old road from Baybridge to Slaley over Blanchland Moor, now a Byway and UCR!

Nothing he says is too outrageous and the BBC will do nothing. Neither will the Government. I am all for being politically incorrect.

We have too much of bossy Governments as we saw in NERC.

Some of Top Gear stunts are brilliant. Driving a Toyota 4x4 to the North Pole was an exciting adventure and you could see in their faces the huge discomforts they put up with.

All the experts said it was not possible but they made it. So I don't think Clarksons comments will do us any harm and we seem to have a new friend and supporter in Richard Hammond who is another famous media star.

We need all the big names in the media on our side. Perhaps the TRF might ask him to help improve trail riding public image? For a fee of course.

Brian Thompson

PRODUCT REVIEW HYDRAULIC BIKE LIFT



Hydraulic Bike Lift, (M and P catalogue) £80.

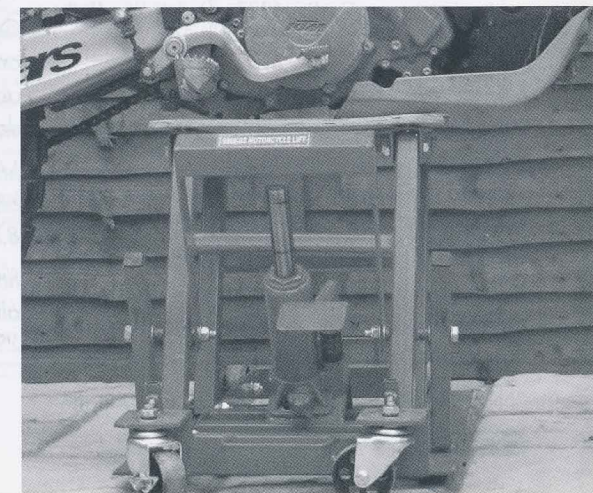
I have lost count of how many bike stands I have broken, not the ones that are fitted to the bike but the type you slide under and step-on and in turn lift the machine up. No, actually that's a lie, I have broken three in five years and even though you obviously get what you pay for, I can't help thinking that it was my fault for buying something a bit too cheap.

I also have a predicament that, like many, my garage is full of bicycles, old prams, a punch bag, work bench, weight bench, freezer... So, a few years back I built a small brick shed onto the back of the garage solely for the bike. It's got the obligatory photos of 'bikes and burds', with radio and tools adorning the walls.

The problem arises on putting the bike into it because if driven straight in, it then makes it impossible to walk back out again. Now, I had to put the shed door 'off centre' for a reason, if I hadn't then the wall of the house would have been in the

way. Unfortunate problems really, but ones that I'm now stuck with.

So, flicking through the M and P catalogue, I saw a hydraulic bike lift. This in itself isn't too remarkable but the thing had wheels, castor type wheels no less. Enabling the bike to be moved in all directions when it's been lifted up. Now my 'off centre' door has reason behind it because, once the machine has been lifted up by pumping the foot pedal down a dozen



times, I simply push the bike sideways, up against the wall, thus leaving my doorway free and making good my escape without burning my legs on the exhaust pipes! At its lowest, it is 160mm and fully raised 460mm. It's been in daily use for a year and the only thing I've had to do was clean off all the old chain lube that has ended up adorning the left side of it.

Even though the lift is heavy, the wheels do make dragging around easier but I've noticed that now it's in use, I rarely have had to move it out of the way. One of the nicest things is the

hydraulic jack that's fitted; it makes the job so easy of pumping it up. The maximum lifting capacity is 680kg, safe to say it'll lift all dirt bikes then. I did make one modification to it though, I fitted a square piece of five-ply wood to the platform, then covered that with an old rubber car mat, which eliminated the need for accurate positioning on the sump guard. I now just roll it under the bike, pump the pedal and manoeuvre bike into the corner. Job done!

Glenn Vieira

A Byway and Bridleway Trust Press Release The Future of Active Recreation?

The Byways & Bridleways Trust have become increasingly concerned about the role of Natural England in public access and rights of way. Our fears are seemingly confirmed in two recently published documents from Natural England – Strategic Direction and Corporate Plan.

Given that Byways Open to All Traffic and Restricted Byways are not mentioned at all, and there is only once mention each of bridleway and footpath, those who enjoy active recreation should hear alarm bells ringing.

Conservation is the overriding thrust of these two publications, so does this set the mould for public access, rural events and rights of way? Are we looking at a future where mountain bike events are constrained by extreme regulations based on nature conservation? Will bridleways have a different standard of maintenance, based on conservation and not user needs?

"Natural England has regular contact with the

a range of public and voluntary bodies, including the EA, RDAs, British Waterways and Sustrans, on a range of recreation and access issues to achieve joint promotion, development and use of regional integrated access networks, including canals."

Where in that statement is there connection to current byway & bridleway users? It is already apparent that grass-roots motor-sport is being squeezed out, but the current structure of NE does not bode well for active rural recreation.

Opposite is a page that will shortly be posted on the BBT web site. This expands on the above. The actual publications are downloadable from:

<http://naturalengland.communis.com/NaturalEnglandShop/product.aspx?ProductID=56981451-eb16-4c7f-ab7b-543e8bab612b>

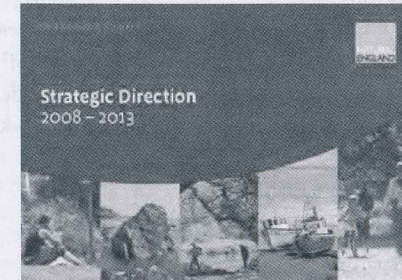
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Dave Tilbury

Unnatural Disaster?

Natural England abandons all pretence of being the Government's lead agency representing, facilitating and protecting public rights of way and outdoor recreation in the countryside. From now on, it is all about 'conservation' and 'healthy lifestyles' ...

Natural England was formed in 2004 by (mainly) the merger of English Nature and the Countryside Agency. As predicted by the recreational voluntary sector, the much bigger, better-funded, and better-staffed English Nature has simply overwhelmed the former recreation remit of the Countryside Agency. This is all too obvious from two new documents:



Strategic Direction (NE 92)

<http://naturalengland.communis.com/NaturalEnglandShop/product.aspx?ProductID=56981451-eb16-4c7f-ab7b-543e8bab612b>

"England currently has around 190,000 km of Public Rights of Way, 3,800 km of National Trail, 865,000 ha of open access land, as well as access through agri-environment schemes, parks, open spaces, walks and attractions in public and private ownership. This is a huge resource on which to build the provision of the right type of access in the right places managed in the right way for 21st-century access and recreational needs."

"Natural England has regular contact with a range of public and voluntary bodies, including the EA, RDAs, British Waterways and Sustrans, on a range of recreation and access issues to achieve joint promotion, development and use of regional integrated access networks, including canals."



Corporate Plan (NE 93)

<http://naturalengland.communis.com/NaturalEnglandShop/product.aspx?ProductID=2c2f296d-2653-4220-81ab-502d20c2d595>

In 52 pages and 19,159 words, this 'Corporate Plan' mentions the word 'bridleway' just once, and that is as part of 'Pennine Bridleway'. 'Footpath' is mentioned just once, and that in respect of bird watching. There is no mention of active outdoor countryside sport.

At page 4, the Plan states, "In our second target we specifically describe our work within designated areas including our statutory obligations under the National Parks and Access to the Countryside Act 1995 ..." There is no such statute. Natural England probably means the National Parks and Access to the Countryside Act 1949, which fundamental error seems to reflect the current level of knowledge and interest given to the subject.

However Natural England seeks to dress it up, these two strategy documents delete public rights of way and active outdoor recreation from the agency's principal work plans. Given the shambles of *Discovering Lost Ways*, and the Parliamentary criticism of the handling of the *Right to Roam*, a simple abdication probably seemed a safe option to the senior policy officers responsible. Whatever, it looks as though the days of nationally funded rights of way and similar initiatives have gone, at least for now – and 'conservation interests' are likely to crush any sort of recreation that is not on Natural England's preferred list.

We live in interesting days.

Byway and Bridleway Extra

bbtrust.org.uk

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The Fifth Musketeer

Gascony, roughly the area to the West of Bordeaux and to the North of the Pyrenees is a special bit of France. In fact it once belonged to England.

It is the butt of a lot of 'Gascon peasant' jokes, which portray it as a land peopled by little old men in berets pulled down over their ears, with a glass of armagnac to one side of their mouth and a gitane in the other (the cigarette, I might add, not the gypsy). The corresponding Gascon accent is, as you might imagine, pretty hard to understand.

Gascony is famous for its wine, armagnac and a diet that, anywhere else in the world, would cause arteries to slam shut immediately. Its most famous son is the Dumas character, d'Artagnan, fourth member of a trilogy of musketeers? It also has a town called Condom, which boasts a museum of, you guessed it, the condom. Pause for a moment to consider how the exhibits were obtained.

We had rented a house near a village called Casteret Verduzan, which boasted a thermal spa and a casino as well as a race-course (for horses unfortunately). The house was owned by the former international editor of Time magazine and a very interesting guy. He seemed rather underwhelmed, when I told him I wrote for Trail magazine. (Ed: Shows what he knows!)

Since my wife thinks a holiday is something without motorbikes, I had secreted my Dax minibike in the back of my car and hoped she wouldn't notice.

