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TRAIL



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

FEBRUARY 2009 No. 366 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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

EDITOR

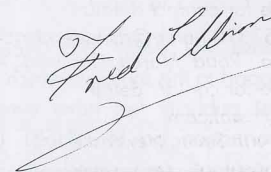
An Opportunity... To help the UK National Blood and Transplant Service.

The TRF are giving their full backing to a scheme thought up by Tony Stuart (Cornwall) where as many members as possible sign up to give much needed blood and organs - either or both! You never know when you or someone you know might really need a pint or a spare part.

That's the giving bit, in return The National Blood and Transplant Service promise that they will publicise our actions through the NHS Press Office at national and local levels thus giving the public at large the opportunity to see the man inside the helmet for what he really is! (in most cases a thoroughly decent sort of guy or gal).

For further details see pages 2 and 3.

Have a safe month's trail riding and try not to spill any of the red stuff.



CONTENTS

NATIONAL BLOOD SERVICE	2
NOTICEBOARD	4
ROW NEWS	5
BMF SHOW DATES	6
BMF BENFITS	7
BMF PRESS RELEASE	8
NEWS FROM THE NORTH	10
KAP TO CAPE 08	14
LAKES IN THE WINTER	18
AFTER CHRISTMAS RIDEOUT	22
SANTA CHARITY RUN	24

WANTED:

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

COVER PHOTO: from John Robinson. Cold or what? Stile End (see p18).

All contributions to THE EDITOR
Fred Ellison, Sheepcote Farm
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COPY DEADLINE:
1ST TUESDAY OF THE MONTH

BMF Discount Code: TRF09K114

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Supports the TRF

National Blood Transfusion Service Needs Your Blood

we get
Publicity for the TRF

The National Executive Meeting on Sunday the 25th of January after being addressed by Melissa Warren from the NHS Press Office, approved an idea from the Cornwall TRF Group, which as well as being very public spirited, should get lots of welcome local and National publicity for us, and very importantly should gain us a lot of respect. It would be nice to be seen as the good guys for once!

The idea is that the majority of members in EVERY TRF Group should agree to become blood donors and also to sign on the organ donor register. This has already happened in the Cornwall Group, where the vast majority of the Group have agreed.

Tony Stuart from the Cornwall Group who initiated this idea, has been having discussions with the NHS Press Office about the scheme. They seemed very excited about the idea, which apparently is the first time that a member of the public has suggested such a scheme. Their plan is that when we have agreement from all Groups, that we start the ball rolling by having the media - newspaper, radio and television at a blood donor station in Cornwall with as many as possible of the Cornwall Group in attendance, for photos and filming. After this Tony would like to produce a timetable for other Groups to do the same thing in their own area so that they can also get the maximum local

publicity. Then we go National, hopefully with the support of our Patron, Lord Nicholas Fairfax, who has given his approval of the scheme and will participate.

This scheme is very close to Tony's heart as his niece Melanie died from Cystic Fibrosis in 1995 aged just 19. If Mel had been able to have the required heart and lung transplant she could still have been with us today.

May we now ask each Group to try to determine how many of their members are willing to be involved. Tony got his answers by phone and E Mail which is probably the easier way, as your Secretary can send the same message to everybody. Debbie Hutchinson is going to love him, but you should make sure that you have an up to date Group membership list.

Please will every TRF Group give their full support to this initiative which should give us the best publicity we have ever had. For more information go to NHSBT (NHS Blood and Transplant) and allied sites which are very informative.

When each Group has their answers will they please let Tony know at tonystuart944@btinternet.com ASAP, or 01208 881128 after the 8th of March. Tony Stuart, Hawthorns, St Endellion Lane, Trelights, Port Isaac, Cornwall, PL29 3TG.

NHS

Blood and Transplant

NHS Blood & Transplant Working With The TRF to Save Lives

The National Blood Service and UK Transplant are appealing to TRF members to come forward and give the greatest gift of life by becoming blood and organ donors.

Every time someone gives blood or adds their name to the Organ Donor Register, they are offering the possibility of transforming someone else's life and the lives of their families.

Facts about blood donation

- The NHS needs 7,000 units of blood daily for hospitals across England and North Wales
- Only 4% of the eligible population are active blood donors. Last year the National Blood Service collected 2 million donations from about 1.3 million donors. Sounds a lot? Actually it isn't. That's only 4% of the population, giving two or three times a year
- You can donate blood three times per year, every 16 weeks

- If you are aged between 17 - 65 years of age, in general good health and weigh over 7st 12lbs you could support the campaign. Our regular donors can now keep donating past the age of 70

- One donation can help save more than one life

Facts about organ donation

- There are currently more than 8,000 people on the transplant waiting list.
- 1,000 people will die while waiting for a transplant

The generosity of donors makes it possible for the blood transfusions and transplants to be carried out every day across the NHS. You might have thought about doing this before but never got around to it or the idea of helping others might appeal to you. Let's work together and save lives!

Melissa Warren,
NHS Blood & Transplant

NOTICE BOARD

SOUTH NORTHANTS TRF

As of February 2009 the South Northants Group will meet on the 2nd Thursday of the month. The venue remains the same, The Old Sun, Nether Heyford.

Polly Cody, South Northants Secretary.

KENT TRF NEW MEETING DAY & VENUE

Moat Pub, Wrotham, near to Brands Hatch, 2nd Tuesday of the month 8.30 for 9.00 pm. Group contact Nigel Jeffrey Tel: 07901 776700.

FORTHCOMING EVENTS

RoW Workshop: 22nd February 2009

Venue to be arranged. Contact Robin Hickin, row@trf.org.uk, to reserve a place.

Devon TRF Teign to Tamar Spring 2009: 24th - 26th April 2009

Contact Debbie Hutchinson 07966 438907 or debbiehutchy@btinternet.com.

Teesside & North Yorks TRF Group: 8th, 9th & 10th May 2009;

7th, 8th & 9th August 2009 Forest & Heather Trail Riding Weekend, Eskdale, Whitby.

Howard Wadsworth Memorial Run: 4th July 2009

(Also known as Willie Eckerslike). Contact Brian Thompson, brian950@aol.com.

COPY FOR TRAIL

COPY DEADLINE: The first Tuesday of the month.

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

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

CAPTIONS: Please caption your photos!

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

WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?

Don't let this put you off, send it in and we'll sort it out.

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

RoW NEWS

BYWAY NO. 35 SAVED FROM CLOSURE

Following submissions, by the Teesside and North Yorkshire TRF group, the Byway No 35, between North Skelton and the Stanghow road, part of the ancient Cleveland Street, has been saved from closure, at least for the time being.

It was pointed out to the Authorities that all their evidence for closure was hearsay evidence, evidence that was assumed to be based on fact.

Challenge these claims or face closure!! ie There was a concern among local people that the lane was being misused. What concerns? How many complaints? Who was making these complaints? Fly tipping had occurred on this lane. How many times? Over what period of time? Illegal vehicles were using the lane. How many vehicles were observed? How often?

