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TRAIL



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

MARCH 2009 No. 367 EDITOR: FRED ELLISON



Patron: Lord Fairfax

TRF OFFICERS & CONTACTS

Chairman:	Andy Gerrard	01525 717634/07803 600571 agerrard@btconnect.com 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Vice Chairman:	Tim Stevens	01547 529946 timLARA@aol.com 5 Offa's Road, Knighton LD7 1ES
Membership Secretary:	Debbie Hutchinson	07966 438907 debbiehutchy@btinternet.com Marcliff, Bakers Hill, Exeter, Devon EX2 9TE
Secretary:	Polly Cody	01525 717634 secretary@trf.org.uk 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Treasurer (Acting):	Arnold Brewer	01865 741410 treasurer@trf.org.uk 16 The Croft, Old Headington, Oxford OX3 9BU
Editor:	Fred Ellison	01254 823893 Fax: 01254 887999 editor@trf.org.uk Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG
P.R.:	Mark Williams	01544 260889/07752412631 pr@trf.org.uk 3 Church View, Broad Street, Presteigne, Powys LD8 2AF
RoW Officer:	Robin Hickin	01926 817060/07890 550847 row@trf.org.uk 42 Model Village, Southam, Warwickshire CV47 9RB
I.T.:	Simon Bingham	01295 251648 (day)/01295 711311 (eve) it@trf.org.uk 27 Peveril Road, Greatworth, Banbury, Oxon OX17 2DN
BMF Liaison:	David Giles	01332 552288 dl70@tiscali.co.uk 22 Ford Lane, Allestree, Derby DE22 2EW
LARA Rep:	David Giles	01332 552288 dl70@tiscali.co.uk 22 Ford Lane, Allestree, Derby DE22 2EW
CCPR Rep:	Dave Tilbury	023 80618937 dave@dave-tilbury.co.uk Oakbank Cottage, Oakbank Road, Eastleigh SO50 6PA
Equestrian Events Liaison:	Mark Holland	01989 565249/0845 3308892/07941 427774 (mob) Corn Farm, Devauden, Chepstow NP16 6NS
TRF Website:	www.trf.org.uk	written & supported by Bill Richards, web@trf.org.uk

STATIONERY & LEAFLETS

Keepers of Stationery:	Debbie Hutchinson	Leaflets & Membership Forms
	Fred Ellison	Letterheads & Compliments Slips
Display Equipment:	Leo Crone	01325 463815 (7a.m. - 5p.m.) Display boards held at Ut 10, Red Barnes Way, McMullen Road, Darlington DL1 2RR

REGIONAL RoW ADVISORS

Wales & West Midlands	Tim Stevens	See above for contact details
South & South West	Dave Tilbury	See above for contact details
Eastern	Richard Sugden	01354 651390 home@rlsugden.fsnet.co.uk 122 Station Road, March, Cambridgeshire PE158NH
East Midlands	Robin Hickin	See above for contact details
North of England	Brian Thompson	briant950@aol.com 55 Warkworth Street, Newcastle-upon-Tyne, NE15 8ED

TRAIL MAGAZINE ADVERTISING

Display Ads: For Advertising Rates please contact Fred Ellison editor@trf.org.uk 01254 823893
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Please send all classifieds with payment if applicable to THE EDITOR.

EDITOR

You will be pleased to know that the mad axeman is on our side. Mark Williams, who will be known to many of you as a TBM columnist, is the TRF's new Public Relations Officer. Mark sets out his objectives on page 4.

Other essential reading is the Rights of Way Workshop report on page 7. Rights of Way not your thing? Still worth a read because it clarifies a lot of concerns on Section 34 and Section 59 offences. It is not always a lost cause. There is hope after all.



The editor trying his hand on a trials bike at the Trials Fund Day at Trax which was organised by Lancashire TRF with Chorley Trials Club. Much effort was put into making this a successful event with everyone enjoying themselves. Although some got it into their heads that they would be supplied with tuition and a fueled up bike for the day. All for £20? Thanks to Roger Davies and all others who put in so much effort to make it a really fun day.

Fred Ellison

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WANTED:

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

COVER PHOTO: Tony Davenport
Battersby Moor/Battersby Plantation
area, looking up towards Ingleby
Moor, but not 100% certain as we
covered a lot of ground that day.

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

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TRF EXECUTIVE MEETING SUMMARY

Sunday 25th January 2009

Black Country Museum

1. Chairman's introduction and report
 - We must improve the image of responsible trail riding
2. Executive meeting voting process
 - Each group representative, principal officer and co-opted officer was given a voting card for this meeting according to the rules in the Mem&Arts.
3. Approval of minutes of meeting on 3rd August 2008 - Trail No. 362
 - No issues, approved
4. Matters arising (not otherwise on the agenda)
 - 4.1 Rights of Way Workshops (Robin Hickin)
 - The next workshop will be held on Sunday 22 February 2009
 - 4.2 New Website (Simon Bingham)
 - The release of the information sections and forum will be after the membership database
 - The new website is due to go live at the end of March and the new membership database is populated and ready to be securely integrated with it
 - 4.3 Cambrian Mountains Pilot Project
Mark Williams is representing the TRF on this project and he has presented the surveyors with a detailed response to their draft survey report.
 - 4.4 Report from the 'Rules & Procedures' Sub-committee (Tim Stevens)
 - Tim Stevens headed a team which analysed the current rules and working practices of the TRF and recommended a course of action for improvement.
 - 4.5 Code of Conduct - Review and Implementation
 - The code of conduct will be reviewed as part of the rules and procedures
5. PR & Marketing
 - The Executive agreed a budget of £12000 for 2009 and it would come from the fighting fund
6. Rights of Way Update (Robin Hickin)
 - 6.1 Ongoing issues (YDNP etc.)
 - LARA and YDNP are in discussions over the statutory process of raising TROs.
 - 6.2 Draft Marine Bill
 - Our political contacts are watching the progress of the bill through parliament
 - 6.3 Unclassified County Roads
 - Various government departments, Natural England and Local Access Forums are considering the disputed status of UCRs and this is noted as an area of significant concern
7. Other officer Reports
 - 7.1 All Party Parliamentary Group for Motorcycling (Andy Gerrard)

- A new All Party Parliamentary Group for Motorcycling will be launched in February with Bill Wiggan in the role of chairman.

8. AOB (At Chairman's discretion)

8.1 National Blood & Organ Donor Scheme

- Following the initiative of the Cornwall group, the executive agreed that the members across the rest of the country would be given the opportunity to volunteer en masse.

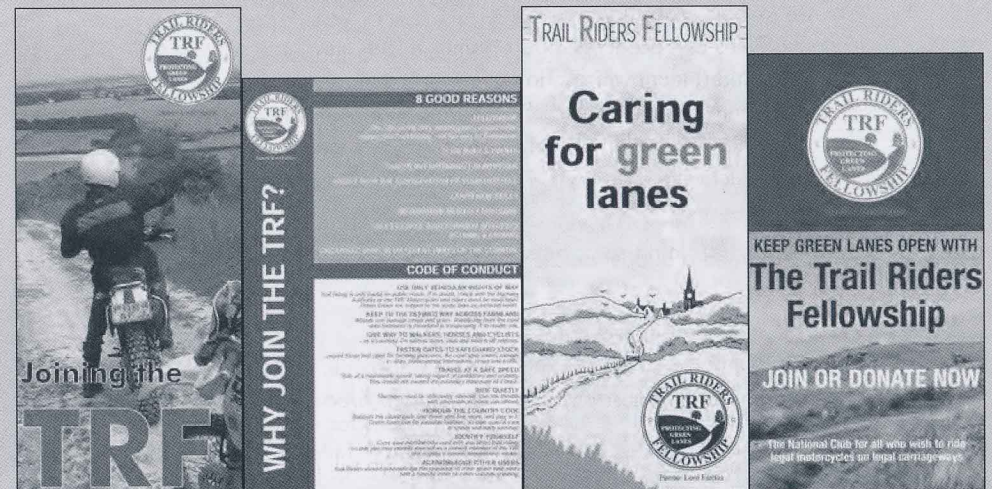
8.2 Co-opt of PR officer

- Following a close vote, Mark Williams was elected PR Officer and Richard Simpson was co-opted as his deputy.