The Dax is just so useable that a mixture of narrow roads and easy trails cause little problem

and can be tackled at a similar speed to my 'proper' trail bike. The only time I came unstuck or rather, stuck, was when passing a field of sunflowers, the front wheel locked up. The problem was due to the stickiest, clingiest clay I had ever come across, filling the gap between mudguard and wheel. A clay so adhesive that you could have marketed it as 'rien nails'.

Eventually I had to remove the mudguard to get going again.

Even down lanes, which passed through farms, the Dax caused no offence and I was able to have a friendly chat with some of the locals, who were rather surprised that anyone would want to come all the way from England to ride up 'their' lane. One lane ended at a converted church, once owned by the Knights Templar. The owner was gradually restoring it and happened to be selling melons. This is why I had to ride back with a couple of 'Pammies' down my sweater. On IGN maps, non-tarmac roads are portrayed as thin black lines. It is very easy to get into trouble, finding out that your 'track' is a hair stuck to the page.

Riding along tree lined roads, past water mills and 12th century churches, I came to Larresingle, a fortified town like a mini Carcassonne. A bus load of 'sapeurs anciens', retired firemen and partners, had just arrived. They ignored the town and dived straight into the free armagnac tasting. Later I came to the impressive Chateau Cassaigne, once owned by Henri Faget, a 'big man in Condom!' The firemen had beaten me to it and were busy tasting armagnac in the cellar. My return journey brought me back past Fources, a 'bastide' town, where the fortified houses are built in a circle, so it could be defended against the British. Fat chance. The inner circle of houses were really quaint, half-timbered and arcaded. Just the spot for a long and self-indulgent lunch.

Some French friends, Bernard and Nadine, joined us for a couple of days. Bernard had taken up walking long distance paths, like the



Summit Col D'Aspin



Another Dax - a 'big' 125 version

pilgrimage route to Santiago and the Route de Haut Languedoc and he thought I was mad, looking for rough trails to ride. A Dax 'pilgrimage' from Lourdes to Santiago? Mmmm, interesting.

Looking for a bit more adventure, I persuaded my wife that we would have a go at 'doing' a couple of the major passes in the Pyrenees, two up on the Dax. The next day we drove down to a town called Arreau, at the foot of the Col d'Aspin, unloaded the bike and set off. It coped surprisingly well with the weight (hope she doesn't read this), never dropping below second gear, even though it is geared very high. As the names of famous Tour de France riders, written across the road, disappeared beneath our wheels, we climbed to the summit of the Col d'Aspin. The summit was occupied by a group of German cyclists, a herd of cows and a number of goats with huge horns. After a quick photo call, we descended to the base of the Col de Tourmalet, a lot quicker than we went up.

The climb to the summit of the Col de Tourmalet seemed a bit easier than the Col d'Aspin, even though it is higher at 2200+metres. Pausing briefly beside another (or the same) group of German cyclists, we set off back again.

On the way back up the Col d'Aspin, I noticed a tiny road off to the right by a ski station. It wound its way up around the mountain, across some delightful high pastures, covered in alpine flowers. There were also herds of horses and surprisingly, donkeys. We stopped to take a

picture and were immediately mobbed by the animals. I took a picture of one of them licking my headlight and we managed to fight our way past and eventually dropped down to Arreau once more. By this time, my long-suffering wife was contemplating mutiny. A combination of extreme hunger and discomfort had resulted in a less-than-sunny individual. After she had been fed and rested and had bought a case of Jurancon wine, she was in much better spirits. I decided to call it a day and we loaded the bike up and drove back to Casteret, pausing only to take a picture of the statue of d'Artagnan as we passed through Auch.

After a great week in Gascony, we headed back home via the Isle d'Oleron, near La Rochelle. This is a quaint island of brightly painted shacks, beach huts and saline marshes. The little villages and harbours are very unspoilt and surprisingly untouristy and the beaches are fantastic. So too was the seafood. Out came the Dax from the back of my car and we explored the island, via narrow tarmac roads and a few of the island's extensive cycle tracks.

At St Denis, we came across a couple, exploring the island on Velosolex bikes. He sported a Frank Thomas protective beret and she carried a poodle (called Fifi or Froufrou), in a sling across her chest. I asked her whether this was some sort of alternative air bag, but I think something was lost in translation.

For younger or uneducated readers, a Velosolex is a black, heavy, standard bicycle with a tiny



Just to prove it. Steve McQueen complete with Velosolex on the set of Le Mans

two-stroke motor over the front wheel, driven by a simple roller. Afficionados of French culture will immediately think of the comedian, Jaques Tati's comic creation, Monsieur Hulot, who used a Velosolex as a comic prop in some of his films. My favourite is 'Mon Oncle', a gentle satire on all things modern. 'Les Vacances de Monsieur Hulot' is a bit like a cross between Buster Keaton and Basil Fawlty on holiday in Brittany. Once seen, French holidays can never be the same again. We found ourselves suddenly having a fit of the giggles, watching other holidaymakers (and vice-versa, I suppose)

Try watching Tati clips on 'You Tube'. It's worth it just to see all the strange, post-war French vehicles.

If you think that a Velosolex is not 'cool', bear in mind that the high priest of cool, Steve McQueen, had one and I have pictures to prove it, so there.

Home again and yes, I know carrying the bike in the back of a car is for softies, but I don't care. There is always next year to tour Europe and/or Morocco on a Dax. It might even fit in my tiny yacht, for a trip to the Isle of Man.

All for one and where are the others? Pathos, Porthole and the one named after a brand of men's aftershave.

Rodger Davies

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The Story of Trail Riding in the UK

by Brian Thompson

(A personal version; angry critics of any inaccuracies can write their own version!)

It all started in America. Well that's no surprise! Around 1968 the Japanese introduced small lightweight trail machines like the Suzuki 120cc Trail Cat. There was also a Hodaka 110cc that never made it to the UK.

A lot of "trail" Honda 70cc and 90cc models appeared around this time based on the familiar Honda 50 and 90. Suzuki and Yamaha soon followed. In 1972 President Richard Nixon made a Presidential Order to accept and make provision for trail riding in the USA and so we have state supported and organised trails on a big scale especially in Washington State, California, the Mid West and New England. I toured all these sites in 1984 for the UK Government who were interested in making similar provision for trail riding in the UK.

Led by "Motorcycle" journalist John Ebbrell (killed in a road accident in 1974) the trail riding movement soon gained momentum in the UK. The TRF started in 1970 and I was a founder member. George Abbey started the West Yorkshire Group the same year and became Club President.

I started the Derbyshire group in 1970 one of the first.

Regional groups sprung up all over the country. Especially strong groups got going in Kent, the South West, Teeside, the South Midlands and Cumbria.

At first the TRF hadn't a clue about rights of way and it took till 1975 before the TRF

appointed its first national Rights of Way Officer (me of course!) based on me being an ex policeman and being a rights of way officer for the Ramblers Association who soon threw me out when they found out I was a trail rider!

The first challenges were on the Ridgeway that runs for 250 miles from Oxfordshire to Wiltshire and Public Inquiries followed with partial success.

During these early years the Ramblers Association were just as vociferous as they are now in campaigning for a total ban on trail riding.

Having failed to make any political headway during the 1981 Countryside Act when the Tory Government saw no reason to restrict trail riding and rejected the Ramblers Association and Liberal Peers who pressed for a ban.

The 1981 Bill was the high water mark for TRF success never to be seen again as the tide of public opinion turned against trail riding and in particular against the new "sport" of 4x4s who during the late 1980s came new on the scene and caused havoc by going out in large convoys of 150 vehicles. The PR damage has never really recovered.

Which is why the "love affair" as Peter Plummer called it with the 4x4s by the TRF was not exactly been a success with, to this writer, few discernable benefits whatsoever!

The TRF was fortunate in having very wise management from 1978 to 1988 with canny trade union official Seymour Moss as chair for many years.

There was also useful unity in having the ACU

and BMF joining forces with the TRF in the corridors of power. The ACU (as now) have the key to the official corridors and the TRF had the finance to make it a success. It no longer seems to work quite the same!

The first round of Public Inquiries into TRF Byway claims came along in the early 80s in the Lake District based on claims I made on behalf of the Cumbria Group utilising invaluable veteran ACU riders (then in their 70s) who gave unique user evidence at public inquiries which clearly helped enormously in getting Byway status for most of the superb Lakeland mountain passes like Gatesgarth, Stile End and Breast High Passes.

At that time the anti vehicular lobby was less powerful and amazingly we even had support for Byway from Kentmere Parish Council and others. I have not heard of a single parish council for a decade who is anything but hostile. Anyway the TRF in its first big test in a national park came through rather well with 10 Byways out of 20 claimed.

Of the 5 major mountain pass "trails" open and well used in the Lakes in the 70s, 80s and 90s only two Byways (Breast High and Stile End) are still fully open in 2008.

The Lake District is no longer a major trail riding area as a result.

The Government carried out an official "Green Lane Study" in 1977 which found that the problem of trail riding (alleged the Ramblers Association) was negligible and there was no justification for a ban.

Indeed this study declared that the TRF was second only to the Ramblers Association in being a leading rights of way body ahead of the horse riders and cyclists. Yet still the TRF felt unable to fund a full time national RoW officer and this of course still applies relying instead on volunteers. With hindsight this was not a wise decision and somehow the TRF 20 years ago should have found a way of financing this.

A big step forward came in 2004 when the TRF appointed four regional RoW advisors working under contract for one day per week.