The lane had been resurfaced for the benefit of dog walkers, cyclists and Horse riders.

This is a BOAT carrying the rights of all users. All users should benefit from the resurfacing.

Closure to vehicles would enhance the amenities of the area and preserve the character of the way.

No, there are only three BOATS in East Cleveland. Closure would diminish the amenities. Dog walkers, cyclists and horse riders have many other choices in the area in terms of footpaths and bridleways.

The character is one of a Byway, open to vehicular traffic. Closure would totally change the character of the way.

In the face of these comments the authority has responded by delaying closure. They say they will monitor the lane, in order to collect factual evidence.

Without the challenge, to their basic assumption, this lane would have been closed.

Keep your ears to the ground and look out for public notices on lanes. Respond or the lanes will be closed.

Thanks to Ralph for the initial tip-off on this lane.

John Robinson

FROM THE GATESCARTH WORKING GROUP.

We wish to inform you that at the recent meeting of the Gatescarth Working Group (comprising of reps from GLASS, Cumbria TRF, LDNP, FLD and Cumbria Bridleways Society) we decided that we will have to put in place a Traffic Regulation Order on Gatescarth to allow for remedial work on the track to consolidate.

The TRO will be for 6 months starting in April 2009 and ending in October 2009. Rather than make another closure order for February 2009 and March 2009, we would ask all those booked for those months not to use their permits. We are sure you will appreciate that any use of the route so soon after remedial work could create immeasurable damage. Please bear with us during this difficult time, but the Working Group is trying hard to ensure that the route is sustainable for all in the future. The TRO will be reviewed after 3 months and if conditions allow, motorcycles only will be allowed to resume use

Once we know the exact dates of the TRO we will post the information on the LDNPA website. In the meantime if you require any further information please contact Sue Thompson on 01539 724555 or Ian Clemmett on 017687 79633.

2009 SHOW DATES

The TRF through the BMF can have a free space at any of these shows and of course any BMF affiliated club can take part. If any of our groups feel they could attend then initially we would do it through the BMF. Please contact John Gardner for further information, tel: 01695 622792 or john@gardner119.freemove.co.uk or Andy Gerrard or Dave Giles.

Race Retro

Stoneleigh Park, Coventry, Warks.
Friday 13th, Saturday 14th & Sunday
15th March.

ISTS

Donington Park Raceway, Castle Donington.
Saturday 11th & Sunday 12th April (Easter)

Truckfest Peterborough

East of England Showground, Peterborough.
Sunday 3rd & Monday 4th May.

Land Rover Spring Adventure

Drifffield Showground, Kelleythorpe.
Saturday 9th & Sunday 10th May.

BMF

East of England Showground, Peterborough.
Saturday 16th & Sunday 17th May.

Truckfest Northeast

Croft Circuit, Croft-on-Tees, North Yorks.
Saturday 30th & Sunday 31st May.

GEMS

Kent County Showground, Kent.
Saturday 30th & Sunday 31st May.

JTS

Silverstone Circuit, Northants.
Sunday 31st May.

Bromley Pageant of Motoring

Norman Park, Bromley Kent.
Sunday 14th June.

Bike Show Southwest

Royal Bath & West Showground,
Shepton Mallet.
Saturday 13th & Sunday 14th June.

Autotuner

Brands Hatch, Kent.
Sunday 28th June.

Truckfest Southwest

Royal Bath & West Showground,
Shepton Mallet.
Saturday 4th & Sunday 5th July.

Kelso

Springwood Park, Kelso.
Saturday 11th & Sunday 12th July.

Modified & Performance Northeast

Croft Circuit, Croft-on-Tees.
Sunday 19th July.

Truckfest Scotland

Royal Highland Showground, Edinburgh.
Friday 31st July, Saturday 1st & Sunday
2nd August.

Stoneleigh Park Country Festival

Stoneleigh Park, Coventry, Warks.
Saturday 29th, Sunday 30th & Monday
31st August.

Truckfest Northwest

Haydock Park, Newton-le-Willows. Saturday
12th & Sunday 13th September.

LRO Show

East of England Showground, Peterborough.
Saturday 12th & Sunday 13th September.

Tailend

East of England Showground, Peterborough.
Saturday 19th & Sunday 20th September.

Donny

Doncaster Racecourse, Doncaster.
Saturday 26th & Sunday 27th September.

LRO Southwest

Royal Bath & West Showground,
Shepton Mallet.
Saturday 17th & Sunday 18th October.

Custom & Sports Car Show

East of England Showground, Peterborough.
Saturday 24th & Sunday 25th October.

TRF Stand - if your local group would be interested in having a stand (it is free) - usual thing, couple of bikes, banner, some leaflets and someone to man/woman the stand. The stand etc is available from Leo Crone see inside front cover.

BMF BENEFITS FOR TRF MEMBERS

The discount code for BMF Shows, insurance, travel, breakdown cover and all other BMF member benefits is TRF09K114. This code applies to Trail Riders Fellowship

Benefits include:

- Biker Legal Line, telephone 08000 856 243 Monday to Friday, for a 10% discount and up to half an hour free legal advice
- access to Riderspace on www.bmf.co.uk
- discount insurance with NCI Insurance Services, telephone 0800 019 0590, www.insurance4mybike.com
- Travel Insurance with Perkins Slade, telephone 0121 698 0827
- Express by Holiday Inn, call 0870 400 8135 (1-800 55 31 55 from Republic of Ireland), quote "Exclusive Rates" and "BMF"

- BMF Visa Card. No annual fee, call 0800 028 2440
- BMF Touring, contact the BMF membership department for latest offers, telephone 0116 279 5112 or email membership@bmf.co.uk or see www.bmf.co.uk
- Pete and Rustys Camping and B&B in North West France offer 10% discount to BMF members. Telephone 0033 2 43 08 00 12 or email peter.broad@tiscali.fr
- Discount breakdown & recovery, 15% from NCI Biker Rescue, telephone 0800 783 6026 or www.ncionline.co.uk
- RAC offer up to 25% discount on RAC membership. Contact BMF membership on 0116 278 5112 for details.

Polly Cody

FOR THE LATEST NEWS & INFORMATION

WHY NOT GO ONLINE & VISIT:

WWW.TRF.ORG.UK

THE OFFICIAL WEBSITE OF THE TRF

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

ALSO WHY NOT TAKE A LOOK AT
WWW.BBTRUST.ORG.UK

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...PRESS RELEASE...