8.3 The WORMS initiative

Date of Next Meeting: - 26th April 2009

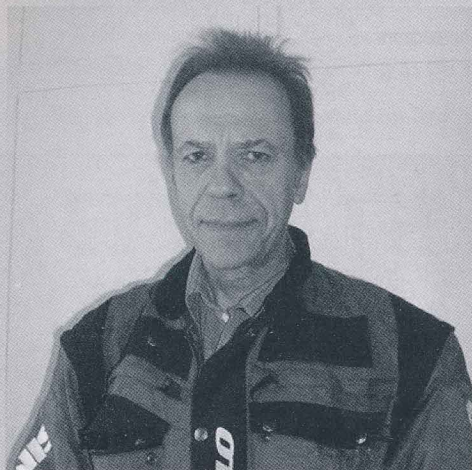
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Leaflets & Dispensers available from
Debbie Hutchinson, Membership Secretary.

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all Group Officers from Fred Ellison, Editor. (Membership number required)

Public Relations - A New Initiative



increasingly necessary.

In my new role, I plan to address both these issues, firstly by neutralising the ignorance and misinformation perpetrated by our foes, countering it with positive publicity, whilst also harnessing the support of the motorcycle media and the trade it supports. Additionally, I'll be running a series of workshops around the country where I'll try and help individual TRF groups establish a much-needed p.r. presence in the local media.

Increasing TRF membership at a time when it's widely if fallaciously perceived that 'we' somehow failed to counter NERCA and much else that's been thrown at us won't be easy, but with the new sliding scale membership fees, a hopefully more inclusive, pro-active attitude towards new members and in particular a higher public profile, this is an important goal.

For those that don't know me, I first joined the TRF in 1971 and launched and edited *Bike*, *Which Bike?* (both of which had specific trailriding sections) and *MotorCycle International* magazines. I've also edited several other types of magazine, two weekly newspapers, and until early 2008 I was a longstanding if sometime controversial columnist and RoW correspondent for *Trail Bike Magazine*. I now run my own publishing consultancy but I still write on trailriding and RoW issues for various publications, recently including *T+MX News*, *Bike*, *Quad*, *Motorcycle Rider*, *T.W.O.* and the *Daily Telegraph*.

If your local group is interested in joining a public relations workshop, please contact me at pr@trf.org.uk

Mark Williams

The last National Executive meeting approved the establishment of a TRF Public Relations Officer and having been elected to the role, Mark Williams explains why and how he plans to tackle it.

Following the implementation of NERCA, the TRF is now fighting to preserve a reduced network of greenlanes, and doing so against a hostile backdrop of blanket TROs and the potential loss of UCRs. We're a small organisation representing only a fraction of Britain's trailriders and to combat the considerable and considerably better organised forces marshaled against us, we need to raise our campaigning profile amongst the general public, and particularly the wider motorcycling public.

If our paid-up membership better reflected the true scale of trailriding in the UK, then we could also afford to operate more effectively in an arena where fighting RoW battles on numerous fronts simultaneously and resorting to costly legal expertise are becoming

NOTICE BOARD

PEAK GROUP CHANGE OF VENUE

The next Peak Group meeting will be held at The Joiner's Arms, Church Road, Quarndon, Derby. Usual date and time.

Peter Allt

KENT GROUP NEW WEBSITE

Keep up to date with the latest goings on in Kent including meetings and runs at www.trfkent.org.uk

OXFORD GROUP NEW VENUE

The Gladiator Sport and Social Club, 263 Iffley Road, Oxford OX4 1SJ. Next to Motorworld VW Garage. 3rd Thursday 8.00 p.m.

TRAIL RIDES FOR THE MENTALLY HANDICAPPED 2009 & CHARITY TRAIL

Advance warning of the dates of the above are Saturday 20th June followed by the trail on Sunday 21st June 2009. Hope you can make it because I definitely need all the help I can get.

Contact Mike Rees mikerees65@hotmail.com

MAGAZINES CARRYING TRAIL RIDING INFORMATION IN VMCC ARCHIVES

Status as of 1st March 2009: TRAIL the bulletin of the TRF: is now complete with the following exceptions:

Issue No's: 1 - 15 & 29, 44 - 57, 59 & 61, 136, 364 & 365.

In conjunction with the VMCC library we have now started to put together collections of two other magazines which have carried articles on trail riding.

a) *Trail Bike Magazine*: Thanks to Roger Fowler of the Bristol Group we have most of the first 10 years, but need all issues since Jan 2006.
and b) *Trials and Motocross News*. Any donations would be gratefully received

Dave Giles

FORTHCOMING EVENTS

Dakar 2009: Wednesday 1st April 2009 see page 20.

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.

Bikes, Bevvies & Banter 2009: 6th & 7th June 2009

Northumbria TRF trail riding & camping weekend.

Howard Wadsworth Memorial Run: 4th July 2009

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

BIKES, BEVVIES & BANTER 2009

Northumbria TRF trail riding & camping weekend- 6th & 7th June 2009

A social weekend that is fun for all the family, with guided trail rides of Northumbria (Northumberland and Durham) with some of the best trails you could wish for. Rides led on the Saturday & Sunday.

Field available to camp or caravan (bring your own tent or caravan, food, refreshments, beer, water, BBQ etc). Toilets provided only (no water).

*£30 per bike for T.R.F members
(proof required, this is a TRF members only event)*

Friday & Saturday open air bevvies & banter.

Good evening out with other T.R.F members (families welcome).

Availability is limited so no discounts or refunds and you must return your completed booking form and payment (no cash please) to Nic Gilbert.

Booking form can be downloaded from

www.northumbriatrf.net/downloads/NTRFbookingform.pdf

ROW WORKSHOP REPORT 22/02/09

First I need to thank our presenters, Tim Stevens, Dave Tilbury, Brian Thompson, Richard Sugden and Stuart Bosworth for their input on the day. It was I know welcomed by all.

It is often difficult to put together a programme that will both be interesting and include things that members can take away and use, but from the emails I have received since it would appear that this objective was met.

The 30 plus people who attended, I am sure you were all as pleased as I was with the excellent information that was put across by the presenters in their individual sessions. The sessions presented, for those not there were;

- NERC Exemptions.
- Temporary & Permanent TRO's.
- The Removal of Obstruction, Section 130 and Section 56 notices.
- Prosecutions under Section 34 Section 59. What you should Know.
- Group Rights of Way Officers role.
- Public Inquiries what you need to know.

Unlike previous workshops the sessions were run in small groups of between 7 and 15. This provided a more 'personal' approach and as a result individuals were able to get up close and personal with our resident experts. It also allowed some of the more difficult questions to be answered by the expert in that area of TRF rights of way work. The venue provided the flexibility to divide the room into three separate rooms for the small group sessions and provide an open plan for environment for all the larger group sessions, like the PI discussions.