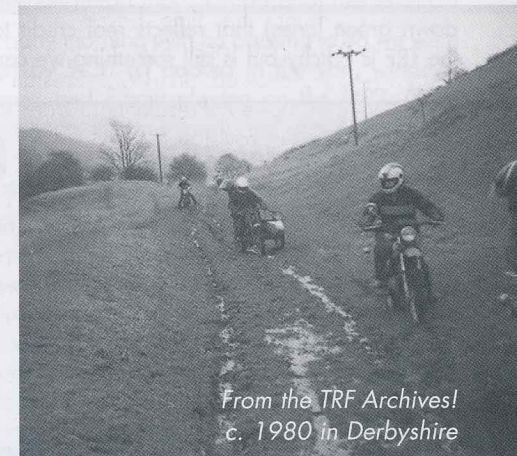
Throughout the 1980s several challenges by the police to prosecute TRF members were made.

The first major challenge came in 1977 at Chapel en le Frith Magistrates Court in Derbyshire against 5 TRF members for riding a public bridleway.

The TRF backed a defence and I engaged a lawyer to defend all 5.

I provided convincing evidence that the bridleway was in fact an old road and the Magistrates threw out the case and found the 5 trail riders not guilty. Many similar attempts were made but none ever reached the courts again as the TRF were able to convince the police and Crown Prosecution Service to back down.

Except one very important case in North East



*From the TRF Archives!
c. 1980 in Derbyshire*



Derbyshire (I was no longer TRF National ROW Officer then) which led to demands for a change in the law to take away our common law rights which led to NERC.

It did not help that in many areas the TRF did not seem interested in making Byway claims and were just content to use green lanes with the wrong status.

In Mid and North Wales for example not one single Byway claim was made over a 35 year period though Mid Wales was a major trail riding area and still is.

The exceptions to this unofficial policy of course were in Wiltshire, in the North East, South Yorkshire, and the Western Dales where the TRF rose to the challenge and worked very hard over many years making Byway claims which today are a vital trail riding resource.

So looking back over 38 years the record of achievement (and I don't count riding up and down green lanes) that reflects real credit to the TRF is patchy but is still something we can

be proud of even though these gains are now under attack especially in the Dales.

The severe pressure for change to take away trail riders common law rights came to fruition in 2006 with the passing of NERC 2006 which in my opinion closed about half of the 5000 miles of green lanes.

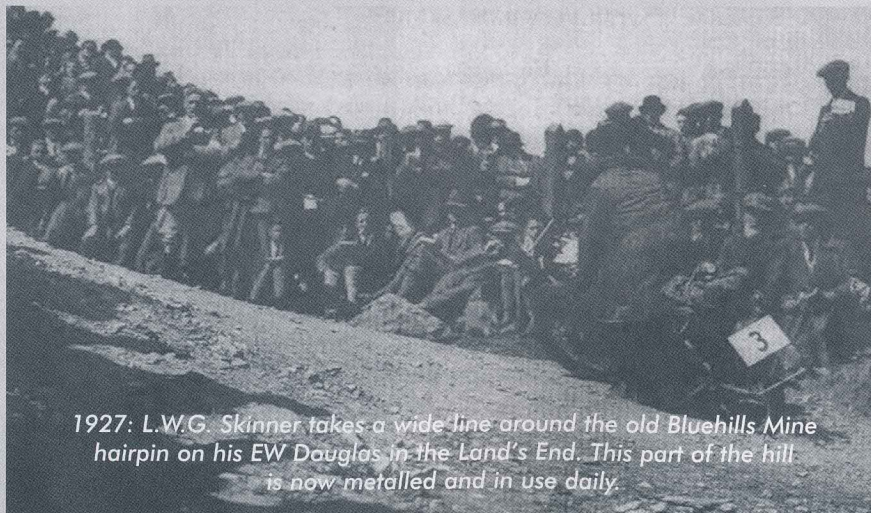
We had no friends during the passage of the Bill. Even the British Horse Society put the boot in and the vehicular lobby TRF/ACU /BMF/LARA proved ineffectual with all party support for closures and worse the cancelling of 1000 TRF Byway claims. The blackest day in TRF history!

But thanks to those valiant few whose efforts before 2005 to make Byways had succeeded, there are still 4500km of Byways and we also have plenty of UCRs, so trail riding WILL continue and survive long into the 21st century!

Brian Thompson

We Can Open Up Closed Trails!

These are the sort of pictures needed. Must be pre December 1930 showing trails, long distance trails, road touring etc. Motorcycles or cars. Send to me for assessment (also programmes and route cards). Brian Thompson (contact details inside front cover).



1927: L.W.G. Skinner takes a wide line around the old Bluehills Mine hairpin on his EW Douglas in the Land's End. This part of the hill is now metalled and in use daily.



THE 2008 STELLA ALPINA RALLY

(a tale of good friends, good riding, same problems)

This year my partner (Helen) decided to have a proper attempt at the rally and so bought a small trail bike (SL230 Honda) in very good condition. After making the usual alterations to the bike we were ready for Italy, but not the ride down. I calculated at SL speed it would take at least 8 days there and back so the works van was duly serviced and pressed into action. The Nissan Vannette while being spacious is never the less a little cramped with 2 trail bikes, camping gear, clothes both riding and civvy, and our 15 year old son in the back. But still we all arrived at Dover docks for the sailing to Dunkirk on Norfolkline (£47 return) in the rain, and it was still raining next morning as we left the Formula 1 hotel in Calais (quite expensive at £38 for the 3 of us B&B).

By Dijon the rain had stopped the sun was out, windows open and rapid progress was being made courtesy of the French toll roads. By Lyon we needed a rest and air con as it had become very warm. Well for 3 pale English it seemed so. Suitable hotel located we did not use the hotels restaurant nor the local McDonalds but found a local hypermarche where we purchased a veritable feast of fresh orange juice, ham and salad leaf to have back at the hotel.

Friday morning with no packing to do we were off by 9.30 all packed in the van, windows open and Elbow playing on the MP3. Once back on the toll roads we made the Frejus tunnel late morning paid 47 euro for a 7 day pass leaving just 13km of tunnel before we emerged above the village of Bardonnechia.

We stayed at the campsite near Melzet about 3km outside Bardonnechia as it is the nearest commercial campsite and cheaper than all the hotels. There are a number of unofficial locations around the area where the hardy camp without facilities. Some have running water (a river) but little else. Once the tents were up we unloaded the bikes and rode down to the village for our first beer and coffee at the railway station. A large ice cream, I had coffee and chocolate, a real pizza.

Friday is always quiet so we retired early to bed to the sound of distant thunder storms circling the valley.

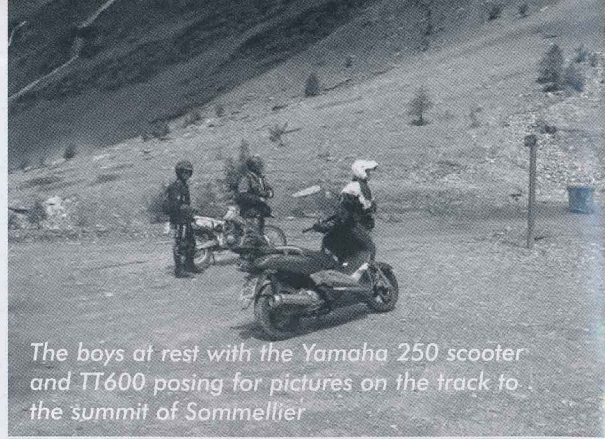
Saturday my old friend Peter Masters arrived from GB on his 250 Yamaha scooter. He had taken just 2 days to get there, achieving this feat by kipping for 4 hours in a French "AIRE" before storming the rest of France at 70mph. Since leaving trail riding due to a car crash

(not his fault) he has taken up high altitude walking, but he still felt the need to do the Stella again after 25 years (his last attendance).

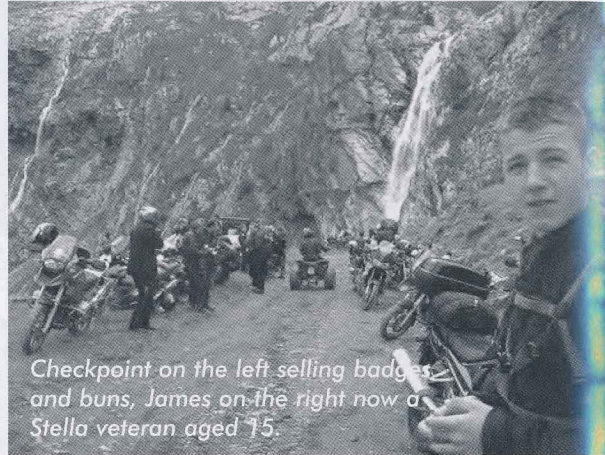
The plan was to go into town, buy some food and ride the track up the Colle de Sommellier. On arriving in town we met friends just arrived from the south of France, to be told the Cole was closed at about 4km up the track and anyone going beyond the barrier would be fined. Yes I am afraid Europe is having exactly the same problems as us. A powerful anti vehicle lobby hold a great deal of power, though once again as in GB the off road community can and does shoot itself in the foot, with Italian moto x and enduro riders using the area as their own private playground.

We decide to ride up to the barrier, firstly because Helen needed to get her off road legs and secondly it is still a wonderful ride. Once we had purchased our bread, ham and chocolate the four of us set off. On the way up it was evident that there had been some pretty bad weather with minor land slides narrowing an already small tarmac road. The tarmac finishes at Rochmelle after which, when open and accessible, the summit is about 13km away rising to 3000m becoming rougher the higher one rides.