Motorcyclists urged to speak up for bus lane use

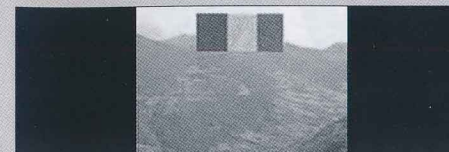
After fifteen years of campaigning for national bus lane use, the BMF is urging motorcyclists to speak up and be counted in support of the hard-fought right to use bus lanes in London. While motorcyclists have quickly taken up bus lane use in London, compared to the actions of London cyclist campaign groups opposed to sharing bus lanes, not enough riders are responding to the Transport for London on-line survey and saying how safe and convenient bus lane use is. The BMF is now urging all motorcycle users to add their comments to the TfL survey that can be found at: <https://www.tfl.gov.uk/tfl/roadusers/finesandregulations/motorcycleinbuslanes/default.aspx> This is important because Transport for London's bus lane use is undergoing an 18 month trial and they have apparently already received large numbers of submissions from cyclists opposed to motorcyclists using bus lanes. User's views and their numbers will count so motorcyclists need to get involved say the BMF.

With a strong cyclists' lobby orchestrating a campaign against such use, motorcyclists

could lose the scheme at the end of the 18 month period unless the motorcycle world demonstrates widespread support for the measure - particularly those motorcyclists from London and the South East.

To those outside London, the BMF say that the TfL scheme is being keenly watched by other towns and cities and failure of the scheme in London will dash hopes of gaining motorcycle use of bus lanes elsewhere.

Visit the above TfL 'user views' website and complete the response form now: <https://www.tfl.gov.uk/tfl/roadusers/finesandregulations/motorcycleinbuslanes/default.aspx> Note: Bristol has operated a permanent bus lane access since 1996 and Reading since 1999. Other sites are in: Northern Ireland, Birmingham, Colchester, Derby, Bath, Hull, Plymouth, Swindon, Sheffield, Richmond on Thames, Newcastle on Tyne, Sunderland and the M4 bus lane. Still being trialled in London are the Finchley Road (A41) at St John's Wood to Hampstead, the A23 to the South and A13 to the East.



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www.asturiatrails.com

NEWS FROM THE FROZEN NORTH

CENSORSHIP AND THE POOR IMAGE

Now I know that bad news doesn't help to sell the TRF to new members. But if we censored all bad news, you would be living in a fairytale dream world, and that's dishonest and unrealistic.

For we are engaged in a war with many battles. In some ways we are doing fairly well. There are plenty of lawful green lanes to ride if you look for them and are prepared to travel a bit more than in past decades. Even the Yorkshire Dales despite a 50% loss since 2006, can still provide 3 days of good trail riding. A week if you stop and enjoy the views! So lets NOT be downhearted! The situation in the Dales seems stable at the moment with no more TROs in the pipeline. I know its very hard to come to terms with all the losses with Craven in the West virtually wiped out. We should try and understand why so many don't approve of trail riding.

It seems to come as a surprise to some newer TRF members that the vast majority of people out there in rural areas think that motorcycles generally are noisy, and that 4x4s damage green lanes.

In other words the PR public image is bloody awful.

For 14 years from 1989 I worked as a Rights

of Way Officer for a large county. I spoke to farmers, landowners, councillors, MPS and rural people of all kinds. And one thing was consistent. The total hostility towards Byways. They did not want them at any cost. Its a perceived fear of course. Not based on evidence.

Where does it come from? Partly the press. Not least the farming press which lobbied to get rid of the Government's £15m Lost Ways Project that would have saved green lanes. A huge success for the farmers' lobby.

You have to go back to the early 1980s when the TRF last saw some positive fairminded trail riding articles in the national press and a Government that looked kindly on trail riding and saw no reason to restrict it.

In the 1980s we even had a few rural parish councils WANTING Byways!

They dismissed the hysterical Ramblers Association claim that Byways would soon be turned into weekend race tracks. The Ramblers Association used to move in before the public inquiry and spread alarmist stories in the local press. Hence when the Public Inquiry opened dozens of irate villagers came to kick and spit at the TRF.

Of course they never were turned into race tracks (when they became Byways), but the seeds of fear and doubt were sown.

And the Ramblers Association were much cleverer than the TRF at publicity by using the age old noise image that somehow 25 years later is still with us. The public were already convinced and most certainly did not want any noisy bikes in their quiet backwater.

In 2002 while working for the county in Northumberland I got involved in a trail park at Hedley on the Hill. The farmer wanted to provide a site to make a bit more money than growing cereals and cabbages. The county backed him. It was a grand hillside site providing pleasure for all off-road riders not just cowboys.

The police gave it 100% support. The high incidence of motorcycle trespass ruining local beauty spots gave an urgent need to divert riders to a legal site.

The site was 3 miles from the nearest village. It passed all noise tests. Result? NIMBYs got the local council to kill it off due to fear of noise.

Trespass and damage to Hyons Wood continues unabated. This story can be told all over the UK. It's called prejudice and irrational fear but you try and change it or try and do anything about it.

The TRF and its quest to fight TROS and make Byways suffers from the same fear and loathing. The vast majority believe that motorcycles are noisy and 4x4s damage green lanes. This makes our job of fighting TROs a very hard one.

I see that the Police (ACPO) have actually called for a complete ban on motorcycling (not just trail riding). MCN went ballistic! It seems that two wheels is dangerous. Not on a 19bhp scooter it's not! It will cruise at 70 which is fast enough for me in my dotage! Some nicer, more tolerant police just want a ban in the national parks. That includes trail bikes too of course. Some MPs, like William Hague MP,

support this. Fed up with continual screaming bikes up and down the Dales on summer Sundays you should read the local press!

Like the cyclists. They too want us ALL banned. Any other semi Government respectable bodies join in. You can laugh but it's not funny! Remember I couldn't even get the police motorcycle club to which I belong to accept that there IS a noise problem (turns out that most ride noisy bikes anyway).

Seems you can say anything you like about motorcyclists. No matter what lies. Safe we will not do anything about it! Hence Section 59. What a travesty of justice. Judge and jury in a single copper with not appeal!

Image problem? You bet. Come and talk to the residents of the "race track" from Hexham to Penrith after a few summer Sundays. Do you really think that Joe Public separates nice quiet trail bikes from any other motorcycle.

Many newer TRF members are genuinely puzzled why we see so many TROs.

Why us they cry out? What do they have against us? We are the good guys after all! Just ban the bad guys they say! Oh yes and who is going to separate the good from the bad?

So it's time the motorcycling powers that be got their heads together and came up with some answers.

Like banning noisy, after market silencers and have a ceiling on speed. The 200mph machine draws nearer every day. Motorcycle news positively encourages more speed and power. Just asking for trouble.

And if MCN once again call me an enemy of motorcycling as they did in 1981 then I know I am doing the right thing. Alone of course! Who else dares speak out about noise and speed!

I still bear the scars for writing in TRAIL the

YDNP information that the MAIN reason for the TROs in the Dales is too many noisy trail bikes! Mind you the wrath from outraged KTM owners was justified.

I got that one wrong! It comes from writing too much and too often in TRAIL! I must cut it down!

Privately of course several senior TRF officials say I am with you 100% about noise, but make sure their name never appears in TRAIL!