To try and summarise a day's event would not do justice to the effort that was put in by all those involved so I will confine myself to one topical aspect of the day, that of prosecution, and the law.

Someone who should know about the law as a serving police officer with a particular interest in this subject and also the ROW issues that surround it presented this session.

It was evident that many have heard of Section 34 offences, riding on a footpath, Bridleway Restricted Byway or riding on common land. as well as Section 59 offences which could ultimately see your vehicle seized by the police.

Section 34

Our perception of Section 34 offences appear to be somewhat at odds with reality, as in reality it carries the same consequences as parking on double yellow lines, that is to say a scale 1 fixed penalty offence with no endorsements. This is not as some think a criminal offence and you will not get a criminal record but it is the lowest level of motoring offence that you can commit.

As a trail rider you will rarely encounter a police officer on the Trail and therefore will not have an immediate Fixed Penalty Notice (FPN) and most potential prosecutions under section 34 will come as a result of a report to the police by a member of the public.

The next stage will be a visit to the registered address of the keeper of the motorcycle by a police officer to ask you about the alleged offence. Your response will in part determine what if any further action is taken by the police. They may at this stage also take a statement. It is not possible at this point to ask for an FPN to be issued if you are accepting that you committed the offence.

I should remind all TRF members that you will get support from either your Local TRF group or from the National representative to help you in matters of this nature.

The police will take statements from the person reporting you and from the ROW office at the Local Authority to determine in their view if an offence has been committed. Once this is done they will pass on their information to the Crown Prosecution Service (CPS) and it is they who will decide if a prosecution is likely to succeed and if it is in the public interest. If the CPS decide to

take action you will receive a summons and ask if you want to plead guilty or not guilty. If you plead guilty you are likely to receive a fine and possible costs. This is typically twice the FPN plus some costs.

If you believe you are innocent then any facts that you wish to use in your defence need to be outlined in your response to the CPS for them to investigate.

The CPS will carry out further examination of the facts you have raised in your defence, they will then decide whether to take the matter forward to court. Throughout this process you should be asking and getting support from the National Officers to ensure you are not maliciously prosecuted and are aware of your options and the likely consequences of actions taken.

Section 59

This is an offence that carries two parts,

Firstly You have to be riding elsewhere than on a road, and by road this means any road and will include private and public roads.

Secondly You have to have either committed an offence of dangerous driving or driving without due care and attention OR riding in a manner causing distress or annoyance, or likely to cause distress or annoyance.

If both parts of this statement are **not fulfilled** then a section 59 notice can not be issued, and if you receive one you should appeal to the Chief Constable of the force issuing the notice explaining your reason. However once your details have been entered on the police national computer then they can not be removed even if the section 59 is successfully appealed.

Once issued with a Section 59 and it is added to the police national computer it will appear both against you, your name, and the registration of the motorcycle you were riding at the time.

If you have already been issued previously with a Section 59, or your bike has, then on a second occasion the police (and only the police) have the power to seize your bike. This is where another common misconception arises. The



Rapt attention RoW Workshop

police do not immediately have the power to crush your bike. If you can prove ownership insurance, etc then on payment of a statutory release fee of around £130 you can reclaim your motorcycle from the police and continue using it.

Some issues were also raised during this presentation and discussions as to the validity of TRO.s were also discussed and once again the misconception that this carries a criminal conviction if caught and prosecuted is incorrect. It is in reality the same as going the wrong way up a one way street, you are ignoring a road traffic sign. Like other similar offences it is a fine only offence and will in reality probably have many opportunities for a defence to be presented. If the Local Highway authority have not for example upheld their responsibility under section 130 of the Highways Act to protect and assert the rights of users in applying the TRO this may cast reasonable doubt in the eyes of the court and could result in a not guilty verdict if taken to court.

Remember if you are taken to court for any of the above, the prosecution have to prove **"beyond all reasonable doubt"** that you are guilty. This is not the same as proving that the route is on the balance of probability a vehicular highway, so the onus is on the prosecution if you are taken to court. Also remember the Magistrates can not determine that a route is, or is not vehicular, they can only deal with absolute evidence that it is not.

Robin Hickin

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Testimonials from TRF members on web site.

www.asturiatrails.com

FOUR WHEEL APPEAL

Following the recent decision by Quad magazine to run a regular section covering RoW, land access and TRF-related issues, they'd like to hear from any quad-riding TRF members. So if that includes you, please get in touch with columnist Mark Williams detailing any relevant experiences, adventures, problems, news or opinions specific to greenlaning on four wheels. Where do you regularly go riding, do you join the

same ride-outs as your two-wheeled colleagues and which, if any, local TRF group do you belong to?

Low-impact, 2WD quad bikes and their owners have the same right to use the trails as the rest of us and this growing band of recreational riders now have their own space in Britain's leading quadding magazine to reflect this. Help make it happen by contacting Mark Williams at pr@trf.org.uk

SIGN UP TODAY

They want to crank up the road tax on bikes now despite saying tax depends on CO2 emissions. You can get tax free cars but not bikes - in fact you may have to pay double!

<http://petitions.number10.gov.uk/motorcycle-tax/>

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

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WWW.BBTRUST.ORG.UK

SOUTH WALES RUN REPORT



It was a cold dark winter's morn; the sun yet to decide if it was going to glow. Jack Frost had been a busy boy last night, coating the ground with his frozen might.

Now if this is starting to read like a Grimm Bros fairytale then good, because for the riders that turned out in Risca, near Newport Gwent for the first of the Monthly Trail rides organised by the South Wales TRF for 2009, this was to become The Fairytale trail ride.

Now as you all know Trail riding is never easy, but just to make things even more difficult we had seen 5 days of fairly decent snow fall in the South Wales Valleys, which to some of my keener trail riding friends is Nirvana. They look for snow, in fact they live for snow. In winters past I have seen us ride 40 miles to the Black Mountains just to search out the white stuff.

They, like me, gaze out of the bedroom window wide eyed like a 5 year old watching the ever falling flakes, praying for snow, DEEP SNOW.

But we are no longer 5 year olds who crave to build a snowman, or fly down the hill on a tea tray. We are MEN, grown men who trail ride

and we know that the snow changes things; it changes our landscapes.

It creates an unknown element, it hides the ruts and bomb holes, it turns a simple hill climb into a slippery and snotty, evil lane that wants to suck you under and spit you out like a demented snow plough.

But what the snow does best of all, is wipe the slate clean, it covers every blemish in our landscape, it covers every rut.

The fact is, snow re-creates the trail ahead re-models the landscape, fashions a new vista. A New trail, one that is virgin and pristine, untouched un-ridden. In truth it makes us feel 5 years old again. In essence snow creates "The Perfect Trail Ride".

At 09.20 we headed off towards Tymbarlwm Mountain, safe in the knowledge that today of all days we would find the white stuff. Little did we know just how much we would actually find.

We carefully navigated the tarmac lanes which were treacherous with black ice, climbing ever higher to reach the first normally heavily rutted lane leading to a metal gate. The track continued to climb with a tight left

turn up a rocky path then right before it levelled out onto the mountain.

This was the view we expected, the view of a route we know like the back of our hand. However today was different. Today we were greeted with a spectacular view. Today the lane was completely filled up with drifted snow, some 4ft thick in places.