I rode on ahead to get some video footage while Helen and Pete proceeded at a pace fitting a lady on her 5th trail ride and a man on a scooter he intended to ride back home. The track was damp but passable with the fords small and easily traversed. Traffic was fairly light with the majority just riders going to and from the campsite at the 2 lakes by the dreaded barrier. When we got there the barrier was up, no one there to fine us and a steady stream of mainly Italian bikes and 4x4 proceeding past the barrier up the mountain. It seemed the dreaded Chinese whisper has struck in the town with the erection of the barrier in preparation for a total ban in August



The boys at rest with the Yamaha 250 scooter and TT600 posing for pictures on the track to the summit of Sommellier



Checkpoint on the left selling badges and buns, James on the right now a Stella veteran aged 75.

and September taking on a whole new and intended meaning. We travelled on for about another 2km before stopping for lunch at a stunning spot by a waterfall overlooking 2 alpine lakes with a procession of off roaders picking their way past us - HEAVEN .

Time, as is its habit, passed quickly and it did not seem too long before we were heading back down to Bardonnechia with me indulging in a favourite pastime of freewheeling for as long as I could which in this case was about 10km. By the time we were back in the village centre bikes had started to arrive in increasingly large numbers, which leads me to another ritual I enjoy, sitting outside the station café watching bikes file past. Everything from the Swiss KTM crew to the large German GS contingent and various Brits on anything that would get them down there. One of the British

Minutes of the TRF Executive Meeting

Sunday 3rd August 2008, Black Country Museum 10:00 for 10:30

Groups present: Cambridge, Cumbria, Derbyshire & South Yorkshire, Dorset, Hertfordshire, High Peak, Lancashire, Manchester, Mid Wales, North Wales, Northumberland, Oxford, Peak District, Ribble Valley, Somerset, South Northants, Sussex, Teeside & North Yorks, West Midlands, West Yorkshire (20)

1. Chairman's introduction and report: Andy Gerrard explained that the format of the agenda had changed so that the meeting could complete important current business without being side-tracked. Andy's health is now better and thanked everyone for their support and best wishes over the previous few months. Andy thanked Fred for getting the agenda out with the July issue of Trail at short notice.

2. Apologies for absence: Adam Hedley - Cornwall, John Gardner - Lancashire, Mark Stride - Somerset, Dave King - Loddon Vale, John Williamson - Dorset, Dave Tilbury - Southern, Tim Stevens - Vice-chairman, Mary Stevens - Membership Secretary, Jon Robinson - Teeside, Toney Rooney - Mid Wales, Charlie Morriss - LARA rep, Mark Holland - Gloucestershire

2.1 Notice of AOB:

2.1 UCR report (Dave Giles)

2.2 CCPR equality standard (Arnold Brewer)

3. Approval of minutes of meeting on 20th April 2008 - Trail No. 359

Graham Till would have liked the heated discussion of 8.5 reported because it generated much discussion on the day and subsequently on the web forum. Andy believes this is not constructive to running the TRF. The matter became irrelevant because we made no decision on the day and it kick started a process of change with-in the organisation. Richard Hall would like to record the apprehension of the PROWL group to the name "Virtual Peak".

4. Matters arising (not otherwise on the agenda)

4.1 Matters requiring update only

4.1.1 Dave Tilbury sign up to CCPR sustainability paper on behalf of the TRF. He has done it but we haven't received an acknowledgement. When we do, we'll publish our version of the sustainability paper.

4.1.2 A flowchart showing Public Inquiry procedures has been completed and is available on the website. Andy Gerrard noted that there is no substitute for going to a public enquiry - even for a public footpath and that BOAT enquiries can be very heated. If you want to submit evidence to PI then you have to abide by the timescales. On 2nd, 3rd, 4th December there is a PI in Buckinghamshire for 3 routes, Tim Stevens will be handling the TRF's case. Please contact Robin if would like more details.

4.1.3 A link to the BBT website is on the TRF website.

4.1.4 Online membership form still needs updating with a field to identify group which signed them up to aid the new member bonus scheme.

4.2 Defra and pre 2005 claims (Robin Hickin)

Since the last meeting DEFRA have published their updated guidance and it is sufficient. People are aware of the implication of the Winchester case and the criteria for to meet the schedule 14 DMMO applications that they: are made on the local authority's designated form, include a "1:25000" map showing the route, and include a copy of all the evidence that the applicant wishes to use. The local authority can choose to process the claim if it doesn't comply with the schedule 14 DMMO regulations. Andy Gerrard recommends that anyone who receives a rejection objects to it immediately. Dave Tilbury has objected to a pile of claims and he has asked the HA to stop messing about.

4.3 Cambrian Mountain Project (RoW team)

Tim Stevens is the TRF's representative on this project; however, he was not at the Executive meeting and had not provided a report. Marianne Walford has not had any updates either but she was aware that the next public meeting is at the beginning of September. The TRF needs to challenge the "tranquillity" argument. Robin Hickin noted that the local authorities are being extremely cagey about the project. The administering authority representative, Anne Elias, is leaving in August and she's not being replaced.

4.4 Charitable Status (Arnold Brewer)

The investigation is complex and there are other opportunities for reducing overheads through other status. We will remove from the agenda until we have something to report.

4.5 Education Event (Robin Hickin)

A workshop was arranged for June; however, there had been insufficient interest from the group rights of way officers.

All group rights of way officers and members interested in the current rights of way issues should send their contact details to Robin

ACTION: Robin Hickin:- arrange a workshop covering the latest issues for submitted DMMO claims, possible dates: Sunday 12 October or Saturday 18 October

- issue a succinct statement about the DEFRA guidelines

- publish a briefing on why the TRF cannot challenge the Winchester case.

4.6 Environment Committee

Dave Giles has not made any progress with forming an environment committee and Andy asked if anyone else would like to get the project started. The environment is a big issue and although motorcyclists do not cause a significant problem in the grand scale, they are an easy target. Motorcycles are wrongly associated with noise, damage and danger. The meeting recognised the need to reduce the exhaust noise made by motorcycles and that motorcyclists need to put pressure on the industry to produce quieter exhausts. The MCIA and the ACU are more willing to act now than they were a year ago and even MAG are prepared to take a stance. Defining a noise limit for road and trail use was not popular because of the problems of monitoring, enforcing it and alienating people. Other critical issues are damage to routes and the public's perception of the dangers of other users sharing trails. Duncan Green of GLASS is promoting the Tread Lightly campaign with the help of Marianne Walford from the TRF. Tread Lightly will be presented at the Welsh Assembly by the MP Bill Wiggin and senior figures from DEFRA and the police will be invited. The CCW are pushing the meeting and hope to have representation from Natural England in attendance. There are several documents with-in Tread Lightly aimed at motorcyclists (available on the Tread Lightly website).

An item from The Motorcyclist entitled "These roads are ours" from the Ramblers proposing that motorcycles and vehicles are banned from the national parks. Published in Sept 1963, this is still the policy of the Ramblers countrywide. Keith Williamson, Somerset, noted that the ranger down in Somerset would like bikes to keep the routes open as they're getting overgrown.

6. New Groups

6.1 South West Wales (Simon Bingham)

The representatives of the South West Wales group were unable to make the meeting but they had provided Simon with the relevant details. They have 3 group officers all of which are TRF members: Chairman Mike Mortimer; Treasurer Paul Evans and Rights of Way Gwynne Prosser. Their contact is Terry Brooks, they will meet near Neath and they have a bank account with 2 signatories. They will liaise with Carmarthenshire, South Powys, Swansea, Rhondda, Bridgend, Neath and Port Talbot where there is a lack of coverage from the existing groups. Simon pointed out that the South Wales group still exists and covers south east Wales.

Proposal: Simon Bingham proposes that the SW Wales be accepted, seconded Polly, 1 abstention, unanimously agreed.

6.2 Application by Virtual Peak (Simon Bingham)

Paul King gave a presentation on the prospective "Virtual Peak" group. He clarified how the group would work. After meeting many people through motorcycling Paul found that people want to keep in contact so he founded an internet forum. This community has grown steadily over the last 4 years. Recently, Paul became interested in off tarmac motorcycling and added this to his web-site. Consequently, the number of people in the group interested in this area grew. Paul joined the TRF to find out where to ride. In 2008, Paul decided that it would be a good idea to be a TRF group and so he approached Simon. At the time, the dirt riding section was called "Muddy Monkeys", however this name was felt to be negative so a prospective name of "Virtual Peaks" was suggested. The group's objectives are to keep the members in touch with the issue and liaise with councils. Their forum is used to document the events the members of the group take part in.

Simon Bingham informed the meeting that 113 people had signed up with-in a short space of time, so we can see that it's something people want. There are new members on this site in addition to the existing members who want to find people to go out with. Richard Hall, chairman of the PROWI group, has reservations about the name "Virtual Peaks". It was noted that many other TRF groups use their own internet based forums for communicating with their members. Some members were concerned that there are several groups covering the same area. However, if they communicate effectively it should not be a problem. Dave Giles feared people who met via the internet lacked personal knowledge about each other and it could lead to badly behaved riders on the trail. This is already a problem regardless of the method of introduction. This group gives the TRF the opportunity to engage with more trail riders and spread the message about responsible use of the lanes.