You just don't want to know bad news, which is where I came in! Happy trail riding!

NORTHUMBERLAND

From good news to bad. Last month we had the county council announce 50 new Byways in 2010. Now we lose one of the best trails of all. This is Broad Way. The longest and best trail in the North East. This was a valid Byway claim for the TRF and has been used freely up to this week.

Alan Kind had worked tremendously hard to claim it in 2004. Northumberland County Council refused to make a Byway Order. He has now lost the appeal at Public Inquiry into that refusal. Seems that the county changed its mind. Up to 2007 it agreed that a Byway should proceed. But pressure has been brought from powerful lobbies...

A further appeal may just be possible?

Meanwhile Broad Way is legally no longer a lawful vehicular trail and should be deleted from marked up maps of Northumberland issued by me up to December 2nd 2008. In other words it does not qualify for any of the exemptions in NERC 2006 Section 67 and should not be used.

Broad Way (6 miles long and first shown in 1805 and in my book an ancient carriageway and thus a prime facie Byway) runs from grid

ref 853477 in Allendale, over Hexham Common to 903544 at Kings Law near Whitley Chapel. It's marked "The Broad Way" on the little map I issue.

I was very surprised at the decision to reject the claim which I always thought was based on sound evidence.

CO.DURHAM

Thanks to sterling work by Leo Crone of the Teesside Group, Durham Police have expressed sympathy with the need for decent trail riders to ride green lanes in the county.

The police are aware that there is a whole network of green lanes some UCR and some Byway that are underused and present a safe resource for motorcyclists.

They are to hold talks with the county who, when I last spoke to them in 2007, were trying to frighten off the TRF by claiming that no vehicular rights existed on UCRs.

Some police forces (in South Yorkshire for example) are indeed sympathetic to off road biking needs and recognise the need for the TRF to be able to use lawful trails without hassle and threats from the authorities.

Who knows they might even break the 7 year deadlock over the half dozen Byways over Wolsington Common whose status is 'frozen' on orders of the council for dubious reasons.

This is connected with the wish of the powerful landowner who, though he lost the public inquiries, seems to be having the last laugh at the TRF's expense. It's called 'who has the most clout!'

There's an old legal saying by a Law Lord in regard to everybody being equal under the law, "The law is open to all like the Ritz Hotel". Only in this case it doesn't seem to work!

Brian Thompson

Our Brian...

BULLETIN No. 17

MARCH/APRIL 1973



This was Brian Thompson in 1973 (He under the bike). Brian has now 'progressed' from an Ariel outfit to a Honda scooter.

TRF Bulletin Cover Picture March/April 1973 sent in by Dave Giles

Kap to Cape 08

This is the story of our adventure from England to South Africa (Cape Agulhus) via Norway (Nordkapp)! The three of us are mates (Mike and Joel are Father and Son) who, together with others, ride motorcycles most Sunday mornings on the "breakfast run", all year round, come rain or shine. While on a lads weekend run to the Millau Bridge in France two years ago, Mike & Dom were discussing Dom's Trans America trip, which he had completed the year before, and how he was looking at doing a similar trip across Africa. Mike who had travelled extensively in Africa in a Landrover during the 70's, thought about this overnight and suggested if we did our own thing, he would be interested in giving it a go, subject to permission at home, of course! On their return, Mike was granted permission and Joel, not to miss out made the decision to join us. It was originally going to be a "Home to Cape Town" trip, but then Mike pointed out that we should go to Cape Agulhus, the most southern tip of Africa. Dom then suggested we travel up to the most northern tip of Europe i.e. the Nordkapp, first! Hence Joel came up with the "Kapp to Cape 08" name for the trip. The planning and organising for this unsupported journey, done by ourselves (unlike certain other celebrities!),

seems to have taken forever with numerous "hiccups", which have all been overcome so far. We are proud to be supporting MAG, "Mines Advisory Group", who are a charity which help clear land mines and ordnance throughout various parts of the world including Africa, making a big difference to peoples lives. Information and donations to MAG can be made by following our sponsorship link to their Website - www.maginternational.org/kappto_cape2008. We are also supporting Unicef - www.unicef.org.uk

The Route

The planned route is as follows, however anything could happen to change it! (Just this week (Monday 4th August 2008) a military coup has broken out in Mauritania!)

England (Farnham/Haslemere to Dover), France (Boulogne), Belgium, Holland, Germany, Denmark, Norway (Nordkapp), Finland, Sweden, Denmark, Germany, France, Switzerland, France, Spain, Portugal, Spain, Morocco, Western Sahara, Mauritania?, Senegal, Gambia, Senegal, Guinea-Bissau, Guinea, Sierra Leone, Guinea, Mali (Timbuktu), Burkina Faso, Ghana (Accra for Christmas!), Togo, Benin, Nigeria, Cameroon, Central Africa Republic, Cameroon, Gabon, Congo, Democratic Republic of Congo, Angola, Namibia (Skelton Coast), Zambia, Zimbabwe, Botswana, Namibia, South Africa (Cape Agulhus), Lesotho, South Africa & Home (for some of us!)

37 different countries & 20 to 25 thousand miles! Should be quite an adventure!

Our Adventure so far!

Morocco - Tagounite to Fom - Zguid (1 day turned into 3!)

We noticed on the map that there was a Piste (Track) that went from Tagounite to Fom-Zguid

and after marking local inquiries we decided to go for it as we were told it was "Good Piste" & "No problem my friend"!

So off we set on a 100 mile, 1 day journey through the Jbel Bani.

Our 1 day turned into a 3 day & 2 night gruelling ride starting on one Piste & ending up on a different Piste, we still don't know how!

Soft sand, loose rocks, dry river beds were all encountered, but the most difficult was a 1000ft escarpment which we had to man handle the bikes down 1 at a time (Green laning will never seem the same again!).

Although a very difficult 3 day ride, our encounters with the local nomads made it worth while, particularly the kids who brought us fresh eggs one morning & others who helped pack the next morning.

We have both never been so pleased to get back on tarmac. This experience confirmed we need to change the bikes setup!

Morocco - Martil to Zagora

There was much jubilation once we had finally got across the border and we immediately headed for the Rif, taking in the Mediterranean coast then heading in land to Chefchaouen, then onto Fes. Chefchaouen & its Medina was lovely. The campsite above the town had beautiful

views and great washing facilities. We also met a German Yamaha dealer there!

Apart from being hassled by everyone wanting to sell us various illegal potions (those who are old enough will remember, Reefer comes from the Rif), the route & scenery was stunning, with many interesting sights on the roads.

At the most expensive & empty campsite in Morocco, International Camping of Fes, Joel managed to get 10 Dirham's out of the reception man!!!

Onto the Haut Atlas via the Cedar Forest with its Monkeys south of Ifrane, a military town which looked more like a typical modern American town (Bazaar!).

The amazing scenery continued as we carried on south to Erfoud.