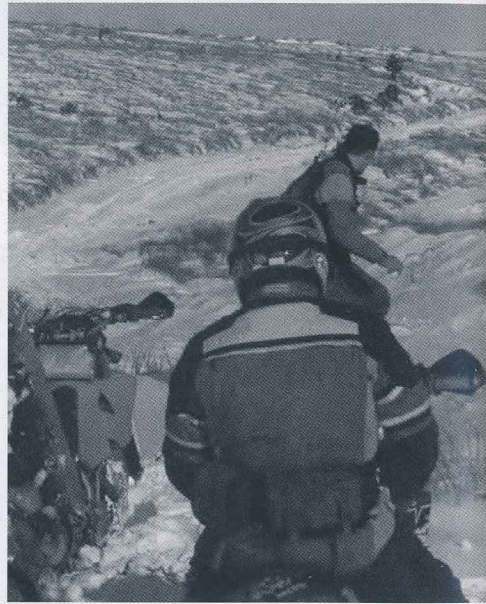
It looked impossible to pass. A brief discussion with the run leaders and the decision was made. I was concerned about going back down the icy tarmac, so heading up the mountain looked a better option, at least that's how it seemed at the time, ever onward - ever upward the decision was made.

We knew it was going to be tough, but none of us knew just how tough it would actually be. We picked a line at the highest point of the drifted snow where we could just make out the top of what is normally the left hand banking of the lane and treaded a path through with our feet towards the metal gate some 150 yards further up the lane.

Richie and Dave rode first following this single man made furrow. The remainder of the group followed. We then spent at least another hour or so, helping each other up the lane onto the level surface of the mountain. This exertion and the fact that we had another 4 miles of this snow filled terrain in front of us, saw a few of the original pack bow out. This was not a trail ride for the sane of mind.

Paul Farley a seasoned TRF member, was struggling with a rather worn trials tyre on his trusty Serow and decided with Jon Goddard (a new convert to trail riding and his first TRF ride) that they would head back home as Paul quite rightly said pulling and pushing a bike is no fun for the over 55's.

I started to doubt my decision to push on over the mountain; I began thinking that I had let both Paul and Jon down. I didn't want to alienate both old and new members with my



poor decision making on what was our first outing of the year.

However I needn't have worried because the remainder of the group were more than up for the journey ahead and "What a Journey" it was.

We started well enough; Andy Morgan our trusted last man, gazed into the perfect white vista ahead, pulled on his helmet, and uttered the immortal phrase "Lets Play"

He took the handlebars of KTM 450 as if it were a bull by the horns and fired himself into

the white abyss, which isn't far from the truth really. You see some 30 yds later Andy's bike came to an abrupt stop when it nose dived into a 3ft deep snowdrift.

Andy however continued his journey (sadly for him minus his bike) for another 6ft before landing head first into the snow. All we could see was the soles of his boots as he flew almost Superman like thru the air before coming to a stop head first in the snow. It was a hilarious sight that will live with those that witnessed it till the day we die. Well done Andy.

Refreshed with laughter we continued on the trail, which was not easy. This short journey across the mountain trail would normally take 15 mins. Today it took 3 hrs. Exhausted from pulling and pushing our bikes through the deep snow, we were actually glad to be down off the mountain, and into the lanes. Not before we had to negotiate some very steep tarmac lanes that were covered in black ice.

After a brief Lunch stop we headed into the rabbit warrens at Little Mill in USK to encounter a superb set of lanes encompassing everything that is perfect about green lane riding in South Wales. Thru Streams, small river crossings and rocky lanes full of technical hazards that always keep you focused.

We all enjoyed the remainder of the day, riding more glorious lanes in Pontier and Cwmbran whilst making our way back to Risca. It was 5.00pm when we arrived back into Ty-Sign, Risca high above the Islwyn Valley before saying our goodbyes and heading off home.

Today for me was more than a simple trail ride it was a culmination of over 3 months of planning, advertising and resurrecting the interest in the South Wales TRF. The knowledge and infrastructure had always been there, but many people had become jaded and disillusioned since NERC, and truth is "we all



gave up on the TRF".

Since the NERC we have all been guilty of apathy, we have all been negligent in looking after our right to ride, and we always find it easier to blame others for not doing something about it.

So that is where I came in. I decided to do something about it, and it paid off, as the response from both new and existing trail riders has been superb.

I know some ex TRF members are still a little cynical of what the TRF actually offered them for their money and quite rightly so. But the truth is in life you only get out what you put in.

So to the riders that turned out on Saturday 7th February, and to those who couldn't make it due to the weather, and to every one who emailed me with their words of encouragement, I thank you. Thanks for your interest and support.

But the biggest thanks of all has to go to Richie, Jason, for leading the group, to Andy with his patience as back marker for the day, and Big Nige for giving me the inspiration to organise these monthly ride outs.

Thanks to all the other members of the group that pushed, pulled and helped each other during the day. I hope you enjoyed it as much as I did.

Robin Green, South Wales TRF

ON ANY

Mud and dust were flying up, the throttle cable wrenched tight, the bike was slung totally sideways as it entered the bend and don't even mention the noise bellowing out from its race pipes...man, I never tire of watching one of the early scenes of 'On Any Sunday'. That opening segment sets the tone for this film that goes on to encompass every type of motorcycle sport in America. Of course the section on 'cow trailing' is the best bit. The words 'probably the most fun in all of motorcycling is to load your bike in a pick up truck and head out into the country' kinda sums it up really. Seeing Mert, Malcolm and Steve McQueen riding the trails is superb.

Although Steve McQueen's part in this film stunned people in 1971 with his riding skill, the part everyone remembers is the infamous jump in the film 'The Great Escape', although we all know his friend Bud Ekins did the jump. I guess when you're riding competitively every week, you get to know what works and what doesn't. Not known by many though was the amount of input he put into the development of his road and race machines. Apparently, one of his favourites was the Metisse Desert Racer that he had imported from the UK. And this is where our stories cross.

22 February 09, Ace Café in London will be showing off bike number '000' of the desert racer replica that bears his name. This bike will be for Steve McQueen's son Chad. There will be another 299 bikes in this limited edition run, and they will cost a whopping £13 grand! The engine will be a fully reconditioned period Triumph TR6 engine complete with a single Amal carburettor. They will even incorporate Steve McQueen's

designed footrests, 35mm Ceriani forks, with seven inches of travel, which he found to be the optimum. The yokes are from a BSA because he preferred that handlebar position, which is set behind the steering stem for better control.

So what better way to show our respects to a great rider and his favourite machine than to trail ride from the Hertfordshire/Bedfordshire border, taking in as many 'cow trails' that we could find and to turn up suitably muddy at this event. A night studying the TRAILWISE web-site and overlaying the information to my GPS, we started our ride with a lovely field road east of Ickleford. Our route stayed to the west of the A1 throughout taking in the little villages of Great Offley, Preston, Kings Walden, Whitwell, Codicote and down to St Albans.

A few horses and cyclist were met along some lanes and with a wave and a smile things couldn't have gone better until 2 miles down one of the final Byway's of the day we came across a Land Rover blocking the way ahead, "Everything alright?" I enquired to the two people sat on the banks of this sunken lane, "Yeah" came the reply. "Er, can we get by please?" "No, you'll have to turn back! Bikes shouldn't be down here anyway, it's just for cars!" Now I'm sure he thought I was born yesterday but I was actually born in the morning...it just wasn't this morning! Here we go again I thought. It's amazing what we learn just by reading in TRAIL what others say when they are confronted in the lanes. Before I could even think, my TRF head started talking and I launched into a veritable TRF lecture about ROW's to which he mumbled "I'll back up

SUNDAY

then" "Yes, you do that" I mumbled back! Now suitably adorned in the brown stuff we rode out of the Roman town of Verulanium onto the arrow straight Watling Street, which led us to Wembley and the Ace Café. It was billed as a mud pluggers day, so I imagined a car park full of off-road machines on our arrival, but no, just our little group of four but plenty of Charlie/Ewan reps, resplendent in their boxes and tins, brackets and bars but alas, not a spec of mud to be seen, I mean really, I know lots of you chaps get these muddy but this lot truly made me cringe. The furthest these had been off-road was bumping up the curb to the car park!