Dave Giles said that PROWI group is winding up and handing back the rights of way DMMO claims to the groups they came from, the officers of the Peak District groups have been invited to a meeting in early October. Dave says that PROWI have asked for further support from the local groups and that any further issue would be too much. PROWI believes that they have not received support from the local groups, so they are going to dissolve. Richard Hall said that many people had reviewed their commitment. The local groups were requested to commit more time but they

are not prepared to do the rights of way work. The meeting would hand over the 100+ claims to someone and hand over the liaison of meetings at the local level. The first Andy Gerrard heard of this was by chance when someone forwarded him an email. Richard Hall was not aware that Andy had not been consulted. Richard Hall pointed out that the local groups no longer had RoW officers because they depended on PROWI.

Proposal: Simon Bingham proposes that there is a new group currently called Virtual Peaks, seconded Brian Eland, 23 in favour, 8 against, 5 abstain.

5. Spreading the Word

5.1 T&RR Magazine (Simon Bingham)

5.1.1 Pros, cons & alternatives

Simon Bingham had contacted all the groups by email where they had supplied a chairman, a secretary or a group representative on their group return form. The T&RR Magazine would be a new commercial trail riding publication supported by TRF funding. In return for supporting the magazine the TRF would get investigative journalism on rights of way issues and several pages of information relevant to the TRF, its successes and rights of way issues. It could also be used to publish unpopular views. The TRF's own magazine would be reduced to a bulletin. Simon was questioned on why the TRF couldn't use any existing commercial publication for this purpose. The response was that their management either couldn't devote the editorial to it or that the TRF would have to produce the editorial for each issue of the publication. Fred reminded the executive that Trail costs are off-set by £5000 of advertising. Several members expressed concern that publications were closing down and that this is not a good time for a new publication. The TRF would need a business plan from the publishing house before the final go ahead. The executive questioned whether the new magazine would be a successful way to get our message across. It was suggested that TRF members visit every motorcycle shop and event across the country to distribute TRF leaflets. The members have been asked to do this in the past and it has had limited take up and success.

Simon asked for a consensus: 17 thought it was a good idea, 8 a bad idea.

Andy Gerrard suggested that members consider the matter further along with any other achievable methods of improving brand image and getting the idea of sustainable trail riding into the public arena.

5.2 The TRF Brand

5.1.2 Changing public perception

We covered this in the previous item

5.1.3 Working with Others

This came out of the PROWI issue where members are confused about who is working with whom. Andy Gerrard would like a more formalised approach which fits in better with structured decision making.

7. Inside the TRF

7.1 Structure and Decision Making

The principal officers held a meeting in June. Part of the meeting discussed the magazine and the rest of the day was an opportunity for the officers to say where we could improve the workings of the TRF and where we were doing well. The day highlighted some fundamental problems with the way we operate and how we make decisions. Many people find it difficult to understand why it takes so long to make decisions. All proposals have to be put in front of the representatives and they need to take them back to their members and come back to the executive meeting with the response. Andy would like to streamline the process of decision making. There is an internal issue in that the members must have trust in their officers and the officers must have trust in each other.

The groups expressed some issues: the Somerset representatives felt they weren't getting support from national TRF; the Mid Wales group are not getting feed back from their contractor on the progress of issues in the area; Robin Hickin doesn't have enough time to do his typing and would like a permanent secretary. Simon Bingham suggested that the TRF employs an administrator.

The majority of the members are not interested in how the TRF maintains their right to ride. The members are bemused that the national officers are required to ask for approval from the membership on major decisions. Other clubs are run like businesses with a small team of people who make the decisions and the decision making body are answerable to the membership at the AGM or EGM. The members require more reports from the officers.

7.2 Website Update

The current web-master is a volunteer and sometimes it takes too long for new functionality to be implemented. The TRF's web-site was written a long time ago and is bespoke, so only the current web-master knows how to maintain and develop it. The members would like the look and feel of the web-site updated including a voting facility. Devon, Somerset and Cornwall have the same web-site from the same designer, the Devon one is successful because their members make more contributions. There are TRF members who could help with an upgrade. Andy was quoted £3000 to replace the TRF web-site.

Proposal: Simon Bingham proposed a budget of £3000 to produce a new web-site, Richard Hall seconded the

proposal, carried.

Simon will write a requirement specification for the functionality provided by the web-site.

7.3 Member Services

The TRF has a bespoke membership database. Currently, it won't talk to the card printer and the original programmer is long gone. The executive was asked if we should get another bespoke database or buy an off-the-shelf package or outsource the membership services. The current Membership Secretary is the only person who knows how the system works in depth. The TRF already pays for this service so it could be outsourced. Rolling membership and getting away from the January renewal date were mentioned again.

Proposal: Dave Giles renewed that we take up to £3000 to resolve the membership database issues, seconded by Robin Hickin, carried.

8. Critical Officer Reports

8.1 Rights of Way Update (Robin Hickin)

8.1.1 Winchester implications

Simply stated, we cannot challenge the Winchester decision because we were not part of the case; it was between Hampshire CC and Winchester College etc. What we can do is look at different issues and make challenges e.g. if the local authority put in writing that we didn't need to put in evidence, the definition of a copy needs to be determined, the restrictions on copying archive material, etc. need to be highlighted. All rejected claims have to be challenged by the TRF, via the original claimant, on every aspect. The local authorities have a duty to investigate. The objections must be made at the local level before the claimant can raise the matter with the government officer. When all local avenues have been unsuccessfully challenged, the TRF can ask for judicial review.

The issues in Somerset were discussed and their representatives were advised to ask Dave Giles how to make complaints against the county council's actions. The county councils are obliged to investigate and respond to official complaints from local residents. The TRF should issue action guidelines (possible agenda item for October RoW conference).

8.1.2 YDNP (Andy Gerrard)

The YDNP have applied another 5 permanent TROs today making a total of 20 including Mastiles Lane. LARA has taken YDNP to judicial review on the original 8 because they didn't follow their procedures. This action is supported by the TRF and we have agreed to cover any shortfall in costs along with other members of LARA. A TRO does not imply that vehicular rights exist, however they have mentioned that they believe vehicular rights exist and the fine for using it is £30.

Brian Thompson said that the inspector found that the Moorhead Lane was not mainly used by vehicles. The inspector took his usage from a survey in 1995. Brian is considering not making formal byway claims because the method of applying the main user status is unclear. The 5 year main user is very difficult to prove, the forms must be completed correctly, if the TRF logged their rides and the people we see on the lane it would give us quantitative evidence.

Dave Giles challenged the TRO process in the Peak District and it worked. He would be happy to pass this information on to anyone who needs it. Dave Tilbury has a document which should be published. Members should also be aware of the UCR document and use it. The TRF should give issue to the UCR report to inspectors at public inquiries.

Brian Thompson reminded members to notify the local authorities of obstructions on rights of way.

8.1.3 Other matters (LAF/ACU/s59 update. Lane Condition Report)

Robin will issue an update in due course

8.2 PR & Communication (Simon Bingham)

8.2.1 Member management. Member Feedback and involvement

Simon noted that most of the issues he wished to cover had been addressed under 7.

9. Other Officer Reports

Arnold gave a précis of the accounts. Compared to the same time in 2007, we are much better off even though the TRF has a similar number of members. The PayPal subscription is successful and it is bringing in £2000 per month. The overall funds are up which allows us to make up for the previous year's loss. The accounts for the limited company have been lodged.

10. Proposals to Change the Memorandum & Articles of Incorporation at the AGM

10.1 Andy Gerrard reminded the meeting that changes must be with the secretary before the end of August. Andy pointed out that the opportunity to change the way the TRF operates is at the AGM.

11. AOB (At Chairman's discretion)

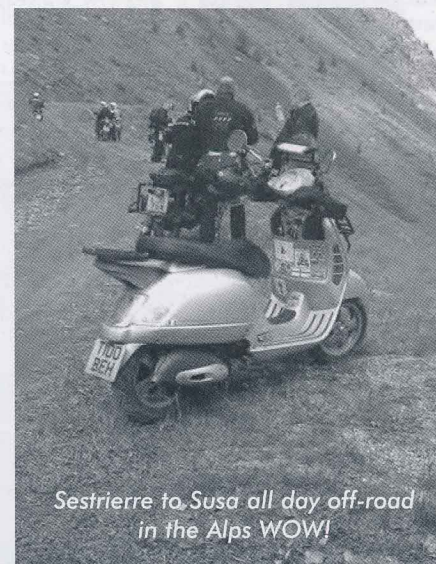
Andy thanked everyone for attending and wished them a safe journey home.

Date of Next Meeting: AGM. 19th October

stalwarts (Codge) had for the last 30 odd years attended on either his Beemer (80gs I think) or an array of old British irons but this year got caught out by numerous bike failures in very quick succession which led him to have to buy at very short notice an XT660. He made his usual rapid progress down to Bardonecchia but as a result acquired the XT shuffle. An affliction of XT riders who have not modified the seat, which while out trail riding and around town seems, if not comfortable then at least adequate but on long journeys becomes an instrument of exquisite torture relentless and painful. The symptoms are an inability to sit down for prolonged periods (7minutes) and when seated a continual shifting from cheek to cheek. We ate our fill of pizza, pasta and ice-cream before retiring early to the sounds of distant thunder though this time we did get heavy rain during the night.