Here we made Tifina Camping our base (the best campsite so far) for 6 days and from here we played around in the sand dunes at Erg Chebbi and rode around the Todra Gorge.

We then headed south west to Zagora where we ended up camping inside!!!

Ceuta & the Marco Border

Here we go, leaving one continent and going to another, the big African one!

Mike Gray





South Wales TRF Official Rideouts 1st Saturday of every month in 2009

From Saturday the 7th February 2009
your Local Trail Riders Fellowship will
be organising a monthly trail ride using
official Green Lanes in the locality.

This rideout day is designed to create awareness of the places where a
trail rider, can ride "LEGALLY" and give newcomers an insight into
"Green Laneing"

South Wales has some of the best and most diverse green lanes in the
UK, and they are all on your doorstep.

The intention is to make this a regular feature of the South Wales TRF.
However we can only do this with support from new, and existing
TRF members.

Non Members are welcome to ride with us for one ride but will then be
expected to join the TRF to attend further rideout days.

If you are interested in joining our Saturday rideout, Then you need to
contact Robin Green on 07740 368952 or email robing@rpw.co.uk to
confirm your attendance

We intend to ride as many varied area's as is possible in South Wales.
in 2009 If you want an enjoyable days riding, then now is the time to
JOIN THE TRF
We look forward to seeing you there!

To find out more about your local TRF then come along to
our meetings on the first Tuesday of every month at 8pm
Bedwas Rugby Club, Caerphilly.



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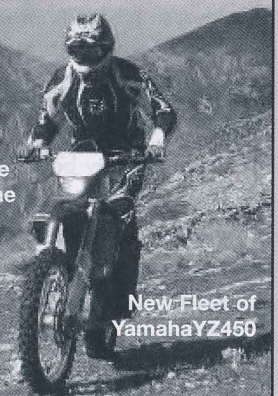
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THE LAKES IN WINTER!



Bert picked me up in his 300bhp, long wheel based, Mercedes van. This boyracer, with a life time of motorcycling injuries and thirteen TTs under his belt, soon had us on the other side of the Pennines, at Tebay, where we meet Dave and Dec.

Wall to wall sunshine, five degrees and the tops covered with snow.

The first lane may be a bit of a tester, I told the lads, not realising how prophetic that statement would be.

Two KTMs, a Gas Gas 200 and a Yam headed for the hills. In this case The Breast High Road. Fortunately there was no ice but plenty of freshly laid snow. Normally riding on fresh snow is no problem but the Winter rains had washed out parts of Breast High Road, leaving some deep gulleys and exposing some big stones. What should

have taken twenty minutes, took us an hour to climb. The snow had disguised the pot holes and made the rest of the road slippery, in the extreme. There was much huffing, puffing, stalling and gasping along the route. I was overdressed for the struggle and you could have boiled a kettle on my head by the time we got to the gate, half way up. It is the first time in my life I have had to remove my helmet, on a climb, to let the steam out.

Nevertheless we all reached the top. The struggle was well rewarded with magnificent views, it was as clear as a bell. The sheer joy of riding in four inches of virgin snow, on the top, was well worth the effort.

The descent to the river crossing was treacherous, to say the least, but at least the snow had not melted enough to put the stream into spate.

Only two foot deep, that is when waterproof socks come into their own. We all crossed without drowning the bikes and took the valley route to Kendal.

As we arrived at Brackonrigg School it was playtime. Two enthusiastic juniors ran towards the gate to open it for us. The Teacher on duty put up her hand and they stopped and were moved to safety. We opened the gate and quietly filed through, much to the delight of the thirty or so children that had, by this time, gathered to see us pass. Exchanging friendly waves, we left the School yard across the pasture to Dry Lane.

I entered Dry Lane and crested the rise. A smooth sheet of water between the stone walls looked normal, just another puddle I thought and launched into it.

Dry Lane! The water shelved off like the deep end of a swimming pool and before I knew it I was up to my tank in water. I baled off the bike and opened the throttle, simultaneously slipping the clutch thinking, I've had it, it's going to drowned.

The icy water filled my boots as I struggled, in three or four feet of water, to turn the bike around and head for dry land. It seemed like an eternity but miracles of miracles, the engine did not die, until I left the water.

The other three lads were astonished, muttering religious incantations about the local police. Something like "The mother of plod" and his relation to the "Four Kings of Hell" or something like that.

Back on dry land Dec asked who had some tools. We will have to take the plug out and pump out the water. "Hang on" I said, "the



Breast High Tough

plug on these bikes is buried in the cylinder head, it will take ages". I was thinking this is the end of the day for us all, by the time this is fixed we will all be frozen and ready for home.

"Give it a minute" I said.

"I'll drain the carb" said Dec. He quickly used an Allen Key to drain the carb while I took out the air filter and squeezed it dry.

Giving the Yam a, hopeful, kick over, the engine sprang into life.

B***** H***!! "I am getting a Yam" said Dec.

As the steam rose from the hot engine, I was thinking "You lucky bar steward, someone is looking after you".

Bert said it is the first engine he had ever seen that could run on water instead of air.

On reflection, it could have been the 40/50 oil I used on the air filter. It was probably so thick the water could not get through.

Anyway, elated, we all set off on the two mile detour before hitting Kendal.

The Yam ran perfectly well, on the higher rev range but it started to cut out at the lower end, instead of ticking over. Sorry lads it was not an excuse to get you to open all the gates, for fear of the engine stalling again. Honest!!

The first real view of the Lakes, in all their snow capped splendor, is halfway down Gamblesmire Lane, well worth a short break to admire the view.

We arrived at the ferry across Windermere just in time for last orders. The Captain was already at the controls but let us on board. Dec waved a tenner at him, he waved back. Fantastic.

Over to Grisdale Centre, great climb, hair raising descent, then on to Hawkshead for soup and a bun.

After lunch was a tour of the Langdales starting with my favorite lane, Knipe Fold. This lane has everything a trail rider could wish for, undulations, change of surfaces, technically interesting and great views of the fells, tarns and the valleys. Something for everyone, all along its length. Best of all it was completely deserted. In fact the only people we met were one walking group, on Fell Foot. Believe it or not, their faces lit up with delight, when they saw us approaching through the snow. Note: their average age was around twenty five.

Having said that the only other people we met were a couple, in their seventies, coming up from High Taberthwaite. We stopped to let them pass as the road was narrow and conditions poor.

"We have seen another group this morning" they said. Which surprised me. "And they were on better bikes than your lot" piped in the husband, jokingly.

Another example that proves it is not age but attitude that counts.

Do not forget to be courteous: slow down, wave, say good morning, etc. Acknowledge their presence, every little piece of goodwill you can generate is worth the effort.

Perception is a funny thing. Just like some dog owners, there are people, who cannot comprehend anyone who does not love dogs. No doubt you've met them. The dog is barking its head off and jumping up and down. They come out with: it won't bite, it's harmless. It would not hurt a fly.