Some had made the effort though. There was a lovely old Triumph Trail, a Greeves

trials bike and a BSA Bushman, totally beautiful machines these, with enthusiastic owners milling around waiting to tell you what exploits they've got up to on their pride and joy's. But the thing that captured the most glances, after the Polish girl who was waiting on tables, was the McQueen rep. Situated on a 3ft high chrome stand for all to see with an old black and white photo of The Man standing with his machine below. It's such a shame they didn't fire it up for all to hear. I watched a clip on youtube.com where Steve Colley re-enacts The Great Escape scene on this bike, his words sum it up for sure!

Happy Trails, Glenn Vieira





SUN, SNOW & DEVIL'S GORGE

On the 16th Feb three Teesside NY TRF members set off for the Andalusian Hills via Leeds Bradford and Malaga Airports. Our mounts, accommodation and guide had all been arranged via Trail Blazers (www.trailblazers-spain.com), all we had to do was turn up and ride.

The three riders were myself, Harry (TE450), Peter (G650X), ex GB moto-crosser and mover and shaker in the international motorcycling world, and John Robinson (WR450F) who will be more than familiar to all readers of Trail.

After so long of dressing up like an Eskimo (Inuit) for local trail rides I began to gaze longingly at advertisements for trail riding in warmer climes. After talking with John and Peter I began to investigate the options and Southern Spain seemed the nearest place to find good riding and weather.

Arriving on time at Malaga airport we left the plane (and after a quick return to pick up my forgotten jacket from the overhead locker - doh!) we rendezvoused with Graham, the tour company owner and guide.

Safely delivered to Canillas De Albaida we were introduced to Antonio the hotel owner. Antonio turned out to be the most congenial host you could wish for and nothing was too much trouble for him - as you will see later.

After exploring the pretty white washed village (which was unfortunately marred by plentiful amounts of dog crap) we ate early and were tucked up in bed by 10am, wanting to be refreshed for our first foray into the Spanish mountains the following morning

The next morning we were to meet at the bike and gear storage centre conveniently located below the hotel. The meeting time was 10.15am, despite our attempts to bring the start time forward so we could make the most of our two days of riding.

After looking at the available mounts, WR450F, CRF 450's, DRZ400's and the odd KTM and CF230 we all chose the 2008 Yams (although John was looking longingly at the KTM 450!)

By the time we left the centre and hit our first trail nearly half the day had gone so we were all keen to get some good riding in. Apart

from long term Yamaha rider John, the WR's were new to us and, for me at least, the on off clutch and razor like throttle controls needed some acclimatisation. At least this is what I blamed when I lifted the front end way too high over the first set of gullies and rocks, shut off the power and then proceeded to jam the front wheel into a crevice with nowhere to put my feet down - over I toppled! Mental note - feather the throttle on climbs - its not like my TE with the soft action throttle modification. A fine way to introduce my riding skills to the guide I thought. Still once remounted we were off again and no more offs were recorded this day.

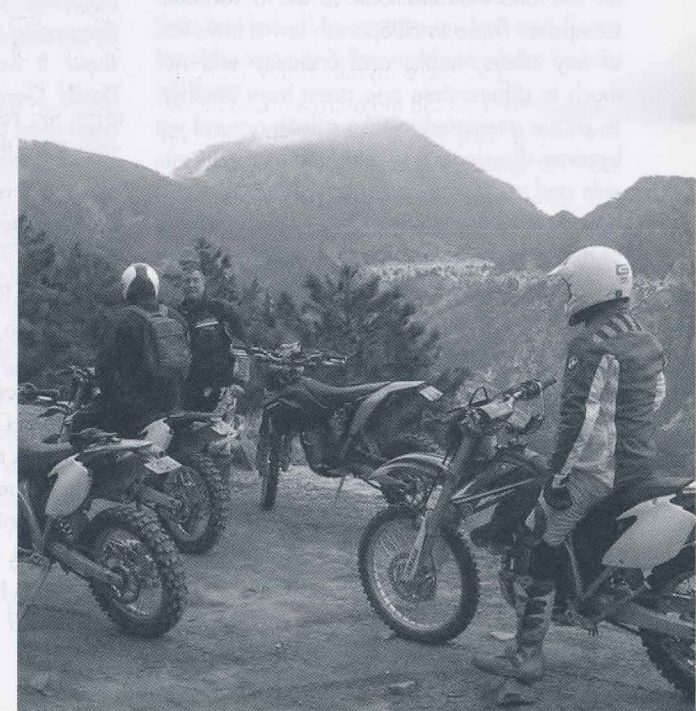
Graham had a sensible method of extending his life expectancy - he would lead on the road and on some sections of the trail but on the blind corner trails with the sheer drops he would act as sweeper "in case these was a problem he needed to deal with". This meant that one of us had to lead and if there was something (another bike, 4-wheel drive, herd of goats etc) coming in the other direction we needed to be able to stop and or take evasive action. This sounds all very acceptable until you remember that we were separated from the hundreds of metres of sheer drop by - nothing! John took the role - good man!

Lunch was included in the package (John said he would have eaten more if he had realised that it was 'free') and a fine lunch it was too at a Gaudi-esque restaurant.

Continuing on our travels the lunch eventually settled down and our centres of gravity restored we looked forward to some more technical riding. Apart from a couple of short

trails offering a bit of excitement the riding was mainly on easy wide trails passing up, down and around the many mountain peaks. However the views of the snow capped mountains, the sea in the far distance, the terraced vineyards (and the often sheer and very long drops off the edges of the trails) kept our senses from becoming dulled as we passed through olive and almond groves clinging to the steep hillsides with oranges, lemons and avocados hanging from bushes along the tracks.

Although it had been quite a grey day it had been warm, I was glad I wore summer vented gloves. Minutes after our return to the centre Antonio appeared with a jug of cold beer, it was very welcome and soon consumed. Bike chains were lubed and oil levels checked - a couple of bolts had fallen out of the hand guards on two of the bikes so these were replaced and arrangements made to meet again the next morning. We suggested an earlier start but to no avail. Graham explained that the start times were set to fit in





with the later eating times in rural Spain but we all wondered why we could not just do some extra miles before lunch. Reassured that tomorrow would see some more technical trails we were placated.

Our friendly hotelier had previously offered to drive us into the next village so we took him up on this and Antonio took us the 3 KM into Competa. These small Spanish towns have lots of tiny alleys, nooks and crannies and not much to differentiate one street from another, so as we attempted to take a look around we became disorientated. Still, luck was on our side and we discovered a bar! After having a beer in the company of King Carlos (pictures of his visit here were proudly displayed on the wall) we made our way to the recommended restaurant and enjoyed a very nice (and most expensive of the trip, thank you Peter) dinner. The authentic surroundings were however slightly diluted by the other diners who appeared to all be English - apparently Spanish diners are in short supply at the moment!

Upon finishing the meal I asked the restaurant to call a taxi for us and 10 minutes later we were told it was here - what had arrived

however was Antonio, who had been called instead. He never asked for a penny and seemed more than happy to have his evening disturbed to get us home safe and sound - what a gent!

The next day we were ready all kitted up and outside at 10am. John asked if someone else would be the leader today and I took up John's mantle allowing him to relax and take in the views, without worrying about what was coming up next. Graham arrived at 10.15 and we were away at 10.30. With the promise of some technical trail riding ringing in our ears we were all looking forward to

the day, and what a day it was, bright blue skies and crystal clear views.