Sundays plan of attack was to rise early and get up as high as we could. The village centre was filling quite quickly by the time we arrived. So a quick coffee (with enough caffeine to have warranted a health warning in England) and a chocolate croissant later we set off. The checkpoint was in the old days at a point a well ridden bike could achieve on road tyres but nowadays is located a good 3 to 5 km short of the point I would regard as a test of a well ridden bike. Even so we purchased our rally badge (15 euro) and snaffled our free ham buns before carrying on to a point where nothing could go further or the summit whichever we got to first. Peter stopped at about 2300m while the trailbikes carried on for another rocky 400 metres into

the snow line where temperatures plummeted and the track started to disappear under increasingly large snow drifts. I managed to ride Helen's SL for another 100metres before the snow and altitude brought me to a halt. The ride down was eventful with lots of riders on large trailies trying their hand. One in particular tried the impossible by trying to occupy the same space as me and my pillion on a corner resulting in my only off of the holiday.



The Stella itself finishes on Sunday but an event called the Safari takes place for 3 days after. The format is 3 days of leisurely off-roading either based at Bardonecchia or at the village of Mamora about 70 miles as the crow flies but 5 hours as the bike rides. It was at Mamora this year, which I felt was too far to take the van on our tight time schedule, so we stayed at Bardonecchia. We did see the safari off from the village centre on Monday morning in the light rain, before we set off for our days

ride up to Fort Jafferau. The start is about 8km from the village by road, the turn off on a sharp uphill bend up through a couple of small hamlets before the rough tar and concrete ends and the stone track starts. Unfortunately the track was closed due to a large landslide which was being removed and the track repaired that week. Plan B was another 20km road to the town of Sestriere high in the Alps and ahead was a full days off road on a track which threads its way along the valley tops. In winter it is a very busy skiing centre which means lots of chair lift runs dotted on the slopes. In earlier times the area was seen as strategically

important so fortifications from as early as the Napoleonic Wars and as recent as the 2nd World War are dotted along the route of the track. We lunched by a small lake, the occasional motorbike passing by on the ridge above the lake, clear blue skies, warm wind and stunning scenery all adding up to an ideal days trail riding. I took a wrong turn (it was a 50/50 chance) but even that led us to a deserted fort overlooking the valley. We stopped and had a leisurely hour examining the extensive ruins before heading back to Bardonnechia.

Tuesday the bikes were starting to look a little tired. Helen's bike was loosing the clutch (since

replaced) while my TT was leaking lightly from the rocker, head and base gaskets, so an easier days ride was chosen. The track from Beulard to Bardonnechia climbs steadily for miles up the mountains surrounding the 2 villages with a spur at the cross roads leading to a vehicular dead end. Well worth the ride, even more so this year as the weather had caused a number of landslides all passable with care eventually leading to a path not much wider than a trail bike with a drop which while not sheer certainly did concentrate the mind, ending at another fortification with castled wall and garrison buildings still intact.

Leo Crone



WORTH A LOOK www.hodology.com

Hodology - The study of pathways from the Greek Hodos

This website is mainly concerned with aspects of the history and recreational enjoyment of Britain's ancient highways, with materials made and collected by Alan Kind over the past thirty years.

The site also offers downloadable copies of two books on forensic science by the late Dr Stuart Kind.

This site was first put online in August 2008 and is still under construction — not every full set of items listed is available immediately.

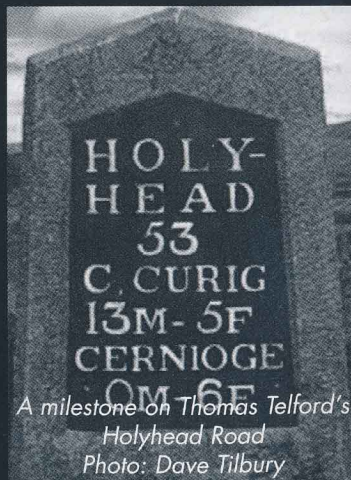
MISCELLANEA

"This is another of our ancient trackways, used only by gypsies and tramps - archaeological or otherwise - and allowed to become overgrown by bushes and obstructed in other ways. A few years of such neglect and the right of way will be disputed, the road enclosed, and a heritage lovely and pleasant, but unfortunately of no material value, will be lost for ever to the lover of nature."

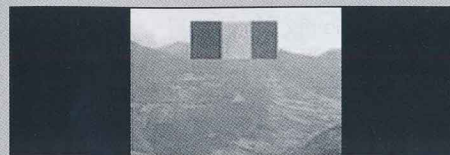
J. P. Williams-Freeman M.D. 'Field Archaeology as Illustrated by Hampshire' 1915.

The writer was talking about a (now) BOAT in the parish of East Meon, but it seems to me he was spot on in general, though not exactly on this particular route. Alec Fry.

Taken from Byway and Bridleway 2008/5/59



A milestone on Thomas Telford's Holyhead Road
Photo: Dave Tilbury



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THROWING CURVES

PART 1

After forty seven years of waiting I decided I would buy a road bike. Nobody told me that the intervening time would take its toll on my body. I thought I was still young and fit. I can ride off-road for nine or ten hours, no bother! Yes I need an early night but that was all I thought it took to recover.

I fell in love with a BSA 500 Gold Star when I was seventeen and when I sold it the feeling has stayed with me all of my life.

Mid-life crisis (some would say near-end of life crisis) but we live longer nowadays and I fell for a Honda VFR 800. What a bike, beautifully built, with the sweetest exhaust note I had heard for years and wonderfully quiet. The feedback, when you dropped a couple of gears and the four valve technology kicked in, was awe inspiring. A docile beast under 4000 revs, a super bike above. Advertised as a Sports tourer, (later to be described as "Nowt nor Som'ert" by one friend), I bought it. A

thousand miles later after running it in, I had to trade it in. The slight lean forward position was taking its toll. Any ride over 200 miles resulted in a pain in the neck, a frozen shoulder and aching wrists. Don't you hate getting old. I needed a Tourer to go around Britain and on the Continent. The VFR looked the business. Full fairing, full luggage but talking to other Road men (a bit late in the day, this is called paying for your independence) I found out the only thing that matters, about choosing a bike at my age, is Position, Position, Position.

So a sit up and beg Honda CBF 1000 Abs was the choice since I wanted something entirely different to my Yam WR 450 F. Something totally reliable that would compensate for my lack of experience on the road.

4000 miles later it has proved to be a better buy, I can ride it for nine hours but there isn't the grin factor of the VFR.

The first road trip, with Harry 1, was to

Scotland and the Knockhill round of British Super Bikes. We took three days and went via Inveraray, Skye and Applecross.

The magazine said Applecross (known for its great approach road, straight up a mountain pass, 2000 feet high via some zed bends), was popular with the local bikers. Anyone who has been to the West coast of Scotland knows how thinly populated it is up there. The Locals turned out to be 130 miles away in Glasgow and Edinburgh who count it among their Sunday runs.

Nevertheless the climb over to Applecross was worth the detour, the Bealach na Ba or Cattle road is unique. The Pub/Restaurant is also worth a visit. Also take the coastal route around to Sheildaig and Torridon where you will experience some spectacular mountain scenery and rock outcrops that dwarf the scattered, white painted, settlements. Real, Hock, Loch and Ma'jock country, one that I love, for its ruggedness and isolation.

I could not help noticing all the shooting tracks that led into the Glens. I had to stop thinking about how good they would be on my WR and concentrate on the road work.

We took some sweeping, fast and virtually empty roads down to Creiff prior to the Road races.

Knockhill is an intimate circuit worth visiting. You are right in among the action on this compact, narrow and twisting course, affording long views and action every minute, unlike a lot of modern circuits, where you are so far from the action, for safety reasons or every decent vantage point is a "paymore to enter" grandstand. The weather could have been kinder but it was at least warm-ish.

The funniest episode was when Harry and I arrived at the B&B at Creiff. Visit Scotland had booked the accommodation on our behalf. The lady of the house greeted us with: You must be



Be warned!

Mr Robinson, I will show you the room. We went upstairs to be shown a double room that looked like something out of Harpers and Queen, with a double bed, on which were six loose cushions and a Mohair throw. I looked at Harry, he looked at me. We both looked at the owner. Has there been some mistake she said. I know Harry; but not that well I said. I did ask for a twin bedded room.

I thought there was something amiss, when I saw you arrive, but you can never tell nowadays, she replied. My son is away at the moment so one of you can have his room.

Just shows what anti-discrimination Laws have done to the moral fibre of the Country. I remember my first trip to Scotland with my wife and two children many years ago. We knocked on a B&B and the first question the owner asked was: Are you Catholic or Protestant? We guessed right and got a bed. Things have changed.

The 1000 miles trip was over and we were home. An enjoyable ride with good company. Not as good as Trail riding but different.

I was surprised how twitchy I was at first, when another motorcycle passed me, something that never happens on a trail ride.

John Robinson

*Once a jolly swagman
camped by a billabong*

I was looking forward to a visit to Australia to escape from the nanny/police state that is the UK.

Imagine my surprise on finding out that the land of 'she'll be right' and 'no worries' seems to have travelled further along the road to nanny stardom than we have.

Severely low speed limits, rigorously enforced and random spot checks are just part of the limitations. There is a 'no tolerance' approach to speeding and I have now been breathalysed 4 times in my whole life, all 4 in Australia, happily without being over the limit. Is this the land of "Couldn't give a XXXX"? Even worse, on holiday weekends, double demerits apply. That is you get 6 points on your licence rather than 3 and we all know what points mean.