Nevertheless they terrify and traumatise the victims, usually children and nervous adults.

Well it is the same with motorcycles. Not everyone loves them. Remember that next time you are bearing down on a group of walkers or coming up behind someone. They are often lost in their own thoughts and do not even hear you. Give them the benefit of the doubt, very few are deliberately obstructive.

On the road to Ambleside, where we filled up with petrol and headed, the long way round, to Stile end. Kentmere was absolutely stunning with the sun shining on the mountain tops, illuminating the Kentmere round. Ah yes! I remember it well.

Again virgin snow and a lovely ride over to Sadgill.

Bert and I sat it out, at the bottom of Gatesgarth, while the two young bucks had a run up to the gate and back.

Then it was back to Tebay.

Another fantastic day on the trails.

As Bert remarked "there are no bad days on a motorbike only some are better than others".

John Robinson,
Teesside & North Yorkshire TRF Group.



TRIALS FUN DAY AT TRAX

*Ever wanted to try motorcycle trials or just want to improve your riding skills?
Lancs TRF with Chorley Trials Club are running a Trials Taster Day.*

**When? Saturday 7th March
Where? Trax. Preston Docks
Cost £20**

- | | |
|----------------|--|
| 09:00 | Registration. |
| 10:00-12:00 | Try out a selection of trials bikes with basic instruction in trials riding techniques. Practice sections. |
| 12:00 to 13:00 | Lunch. |
| 13:00-15:00 | Trail bike trial. Put your new skills into practice on your own bike. |

*For more information and entry form: contact Rodger Davies,
01257 241289/07799 460641, daviesrc@talktalk.net*

Rodger Davies (Lancs TRF) has three of these which he keeps warm in his front room. They will be available on the day.



After Christmas Rideout - a bit too much for me!

My right shoulder ached, my right ankle hurt a bit when I walk, as did my knee, and I had bruises on my right thigh and left hip. As we were packing up at the end, someone asked me if I had enjoyed the ride-out. I said that tomorrow I will look back on it, and say yes, I did!

The problem for me was that it was icy. I never felt comfortable as I was always looking for the bit of ice that would have me off, and the ground was so hard when you hit it.

The worst bits were where little streams had frozen across the tarmac lane. We passed a couple of these without problems, but then we came to one on a slight uphill. I was trying to keep to the edge but the back wheel wasn't quite far enough off and gently slid over, pinning my leg underneath. Tim came to the rescue - not for the last time!

On to the frozen bog, which wasn't too bad when you could stay in a rut, but was horrible where the mud had frozen all bumpy. I tried to steer one way, the bike went another, and short leg syndrome caught me out. Again I was stuck underneath the bike. (This was the time my ankle got damaged.) Someone rescued me, not sure if it was Tim or Mark this time.

When I finally got to the end, all the rest of the group had had a good rest while I was struggling. So as soon as us tail-enders got there, on we went. My heart sank a little as we went past the 'no motorcycles' Forest Enterprise sign. Mark mentioned that permission had been granted. The last time I had ridden in that forest on a solo was in 1997 during the Welsh Two Days enduro (the only time I did it on a solo, as after that I switched to a sidecar).

Up and down we went. The frozen ruts sometimes caused problems, and although I rode carefully and a bit slower than everyone else, I still got caught out on a slight downhill slope. Unfortunately I ended up stuck against a tree. (This was the time my shoulder got damaged.) It took two of them to lift me up as the tree trunk was behind my back and the bike was trapping me in front. My leg was also stuck under the bike, and they had to lift me and the bike up together!

On we went. Everytime I caught up the group, they had had time for a fag and a drink, and were ready to go! I became a bit worried about the big hill I remembered from competition days, but Mark assured me that we wouldn't be going down it. Unfortunately one hill we did go down was a bit too much for my shaky confidence. I knew the theory of how to ride it, but couldn't force myself to do it, so Tim kindly took the bike down for me.

Like a couple of other people, I got very hot and bothered in the forest, and was relieved when we finally came out on to the tarmac lane again. A couple of riders who like me had found it rather hard work, had a breather while the others tackled the 'big hill' with varying degrees of success.

One of the bikes had a slight problem, but it was suggested the rest of us go on to the petrol station which sells coffee! So we did by way of a couple of shortish easy-ish byways. After we had sussed out how the coffee machine worked, the hot drinks were welcome. The day was bitterly cold, and after my body overheating of the forest, I was a bit chilly now. Luckily, after the break, it was only a couple of miles till the next lane. It started with a nice uphill but then became quite rutted. In places the sun had melted the puddles and top

layer of mud, but underneath was still frozen, so very slippery. We went single file down a water eroded part of the lane and soon were back on tarmac. We followed the leaders along minor tarmac lanes, including a ford and a narrow bridge over a wide river which could be forded but no-one risked it that direction.

Then we turned on to a lovely lane of grass and rock which led up to the Eppynt Ranges. The Druids Way crosses the Eppynt and is only open to the public between Christmas and the New Year. It turned out to be one long rut. We met a mountain bike and a trail bike riding together, and further on a couple more enduro bikes. We had a break at the end before retracing our steps, as there isn't really a continuation that is viable. But the wind was bitter, so it was only a quick break.

We came back by the same route apart from the forest. On the long rut my foot caught the edge of the rut and off I came. (This was the one that caused the bruise on the hip as I nearly went over the handlebars). Again I was stuck under the bike, and Tim had to lift it

off me.

On the single file gully bit which was uphill this time, I gave it too much welly because I didn't want to get stuck, so off I came again! I wasn't stuck under it this time, so Tim probably gave a sigh of relief!

On the next lane I passed someone else who was having a bit of trouble, but as it was uphill I kept going. It was nice to see that occasionally other people got it wrong too, and it wasn't only me!

The last lane was the frozen mud bog one but by now the sun had defrosted some of it, and it was even more treacherous as sometimes you broke the surface and sank into the bog. At one point I looked ahead and saw quite a few bikes strewn across the landscape. With Tim, Sam and Mark's help, we all made it to the end just as the light was beginning to fade.

Thanks particularly to Tim who stayed behind me nearly all day and rode at what must have been snail's pace to him!

Marianne Walford

COAST TO COAST

The guys were all at a Coast to Coast event. They had to bunk two to a room. No one wanted to room with Ralph because he snored so badly. They decided it wasn't fair to make one of them stay with him the whole time, so they voted to take turns.

The first guy slept with Ralph and came to breakfast the next morning with his hair a mess and his eyes all bloodshot. They said "Man, what happened to you?" He said, "Ralph snored so loudly, I just sat up and watched him all night".

The next night it was a different guy's turn.

In the morning the same thing hair all standing up, eyes all bloodshot.

They said "Man, what happened to you? You look awful!". He said, "Man that Ralph shakes the roof. I watched him all night".