We climbed to just under 2000 metres where we could see a 360 degree vista of sea, valleys and snow capped mountains, including the spaghetti western Sierra Nevada ranges. After a photo session we moved on to an adjacent peak with an old iron cross decorating the top where we took a rest in the snow. It was here that we were told about Devils Gorge. The following route had not been used by Graham for some time since the snows came and would normally be difficult but could now be even more rutted, washed out and even possibly iced over so care was to be taken. Feeling rather apprehensive I was sent off in the lead.

This section of the ride was the highlight of the two days. The route down through the canyon was challenging, as we had hoped, but the ice had melted allowing us some grip to play with. Rock steps and washed out sections made for an entertaining descent into a lower valley area. Continuing to our lunch stop we rode through a pine forest for perhaps 3 miles following a rough track which could be interpreted as preferred, allowing lots of

individual deviation, whilst travelling in the same general direction. The vaguely guilty, yet highly enjoyable, pleasure we derived from riding in a wooded area ducking branches, weaving between trees and generally 'playing' in the woods must have been due to the fact that back in the UK we would not have been allowed to do this.

Lunch was again very good with my soup being more akin to a rich stew followed by a plate of local black pudding, which was plentiful and sweet. John devoured a rabbit cooked in garlic and Peter struck a blow for English food by ordering egg and chips!

After lunch we fuelled up as several of us were now on reserve and made our way back to the woods - more fun - and then via several good trails to Devils Gorge. Graham gave us a briefing (and possibly even said a prayer for us, or perhaps just me!) as we set off to reconquer, in the uphill direction this time. Determined to put on a good show I set off first, followed by Peter and then John. Graham was hanging back not wishing to be part of the disaster he was assuming would occur as I fought my way back up to the top of the mountain.

I made it - either down to skill or luck (probably more luck). I cleared the steps and the rocky rutted climbs to make it a clear run. Peter had a slight problem when the Yam stalled at a tall step but he was soon on his way again. John cleared the climb too but the most unexpected news - freely imparted - was that Graham messed it up and had to restart after an error on the rock steps. I felt that my pride had been partly restored - I may have fallen off on the first day but this was before I was familiar with the machine I was using. However I made it in one up Devils Canyon - our guide however had not - result!! To celebrate the successful climb Peter and I used some frozen snow to cool our brows in the now 17°C heat of the day

The rest of the day was spent traversing the wider trails arriving back at base just after 5pm to another jug of Antonio's cold beer

It should be said that everyone we met out on the trails and tracks from goat herders to walkers, and dog exercisers to horse riders were very pleasant - we of course followed etiquette by slowing or stopping as required but each and everyone of them smiled and often waved shouting hola as we rode by.

After another meal out (I'm back on the diet now) we retired to bed having arranged to be transported to Malaga just after 9am (by Liz, wife and PR lady to Graham) where arrangements had been made to leave our luggage safe while we wandered around Malaga and enjoyed some Tapas. Thanks for the ride Liz, Malaga was a good place to kill time until the afternoon flight.

After checking in for the return flight we made our way to the exorbitantly priced cafeteria where John noticed a looseness in his trousers, with the potential to expose the three pairs of leggings he had been wearing all week. He then hurried off to retrieve his belt and fleece from the security X Ray machine where he had left them

So, how would I sum up the trip. It was well worth escaping the cold and damp UK. The Trailblazers organisation was good, the people friendly and the accommodation fine. If I were to do it all again however I would insist on more riding time (a nine am start) and more of the technical and challenging trails, after a brief machine acclimatisation for me! And another thing the trip was good for - reminding us that all walks of life and all countryside users can get on and appreciate each others pastimes if only they would rid themselves of their silly prejudices and learn to live and let live

Harry Gleghorn,
Teesside & North Yorkshire



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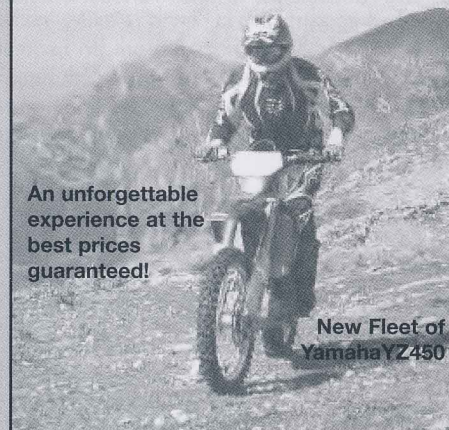
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Kap to Cape 08

Continued... The ferry was a breeze. A smooth 30 minute crossing and we were in Spanish Ceuta.

The nearest petrol station was found to fill the tanks with tax free fuel, before joining the 1km queue to the Moroccan border!

Thankfully we were waved on half way by a Spanish policeman (we weren't going to argue!) & jumped to almost the front where we met our first "fixer" to smooth our passage (Note: he was not prearranged!!!) who turned into three! So while Mike was left in the queue to look after the bikes with his fuel tank overflowing in the heat, Joel went off with the fixers to sort out the documentation. A very well spent 20 euros saw us through to the other side in only 2 hours having to only show our customs documents to the various officials another 6 times!

The Algarve to Algeciras

Who would have thought 3 weeks to get tyres and spares in Spain for the bikes, well that's what it took and from Yamaha dealers.

We had decided to fit another set of Metzler Tourance as there was still a lot of tarmac still to go and these were ordered from Moto Muriel along with various other parts. Hanging around in southern Portugal on a very nice campsite was no hardship especially being spoiled rotten by Jax and Pete but after 2 weeks it was time to move on!

Sarcastic comments from a Londoner called Mike (also a builder) also encouraged us!!!

So back into Spain... and to the most depressing campsite on the planet! Mazagon, south east of Huelva. It was full of permanent caravans complete with awnings, gardens & cats, but no humans except us and one young family. It was cold, wet n' windy, but had a lovely beach.

Our tyres finally arrived (well 1 set & 1 rear), were quickly fitted (after the other front arrived 2 days later) and we made a swift exit, to Seville, via El Rocío. A strange wild west style town where once again the "Virgin Mary" had made an appearance!!!

On enquiries at the main Yamaha dealer, Eduardo Castro, in Seville, for the wheel bearings which Moto Muriel couldn't supply, we were informed that they could supply them, but in 7 days! Thank you once again Yamaha! We therefore sourced a local bearing supplier, Rodamientos Bulnes, who came up trumps & supplied us with all the bearings and seals we needed at a fraction of the cost from Yamaha! A

BIG thank you to Rodamientos Bulnes.

Finally sorted for spares & parts, we headed for Algeciras via Cape Trafalgar & the Costa de Luz.

P.S. We hope you like the spiders Beth???

The Algarve

We made it ...Hooray! Just in time before Pete & Mel went home! Plus the weather was great and the tyres survived... just!

Now we could relax after the chain trouble over the last couple of days at Pete's parents, Jacque & Peter. They did us proud with a fine BBQ and their hospitality has continued with the use of their garage & Jacque ferrying us around for parts & provisions.

Spain and Portugal

No biker in their right mind would travel south through Spain without taking in the Picos de Europe and the Pyrenees, so this is what we did and it sure didn't disappoint at all.

The weather was very kind to us and although it dropped to around freezing most nights at altitude it was mainly dry and sunny which made a nice change from the endless rain that we had endured in northern Europe.

The Picos were brilliant and the couple of days we visited them the weather was perfect for the "photo shoots". Even the local cows were friendly! (Just realized how dodgy that sounds!)