There's nothing so lonesome so morbid or drear, as to stand at the bar of a pub with no beer.

When fuel is two-thirds the price of ours, the vehicle to have is a 7litre Ford or Holden V8 'ute', or a huge Toyota Land Cruiser. You then proceed to drive it so close to the car in front that its 'roo bars' fill your mirror.

*What's that jolly jumbuck
you've got in your tucker bag?*

In a country with such a good climate you would expect that motorcycles would be really popular, not just for leisure, but for commuting. Not so. A majority of big Harleys and a few BMW's seemed to be the norm,



although motorcycle dealers have all the latest off-road offerings. I particularly liked the 'farm bikes', such as Yamaha's AG200E. Electric start, and using the old cantilever frame from the 80's. Farm bikes have stands on both sides and huge single seats. They also have a bewildering array of metal frames to hold shearing equipment and slabs of beer. I just happened to mention that such racks would be great for strapping sheep down to, for those lonely nights in the bush. Touchy people these Aussies.

There's a secret to this boomerang lark and you've got to know it.

If you want your boomerang to come back, first you've got to throw it.

Postmen deliver mail on 'postie' bikes, Honda CT110's, riding over all the front lawns to get to the post boxes. "That's a great job you got

there, mate. Do you get paid as well?" "It's yours if you want it".

Try searching "postie bikes" on 'You Tube' to see what some people get up to. A recent postie challenge was crossing the Nullaboor desert. Lightweight, frugal fuel consumption and a bulletproof design makes lots of sense. A transfer box doubles the 4 gear ratios to 8! They are still available new (around £1500), but the postal service sends them for auction at 20,000 Km. Apparently all the bikes survived the experience. The only breakdown of any note occurred on the way back. One of the guys was slipsteaming a road train at 110 Kph, for miles, when the engine seized. He claims he had never checked the oil and the black stuff was almost non-existent. After allowing the engine to cool and adding oil, he was able to continue on his journey. I suspect the story is apocryphal and, anyway, real Aussies would have not bothered with oil, but would have just added the contents of their billy can.

*I'm a big disgrace to the aborigine race,
my boomerang won't come back.*

The land of OZ seems to be somewhere between the USA and the UK in terms of litigation.

An area of big sand dunes was popular with motorbikes until one guy crashed on a steep descent and then sued the local shire council for half a million dollars. The council, not surprisingly, put up signs banning motorcycles.

Apparently, there have been litigation problems with club rides. Despite people saying, "We're

all mates, we wouldn't sue", once an incident is reported to the insurance company, they are quite ruthless in finding someone to pass the cost on to and the club and/or run leader are the obvious targets. This happened when a new member to a road-riding club was struggling a bit to keep up. At the lunch stop, the leader told him to start before the others and they would catch him up. "Straight on up the road mate and she'll be right". The unfortunate rider hit some sand and stones on a sharp bend and crashed. He then sued the run leader and the club (successfully), claiming he was not told about said loose going.

*I come from a land down under, where
beer does flow and men chunder.*

As a pom I come under a lot of criticism, despite trying to fit in, with sentences like. "G'day sport, bit crook t'day, xxxx getting its own back"

"Scuse the Sheila, blue, still a bit of blonde in her"

Apparently 'bonza' is a bit outré these days. Funny, that, since those bonza 'Sheila's Wheels' Sheila's use it in their ads. Strange thing is that 'Sheila's Wheels' doesn't exist in Oz. Wonder why?

"You poms drink yer beer warm don'tcha"?



"Well, actually we drink good beer at the right temperature, not that 'light' mozzie's p**s.

The maid's gone all cranky and the cooks acting queer, it's a terrible place, the pub with no beer.

An Oz mate of mine told me a story of him and his mates going to stay at a friend's beach house. They load the 'ute' up with beer (and a cream sherry for the Sheilas). One guy drops a 'slab' of beer on his foot, breaking a couple of bones. With some of the guys sitting on the tailboard of the ute, they set off. Immediately, one guy falls off and is picked up from the road with abrasions and slight concussion. Arriving at the destination, with a fair amount of the beer drunk, my friend, Gilligan, (remember Gilligan's Island?) decides to go and drink beer on the beach. He falls asleep and ends up with a beautiful imprint of hand, clutching a Fosters can, on his chest. His mates then treat him to the Oz sunburn treatment, literally rubbing sand on his chest.

Nowadays they would have to do multiple risk assessments and sign disclaimers before setting off.

Take me koala back, Jack, take me koala back. He lives somewhere out on the track Jack, so take me koala back.

It's Moto GP weekend at Phillip Island and you have to travel 800 Km from Sydney in one day to get there. Radar traps behind every bush and red-back spiders in the comfort stop toilet bowl. No problem, compared to the threat of gangs of delinquent kangaroos leaping across the road at dusk. A VFR 800 is no match for 90 Kilos of spring loaded marsupial. Judging by the number of corpses on the road they have a more pronounced death wish than depressed lemmings. A few determined



kangas would have been the only thing that could have derailed Casey Stoner.

Even worse, two weeks later it's the annual Ford/Holder V8 showdown at Bathurst.

This year, the drunken excesses of Aussie fans would be curbed by a restriction in the amount of beer brought in to, wait for it, one slab (6 packs of six packs) per person per day. The problem used to be that inebriated Aussies regularly used to blow up the toilets. Well you would wouldn't you? Unfortunately, the massive police presence happened to be staying in the same motel as us. This meant that, every time we left the digs, we were followed by more police cruisers than the Blues Brothers. I exaggerate slightly, but such attention, I suspect, would not be tolerated in the UK.

I have nothing against our antipodean brothers, in fact I lived in Freo (Freemantle) as a child in the 50's. The ribbing us 'whingeing £10 poms' received, gives us the right to indulge in gentle criticism.

What about the trail riding?

Have to write about that next time.

Tan me hide when I'm dead Fred, tan me hide when I'm dead. So they tanned his hide when he died Clyde and that's it hangin' on the shed.

Rodger Davies

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Depending on the height of the rivers we will push out further past abandoned monasteries, through eerie forests, and further into the canyon. The rivers and streams at the bottom continually deepen this dramatic natural phenomenon.

After three days working our way through the



Batopilas side we will loop back to tackle the trail from Creel right the way across to the Pacific. Rarely done and then only with the help of GPS navigation this really is a wilderness adventure!

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A DAMP AFTERNOON



This photo was taken on 8 August when 4 local TRF members - Roger Hart (Gas Gas experienced leader), me Chris Shepperd (KMX200 novice), Martin Hooper (RMX250 novice) and Brian Sussex (TTR 250 experienced TEC) met chez Roger for a run around his local lanes at Newton Poppleford. We had rare fun including the "stutter bumps" and lunch of pasties/fish 'n chips on Budleigh Salterton beach. Gastronomic pleasures are an important part of East Devon runs thanks to Brian's influence! Towards the end of our run, Roger took us down to the river Otter where the entrance and exit to a ford had been recently cleared by Roger, Brian and another

local superstar, Ian Collins. He decided it was only a little deeper than when he crossed it following the clearance and proceeded to cross. It turned out to be a lot deeper and us onlookers watched with various degrees of mirth and shouts of abuse/encouragement depending on individuals. He crossed successfully but none of us were prepared to risk it so he had to return and that was when he drowned his engine and we had to take him home on his pickup. No harm was done to the engine which restarted once all the water was cleared.

Curtis Shepperd

From John Clare The 'Northamptonshire Peasant Poet'

There once were lanes in nature's freedom dropt,
There once were paths that every valley wound,
Inclosure came and every path was stopt;
Each tyrant fix'd his sign where paths were found,
To hint a trespass now who cross'd the ground:
Justice is make to speak as they command;
The high road now must be each stinted bound:
Inclosure, thou'rt a curse upon the land,
And tasteless was the wretch who thy existence
plann'd.

Byway and Bridleway 2008/5/58

Canal towpath walkers and cyclists on collison course

Waterways agency appoints warden to slow down fast riders who have been scattering pedestrians.

guardian.co.uk,
Friday October 03 2008

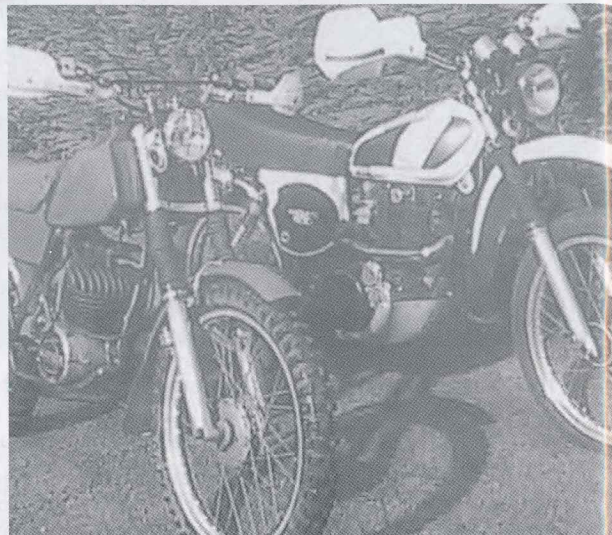
POSTBAG

THE OTHER ALTERNATIVE

In reply to Rodger Davies this is my old alternative. After XL185 Serow, CRM and Pampera, my ultimate trail bike is a 1977 Montesa 247 trials fitted with big tank (13 lts, 150 miles) and seat from a breakers, knobbly tyres and high gearing, light, simple and rugged it will go anywhere and is fast enough for me. (Bus Pass). My other bike is a 1978 Yamaha XT500 used for longer runs and easy lanes 80 mpg! If there are any like minded riders in the Midlands/North who would like to meet up for a ride please give me a ring 07779 973005.