The third night was John's turn. John was a big burly ex-rugby player; a man's man. The next morning he came to breakfast bright eyed and bushy-tailed. "Good morning" he said. They couldn't believe it! They said "Man, what happened?" He said "Well, we got ready for bed. I went and tucked Ralph into bed, patted his ass and kissed him good night and Ralph stayed up and watched me all night".

The Santa "Charity" Run

It all started at the December meeting of the Lancashire Group of the Trail Riders Fellowship (TRF) when we were discussing what runs we were doing that month.

One of our newer and younger members Steve Chadwick, said if others would help him with the route, he was prepared to lead his first run towards the end of the month on Tuesday 23rd December. In view of the fact that this date was near to Christmas Steve wondered if riders would be prepared to take part dressed as "Santas" and to use the opportunity to obtain sponsorship and to raise some money for a Charity of their choice or for Alder Hey Children's Hospital.

The date and meeting location were agreed and with assistance from others with the route, the run started from the Crook of Lune in North Lancashire coming down the Salter Fell road, one of the longest byways in Lancashire, before progressing onto some shorter lanes in the Gisburn Forest area.

The riders were Steve, Gary, Adrian, Chris, Tony, Will and Peter. Money was raised for a number of charities with £65 being raised for Alder Hey Hospital. This was subsequently delivered to them with children's presents by Steve.

The riders wore a variety of Santa outfits although not all wanted to wear them for the photograph.

John Gardner,
Lancashire Group



POSTBAG

SUBJECT CLARITY

Although I have ridden the trails of this green and "pleasant" for approximately 20 years, I only joined the TRF in 2007 which I will admit was mainly due to a local Council closing lanes that a friend and I used to ride on Boxing Day.

I was not really sure how the TRF functioned and the clout/effect that the organisation had. So it was with anticipation and interest that I read the TRAIL magazine.

My first disappointment was the apparent joy within the TRF that the ACU were now going to discuss/liaise with the TRF about land usage etc.

The ACU was founded in 1903, the TRF formed in 1970, so both organisations have had over 30 years to DISCUSS and work together for the benefit of those that fund you.

I find the regular accusation of member apathy quite galling when behind the scenes, motorcycle organisations with very similar interest appear to withhold information so as to benefit one over another.

Under 6.1.6 of the AGM meeting summary in December's TRAIL, it mentions "TBM does not want TRF content in their magazine" why the hell not? tell us why not, you state there are 3117 members (2008), perhaps some will write to TBM, perhaps some will stop buying it.

Again it is extremely frustrating when it is stated that a publication probably purchased by many TRF members and claiming to be for "off-road motorcyclists" has this sort of attitude.

Staying with the meeting summary, 6.1.4 states that income is up and expense down. I cannot find on the website or in any TRAIL publications what income our organisation has received, and how this has been spent.

This section also states a deficit for the last two years. Come on, let's see what's coming in and what's going out and on what. The membership fee is not a measly sum, it may well increase the membership if members had a good idea of what is being done with their money.

This was a point brought up by a friend who went on an organised trail ride as an Xmas present and thoroughly enjoyed it. I gave him TRAIL to read.

In addition to the above point, he also mentioned that he didn't understand the jargon and got fed up with it.

Interesting point. This highlights the question of how many of us really know what all the abbreviations mean. My friend had no idea what NERC, LARA etc meant.

There is a long list of abbreviations, but can these not be listed in the magazine somewhere with the full wording alongside, for example: LARA (Land Access and Recreation Association), RoW (Rights of Way) and so on.

I am sure many of us have friends that ride road bikes, if we can interest just some of these it can only be good for the future.

Clive Coleman

Ed: I will try to get an up to date guide to abbreviations to print in the next edition of TRAIL. They should be in the TRF handbook which is currently out of print as it is being revised.

MEMBERS FREE CLASSIFIEDS

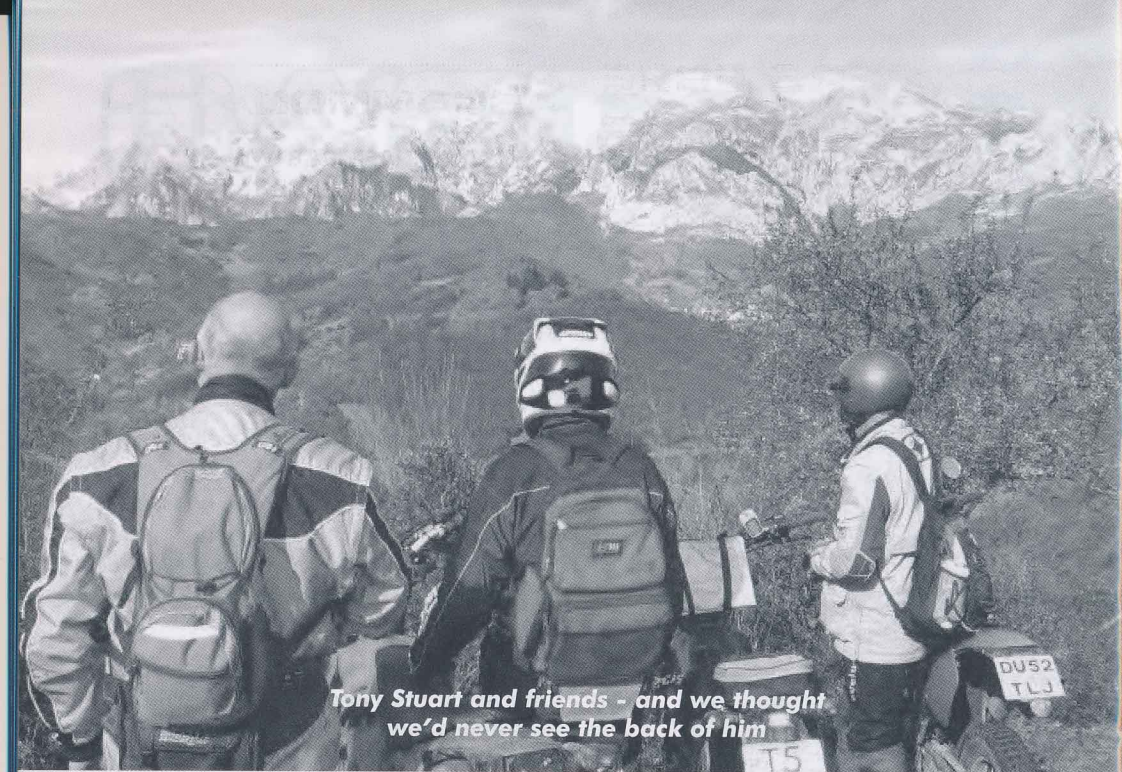
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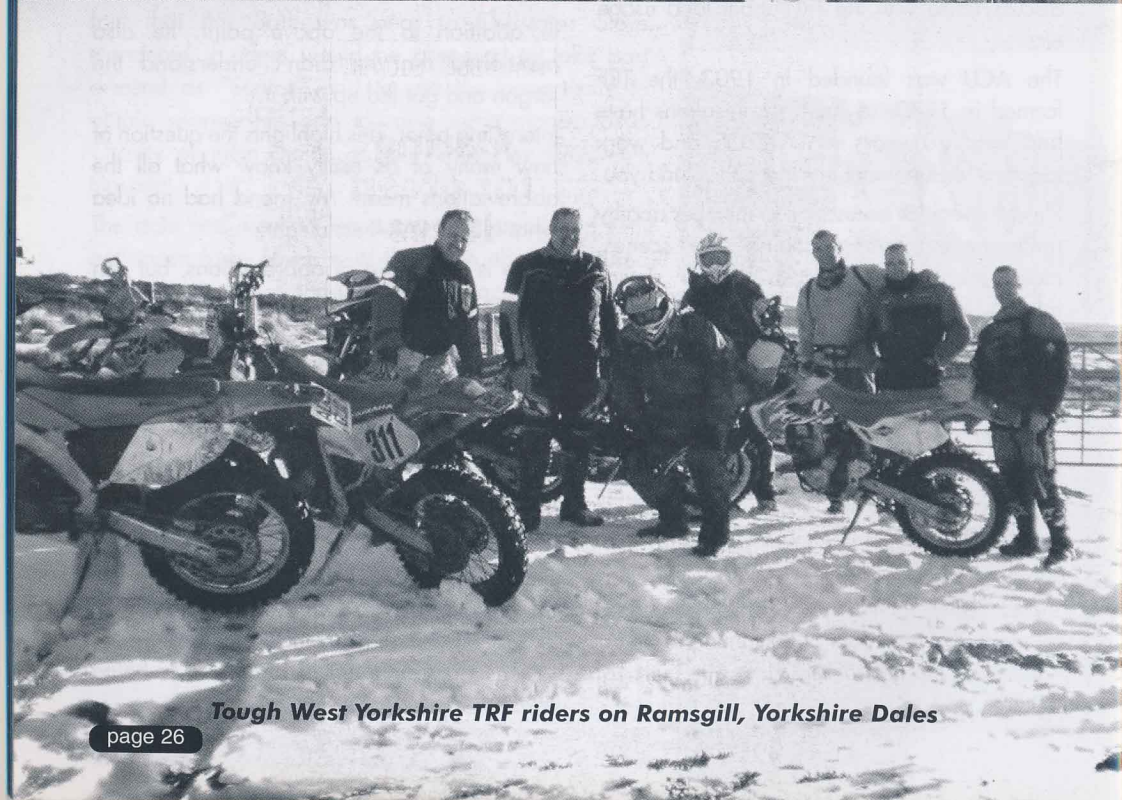
KTM 400 2002 model exc. T&Ted. Good condition. Some spares. £1600. Ring 07714 338467 or 01609 780444.