Finding open campsites in northern Spain proved a little difficult, as it was now out of season, up there. After failing to find one in Lyon one night, we found ourselves at the Hostal Restaurante El Kanguro Australiano, which despite being a vast 50's/60's Hotel (unchanged since being built) and us being the only residents, the host still insisted on cooking us a meal even though it was almost 11pm. Evening meal with beers, Twin bedded ensuite room and breakfast for two, 70 euros all in, brilliant!

We continued south, zig-zagging the Spanish, Portuguese border, enjoying the wonderful



roads (now being rebuilt in Portugal using EU finances!) and ever changing scenery.

We were within a days ride of our next planned stop (Joel's friend Pete's parents in the Algarve) when Mike's drive chain snapped. It had jumped off the rear sprocket & wrapped itself round the swing arm locking the rear wheel. A very nasty moment at the best of times, but particularly so on a twisty alpine type road. He left a good 30 foot long curved skid mark down the road. So another roadside repair was carried out before continuing to find a campsite and provisions in the next major town, Aracena.

After leaving the supermarket we had found in Aracena, a local guy was looking at Mike's bike and was interested in what we were up to. He insisted that the campsite we were proposing to stay in was closed and that we should go with him to his English friends about 20 km away where we could stay the night. As it was almost dark by this time & both pretty tired after the incident earlier that afternoon, we agreed and

off we went. True to his word, Goyo took us to the home in St Anne le Real of Andy and Helen. That night and the following night we spent in a 1986 Bedford CF250 Hymermobil, a classic.

Thanks to Andy being a fellow motorcycle enthusiast we were able to work on both bikes changing the chains and sprockets using his tools & shed, with a little help from their two boys, Daniel & Stefan.

We cannot thank these people enough, for their hospitality, feeding us, and the two boys Daniel and Stefan for showing us how to play "Round the World", not forgetting the two dogs and 3 or 4 cats

A very big thanks also to Goyo (our Spanish fixer!) for insisting to help us outside the Mercadona, his map to Muriel Motos in Huelva where we were able to buy most of the spare parts we needed, and his continued help via text message

Germany to Spain

We found "off-the-road" eventually situated in an old run down industrial warehouse area. Just after we arrived, "guess what?", it rained, again!

Now the heated discussions started as to whether we should pay for replacement tanks or not, even though it was admitted by the owner that the returned tank was indeed sticky with resin when he received it. Commonsense prevailed in the end & the replacement tanks where supplied free of charge, however Joel was not going to be compensated for the cost of the repairs to his bike, back in England. So we now have raw unpainted bright red glassfibre tanks!

Once the replacement tanks where fitted we headed of to the Nurburgring for a lap or two, but it was closed to the public for 3 days. Probably for the best in hindsight, as some people know what can happen on a "gentleman lap"!!!

A BIG thank you to Dave Power for letting us use his apartment next to the circuit.

It was lovely to see Jacqueline at the Hotel

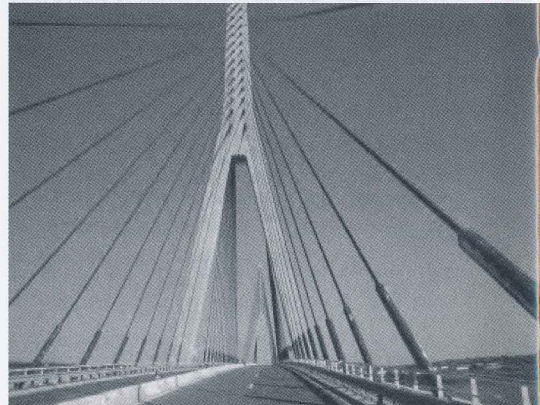
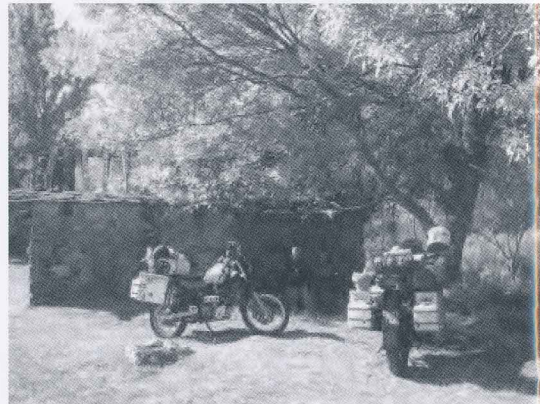
Wilhelmshoehe (where we like to stay on our trips to the Nurburgring) who made us coffee and sent us on our way with pots of homemade jam.

We didn't find much sun, but despite this we found stunning roads & scenery, particularly in the Alsace, Switzerland, Tarn Gorges (Millau Bridge) and of course the Pyrenees.

Dom quit on our arrival in Spain and returned home for personal reasons.

After a wonderful English breakfast, supplied by Gill & Ted Dunn, Joel & Mike continued to Sitges, just south of Barcelona, where for a week we relaxed and enjoyed the warm sunshine and relaxed atmosphere. Mike's wife, Susan joined us for 9 days.

The bikes had been given a service and oil change and were going well apart from the drive chains which although they had only done 9000 miles, were knackered.



Scandinavia

We had now ridden up through Scandinavia and back down again. From Denmark we took the ferry across to Kristiansand in southern Norway where we found some of the best biking roads and stunning vistas imaginable. This is where we encountered our second technical hitch with Joel's front brake calliper falling off on a hair pin bend. Luckily we found one of the bolts at the road side and were able to continue. We rode up the centre of the country taking in the national parks which included the highest peak in Norway and some of our first off road opportunities so far. We took some time to play in the snow at the summit of one of the passes before being plagued by a bus load of tourists which we subsequently attacked with snow balls and told them to get of our snow. We rode into the longest road tunnel just to see the strange lighting in the caverns which was apparently created inside to simulate natural light.

The Arctic Circle came and went with another photo opportunity for the team and another visitor centre to purchase some tourist tat. While in said centre purchasing our stickers for the bikes and sheltering from the cold wind we found it a little weird listening to Mungo Jerry's "in the summertime when the weather is fine"

We then headed out to the coast road and the Fjords and while riding over one brow we were lucky enough to see a Golden Eagle swoop out from a tree almost knocking Mike off his bike.

The road along the coast really got the sat-nav confused telling us it was only 300 miles to go

and then after 300 miles it still said 170 miles and then after those 170 it still said a 100 or so.

We arrived at the Nordkapp Island after going through yet another tunnel but this time there was a toll of seven pounds each way. We decided to stop short of the top in a Hytter, (which is a small wooden cabin with bunks, power and kitchen facilities) as we were cold to the core.

Finally we made it, after waking up early, riding the last 20 miles and paying 20 pounds each, to a surly young booth attendant, for the privilege to walk a hundred yards across a stony car park to a closed visitors centre!!!

Now we started the long journey south (the Proper Long Way Down) rather rapidly as it was so cold & wet, even the locals were fed up with the weather! We did stop in Lapland though, to see Santa!!! Visiting Santa Claus's Village on the Arctic Circle! Yep us the three Bah! Humbug's! What a place, we were spell bound. There was a great Knife shop, strange in a place designed for children (at one end they were selling fluffy Reindeer toys, in the middle, knives to skin them & the other end, a cold counter selling Reindeer meat, explain that to the Aliens!!!), however we were told Finland doesn't have knife crime like we do in the UK!

We were heading for sunnier climes & Germany to tackle the issue regarding our faulty long range petrol tanks with off-the-road.de after receiving a very unhelpful email, stating there was nothing wrong with them!