Ivan Broddle

p.s. Does anyone want a '04 Pampera?



RESPONSE TO DAVE GILES' LETTER

Although I have massive respect for Dave Giles and all the work he's put into the TRF over the years, I cannot let his 'Price of Freedom' letter in the September issue go without comment.

As someone who was not at the Executive Meeting on Aug. 3rd, my views on what happened there could be rightly treated with some scepticism, but I'm actually with Dave on the fact that dissent about the formation of a Peak (District) Virtual TRF Group wasn't recorded in the Minutes and that this was reprehensible.

Conversely however, I disagree that such a group will inevitably be to the detriment of the broader TRF: virtually (sic) all of us use the internet as a communication tool and with the cost of travel and the increasing complexity of our lives it surely makes good sense to embrace a number of like-minded individuals within and internet-based group? Here in Mid-Wales where many members neither can nor want to travel up to 60 miles to attend a monthly

meeting, e-mail has become an essential means of communication. And whilst I wouldn't devalue face-to-face get-togethers, in practice these don't necessarily prevent "any shred of a riding code of conduct going out of the window"... and the other ills he ascribes to such virtual groups.

But my main beef with Dave's letter concerns the "proposed production of the TRF magazine for £30k with an undisclosed commercial organisation". As a journalist and editor, I might well be accused of bias here but hey, I don't actually care. More importantly, it is undeniable that "Correctly registered groups (i.e. those who've bothered to submit group returns) were notified of this proposal around a month prior to the Exec. meeting" and although the timetable was tight for well explained reasons, our group made an appropriate, largely favourable response.

Moreover a business plan had evidently been seen by the Principal Officers (POs) who put the proposal to the aforementioned groups for consideration and one has to assume that they wouldn't have recommended the idea had they

not carefully scrutinised it. As a crucial aside, there have already been instances when the POs have elected to assign considerable funds to outside projects (e.g. legal fees) without even soliciting such feedback, and without anyone I'm aware of raising much concern. Bottom line: either we have faith in our elected representatives and if we don't, we can just un-elect them and stand for election ourselves.

Which brings me to my final point: since I re-joined the TRF some five-and-half years ago I've been to most Nat. Exec. Meetings, whereas the vast majority of grass-roots members have not. Yes, it is up to local group reps to quite literally represent their members' interests at these events, but how many even of them attend on a regular basis? If, as Dave suggests, the TRF must operate on a strictly democratic, every-member-to-have-a-say basis, then it will become even more mired in damaging inertia than it is now. Rightly or wrongly (and I personally think wrongly), many grass-roots TRF members expect those who are willing to put in the effort to deliver some benefit for their annual £40 subscription. By the same token, the 130,000+ members of the Ramblers Association do not expect to effectively run their organisation by voting on every issue that might advance their selfish, intolerant interests, but they presumably have confidence that their much lower (£27) membership fee is used to finance a professionally run operation which does it for them.

If, as they see it, things don't start improving for the average TRF member who is disinterested in micromanaging our federation, membership will dwindle dramatically next year which, along with the increasing number of internal spats, will render us even less-effective in opposing our foes than we already are. The magazine idea, as with the two, politely ignored marketing proposals I myself put to Nat. Exec. meetings over the past few years seemed aimed at more effectively publicising the TRF so that it would be less of a David (sic) to the RA's Goliath. It would have done this by increasing awareness of critical RoW issues amongst non-TRF trailriders and if as such we were seen to be a proactive, hospitable and sometimes effective federation, encouraged them to join us,

thereby swelling funds with all the benefits that might flow from that. By comparison Trail, despite its undoubted virtues, preaches only to the converted and has zero effect as a p.r. tool. In the current political climate, I fear Dave's reliance on "taking the membership along with us" via the efforts of a few, battle-weary activists is, frankly, to maintain the status quo. And the status quo has left us victims of NERC, blanket TROs, and with probably worse to come. If the TRF is to survive, and arguably along with it trailriding itself, then it has to change, and we should all be open to that change and support those who have the vision, the will and in the light of Dave's sentiments, perhaps even the courage to effect it.

Mark Williams

Ed: The Principal Officers did not agree to 'recommend' the new magazine proposal, they agreed to pursue the proposal further - not quite the same thing.

TRF PUBLICITY OFFICER WANTED

The TRF needs a PR/Publicity Officer to promote the organisation and its campaign to keep RoW safe for trail riding.

This demanding job requires an ability to liaise with a wide variety of media including local newspapers, bike magazines, websites, national newspapers and radio.

Proven editorial skills - though not necessarily in RoW or motorcycling fields - are important as is the ability to pro-actively identify and exploit editorial opportunities as well as react deftly to events at all levels.

The role will involve close involvement with the other Principal and Co-opted Officers (plus local group reps) to ensure that the right messages get out at the right time in the right way. Agreed expenses and an honorarium come with the job.

Please apply in writing, explaining why you are the right person, to: Andy Gerrard (contact details inside front cover)

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Created by Glenn Vieira

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MEMBERS FREE CLASSIFIEDS

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GAS GAS 300 PRO '06 trials bike, owned from new, fun use only, perfect cond. £1800. Tel: 01633 838023.

YAMAHA SEROW 1990, T&T. Rear disc & 520 chain conversion, low miles, well maintained, exc. cond. £895 ono. Tel: 07986 650102.

KTM 640 ADVENTURE R 2002, 18,000m. Engine rebuilt 1000m ago. Lots of extras, one

owner. All manuals. £3300. Tel: 07903 047717 (Herts).

SUZUKI DRZ 400S 2002, blue, 8300 miles, 1 owner. £1750. Tel: Aleck 01527 546442 (Worcs).

HONDA 250 CRM Mk3 R Reg, 6000 km (= 3,750 miles), one elderly owner from new (cost £4300), unused 3 years due to worsening health, some spares, dry stored. £2,200. Cardiff area. Ring 029 2061 3355.

KTM 625 SXC 5000 miles, 2005 owned since new. £2250. Also, **Scott Enduro Jacket**, XXL, unused. £50. Tel: 07831 206461 (Oxon).

OFFROAD/GREEN LANE/TRIALS OUTFIT REQUIRED pref British but anything considered - Tel: 07973 876548.

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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.

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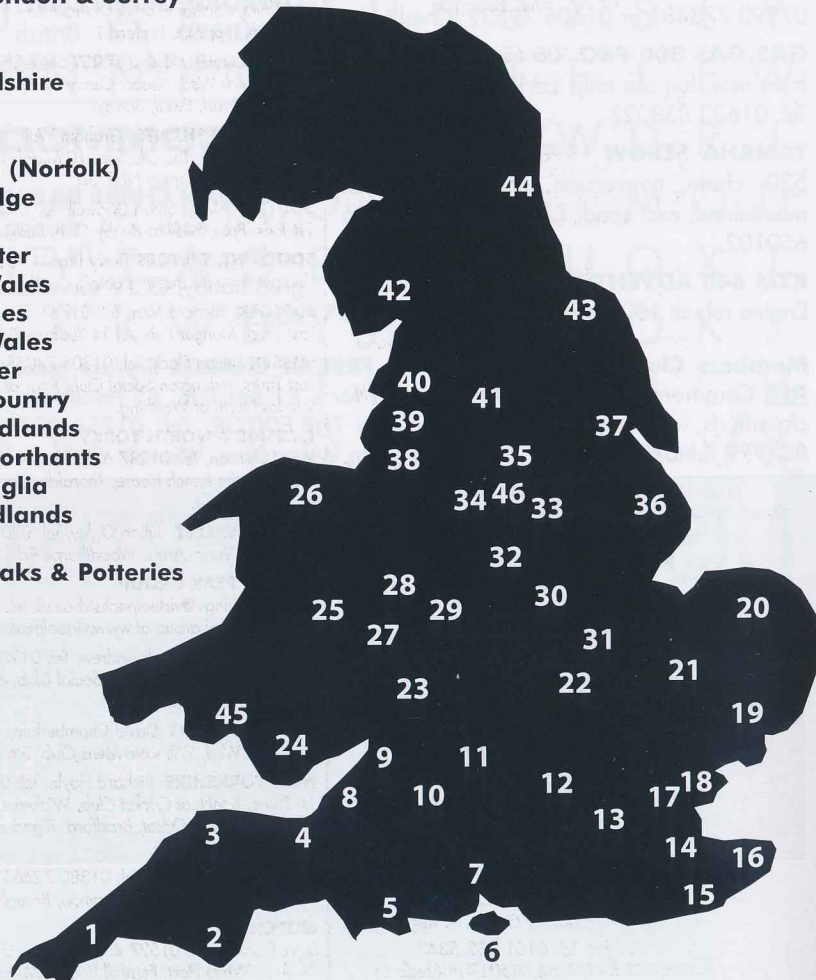
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GROUPS

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, Snaiith.

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

EXMOOR Andy Petherick, Tel: 01363 776293
2nd Wed, 8pm, The Hartmoll 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, Lincolnshire Poacher, Bunkers Hill, 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 McNully, Tel: 07786 426055
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

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