Members Classifieds: 20 WORDS - FREE OF CHARGE Enclose membership number. **ALL** Commercial Advertising to be paid for - £1 per line, £5 minimum. Please send all classifieds with payment if applicable to **THE EDITOR**, Tel: 01254 823893 Fax: 01254 887999 editor@trf.org.uk. Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG.

TRF LEAFLETS, DISPENSERS & STATIONERY



Tony Stuart and friends - and we thought we'd never see the back of him



Tough West Yorkshire TRF riders on Ramsgill, Yorkshire Dales

Leaflets & Dispensers available from Debbie Hutchinson, Membership Secretary.

Letterheads and Compliment Slips for all official correspondence available to all Group Officers from Fred Ellison, Editor. (Membership number required)

WHERE TO FIND THE GROUPS

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



35. Derbyshire & South Yorks
36. Lincolnshire
37. East Yorks
38. Manchester
39. Lancashire
40. Ribble Valley
41. West Yorks
42. Cumbria
43. Teesside & North Yorks
44. Northumberland
45. South West Wales
46. Virtual Peak

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** Roger Harris, Tel: 01539 725198
2nd Tues, The Gilpin Bridge Inn, Levens, Nr. Kendal.
- DERBYSHIRE & SOUTH YORKSHIRE**
Mick Ellison, Tel: 07780 674192
2nd Tues, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire.
- DEVON** John Heal, Tel: 01626 366860
2nd Tues, 8pm, The Welcome Stranger, Bickington, Nr. Newton Abbott.
- DORSET** W. John Williamson, Tel: 01929 553640, Mob: 07850 727873
1st Tues, 8pm, Greyhound Inn, Winterbourne, Kingston, Nr. Bere Regis.
- EAST MIDLANDS** Graham Chinnery, Tel: 01332 863433
2nd Wed, The Clock Warehouse, London Road, Shardlow, just off the A50.
- EAST YORKSHIRE** Peter Hall, Tel: 01405 862616
1st Tues, The Plough, Snaith.
- ESSEX** Cliff Eves, Tel: 07845 196064
2nd Wed, The Wheatsheaf Public House, Hatfield Peverel.
- EXMOOR** Andy Petherick, Tel: 01363 776293
2nd Wed, 8pm, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton.
- GLOUCESTER** Richard Simpson, Tel: 07812 402021
1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.
- HERTFORDSHIRE** John Fox, Tel: 01462 811654
2nd Thurs, 8.30pm, Shire Park Social Club, Shire Park, Central Drive, Welwyn Garden City AL7 1AB.
- HIGH PEAK & POTTERIES**
Graham Till, Tel: 01782 510533/07971 477024
2nd Tues, 8.30 - 9.00pm, The Stafford Arms, Bagnall. (2 miles out of Leek).
- ISLE OF WIGHT** Andy Hawkins, Tel: 01983 617232
1st Wed, 8pm, The Eight Bells Inn, Carisbrooke, Newport, IOW.
- KENT** Nigel Jeffrey Tel: 07901 776700
2nd Tues, 8.30p.m. for 9pm, The Moat Pub, Wrotham, near Brands Hatch.
- 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** Eddie Mace, Tel: 07973 721059
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.
- NORTHUMBRIA** Tony Whitehead, Tel: 07876 598515
1st Wed, 8pm, The Staffs Club, Blaydon, NE21 4JB.
- NORTH WALES** Richard Hughes, Tel: 01244 533855
1st Wed, 8pm, Cross Keys, Buckley, OS 117 290 637.
- NORWICH** Jeremy McNulty, Tel: 07786 426055
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.
- OXFORDSHIRE** Peter Cole, Tel: 01844 214075
3rd Thurs, 8pm, new venue to be announced shortly.
- PEAK DISTRICT** Steve Cartwright, Tel: 01782 848034
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby.
- RIBBLE VALLEY** John Noble, 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** Colin Lindstrom Tel: 07818 404240/Adam Abel Tel: 07974 354188
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 Thurs, 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** Last Tues, Corner House Pub, Commercial Street, Ystalyfera, Swansea.
- 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 289978.
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, Cue Gardens, Stadium Mills, Stadium Road, Bradford BD6 1BJ. 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.