To be continued...

Mike Gray

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POSTBAG

TRF FINANCES

It is not often that I need to comment on Finances but member Clive Coleman wrote in February Trail that he was unaware of what is coming in and going out and such information would possibly result in an increase in members.

The TRF is a company limited by guarantee and as such our accounts (albeit in abbreviated form) are held at Companies House for all to gain access and view. The Company AGM is held soon after our financial year end which is 31st August and accounts are presented to all attending members for them to question and review. This last year they were also briefly put on our website but the Executive at the AGM decided not to continue with that policy and they were later taken off.

I also present a review at each Executive Meeting and have available at that meeting the full records of the Company should any member want more detailed information.

I am always willing to provide any paid up member with information on our accounts and my email address and contact numbers are in Trail every month. I do prefer email questions as I run a very busy accountancy practice and members will appreciate that paying clients will always have priority should time be limited.

I hope this information is of help and I look forward to your questions.

Arnold Brewer (Acting Treasurer)

AS IT WAS

I have been a TRF member since 1974. I reluctantly gave riding up last year. My last ride was on New Year's day, a month before my 80th birthday.

Back in 1974, after giving up the battle with a rigid 500T Norton trials bike around the South Midlands trials scene, I was persuaded by Frank Diamond, another early TRF member, to join the TRF and take up this "Trail riding". I bought his Bultaco Sherpa trials bike (with no lights!) and after using this around a few local runs Frank told me of an Ossa 250 Six Day replica that was slowly rotting away in a neighbour's garden that needed a new owner to give it some loving care and attention. After scraping off the furry bits and replacing things like the rusty chain it proved, despite poor brakes and dismal lights, to be a comfortable and reliable trail workhorse and I set about the home counties with enthusiasm.

The reprint of bulletin 13 reminded me that the Ossa had belonged to Brian Catt who had decided to give up trail riding and go motor rallying instead. I am eternally grateful to him and Frank for getting me into trail riding. I used it locally for a year or so and when I replace it with a later and much shinier Ossa Pioneer followed by a DT 175, Honda MTX and finally a Serow. (Probably the best all round trail bike ever, quiet yet powerful enough to take my 100kg up just about any hill without the need to show off or do 80mph) I cheerfully tackled the delights of Wales, Derbyshire, Yorkshire, Devon, Somerset and all over England, Wales and Ireland and the Spanish Picos, enjoying the sort of challenges unavailable in beautiful but rock free, soggy, claggy lanes in winter Hertfordshire. I even managed to rent a Honda MTX in Thailand where, with a local rider, I rode up into the hills near to the Burmese border.

I was lucky enough to be Chairman of the Herts Group for many years and took an active part in all its activities. I have had enormous pleasure and friendship through trail riding and have several thousand slides and digital pictures to remind me of it all. I

think that I, and my contemporaries have been very fortunate to have enjoyed our riding before it became too obtrusive and attracted the attention of the "anti" brigade. I hope very much that current members will be able to ride on for many more years but it will never be like it was when we had to cut our way through lanes that are now open and in danger of being denied us by biased and punitive legislation.

Tony McCusker

KENT ON THE BATTLE FRONT

We tend to take the names of Heathrow, Stansted and Gatwick for granted. But some people know Stansted as Stansted Mountfitchet from where the US Ninth Air Force flew B26 Marauders against the Third Reich back in 1944.

Nowadays, as I traverse the byways of Kent, there is little to show for what happened 65 years ago. I ride past Biggin Hill aerodrome and salute the Spitfire and the Hurricane, even though they are glass fibre replicas. But the airfield is still there as a reminder of what occurred 69 years ago during the Battle of Britain.

But in the deepest of Kent there are now only fields where there were once the screaming engines of P51 Mustangs, P38 Lightnings and P47 Thunderbolts, the air alive with the

comings and goings of death and destruction. Now there is only the whisper of the occasional trailrider passing along.

For years I have ridden along AW245, which is South-West of Ashford. This Byway follows a route shown on the First Edition Ordnance survey maps made by Colonel Mudge, so the way has been there for many years. But war waits for no one. And so with the build up to D-Day 6th June 1944 the need for an Advance Landing Ground on suitable land meant that the old road was replaced by the material of war. But to ride along this byway as we have done means that we are exercising our democratic rights as fought for by our Allies all of those years ago. There is no memorial to those that died flying from Ashford ALG-which is more the pity, as I would certainly salute them as I do for those at Biggin Hill.

There are six other ALG airfields in Kent-Staplehurst, Headcorn, Lashenden, High Halden, Woodchurch and Kingsnorth. None of these have byways that run along their old runways like Ashford ALG does. So next time you ride along AW245, stop on the concrete hard standing at the North-Eastern end of the byway. This is part of the old perimeter track that ran around the outside of the runways. Look back along the way that you came-and give a nod or a salute to those that have passed along this way before you.

Tim Gooderson

DRIVEN TO A CONCLUSION!

'To be governed is to be inspected, spied upon, directed, law-driven, regulated, preached at, controlled, censured, by creatures who have neither the right nor the wisdom nor the virtue to do so'

Pierre-Joseph Proudhon

MEMBERS FREE CLASSIFIEDS

KTM 13LTR PETROL TANK in good order. Seat to fit same. £50. Also standard seat. £10 p&p. **Serow Rear Wheel** with disc & sprocket in good order. £70. Tel: 01460 54149.

FOR SALE Kawasaki ER500 02 model, good clean condition, taxed, Motd, 24,000 miles. Recent service: pads, oil, filter, fork, seals, HD chain & sprockets. Smooth engine, some spares, tyres o.k. £1000 ovno. Phone David 01905 454173 (Worcester).

YAMAHA TTR 250 Feb 1999, sound condition throughout. Well maintained, rear swinging suspension rebushed in 2005 parts cost of £300, new sprockets & chain. £1,750. Tel: Iain on 07768 415311, picture & further details on www.Dyche.biz/Yamaha_TTR_250.htm.

HUSQVARNA TE 450 6 mths tax, 6 mths warranty. 3000 miles '07 plate. Fantastic bike. 18 mths old. £2,700. Tel: 07984 432728.

WANTED 21" & 18" alloy rims for bike project. Will buy complete wheels if cheap enough. Tel: 01772 617941 (Lancs).

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.

1998 HONDA XR400 6k miles, full MOT taxed to end April. My spare bike, owned for 5 years now little used. £1100 ono. West Yorks. Tel: 07771 834069.

HONDA XR250R 2001, 4200km, 280 kit, FMF pipe, sump/handguards, well serviced, some spares & excellent condition. £1700. Tel: 07916 149148.

WANTED SEROW. Tel: 0151 2865242.

ACCOMMODATION

BRENDAN CHASE B&B Windermere from £17.50 each x 4 sharing. Bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy, CCTV surveillance. Tel: 015394 45638.

HOLIDAY LODGES IN MID WALES (owned by member). Ideally suited for motorcycle enthusiasts. Large site with safe, secure hard standing for bikes and trailers. Utility/boot room in all, fully equipped workshops for those essential repairs. Self catering or provision for grocery supplies and home cooked meals delivered to your door. Excellent rates for members. See our website: radnorrevivals.co.uk or telephone 01597 840308 for a brochure and information.

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, The Gladiator Sport & Social Club, 263 Iffley Road, Oxford, OX4 1SJ, next to Motorworld VW Garage.

PEAK DISTRICT Steve Cartwright, Tel: 01782 848034
1st Thurs, 8pm, The Joiner's Arms, Church Road, Quarndon, 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 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 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, 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.

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