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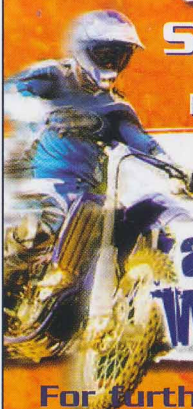


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TRAIL



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

JUNE 2009 No. 370 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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EDITOR

WHAT DOES THE TRF DO FOR ME ? WHAT WILL THE TRF DO FOR ME

You have probably heard that one or even thought it (God forbid). Well actually it does a lot although it isn't always in your face. Take a look at Brian Thompson's 'News from the North' a couple of trail riders who wish they had had the strength of the TRF around them.

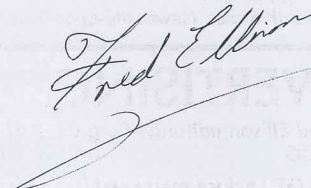
DON'T KNOW WHAT AN ORPA IS?

See middle section. There is a comprehensive glossary of all those abbreviations which some expect us all (including those new to trail riding) to be familiar with. A quick read will make it easier to understand what it is all about.

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- Product Reviews • Bike Tests
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COVER PHOTO:

Photo by Fred Ellison
Crossing Morecambe Bay behind
the official guide, Alan Sledmore,
on the quad.

All contributions to THE EDITOR
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TRF BLOOD & ORGAN DONOR CAMPAIGN

Back in January this year I saw on TV that the NHS were advertising for more blood donors. It seemed that it was a very public spirited thing for people to do.

It then occurred to me that the TRF, or most of us, could do this. I then rang the NHS Press Office who were very enthusiastic not only because they would potentially get a lot more blood donors, but also because this was unique for a member of the public to suggest that they hoped to get most of the members of their organisation to become blood donors and also possibly go on the Organ Donor Register. They - the NHS - said that if we succeeded they would make sure that we got maximum publicity both locally - to the Groups - and Nationally.

The idea is that when ALL Groups have let me know how many of their members want to participate, I will convey that information to the NHS Press Office. Then each Group can arrange their own blood donor session, letting me know the date - by E Mail please - so that

the NHS can organise the publicity. It is hoped that as many members as possible could turn up at that session - on their bikes - to maximise the publicity impact in their own area. It is planned that the last Group should attend a session near to London so that our Patron and the National Press can be involved.

As far as the Organ Donor Register is concerned, please each of you register as soon as you like, but again please make sure that your Group lets me know the numbers.

This is a splendid and unique opportunity for the TRF to become much more widely known and respected, by taking positive action for the good of all.

If we miss this opportunity someone else will grab it!

Tony Stuart
tonystuart944 @btinternet.com

Respect

The Trail Riders Fellowship's campaign for responsible riding

The thoughts of John Robinson, active TRF member not only in Rights of Way but in riding both at home and abroad.

With enjoyment comes responsibility. Respect must be earned by positive actions. Here are some ways to improve the public image of trail riding.

- **SLOW DOWN** when approaching properties. **TWENTY** (mph) **IS PLENTY!** Imagine knocking down someone's child (or animal), who had run out to see you pass. How would you feel?
- **SLOW DOWN** when approaching HORSES. Switch off your engine for oncoming horses. Give them time. Do not restart until they are well past.
- **HOLD BACK** when approaching horses from behind. Horses will hear you before their riders do. Give the riders time to hear you and find a gateway or field to enter, or just to turn their horses to face you, as you **PASS SLOWLY**.
- **SLOW DOWN** for pedestrians. Say **HELLO**. Leaders should say how many more riders to expect.
- **HOLD BACK** give pedestrians time to hear you. They are not normally being obstructive, they are just deep in their own thoughts.
- **TALK** to farmers; they appreciate a chat. Their animals are their lives. Listen to any complaints and act on them. This is your chance to make a difference.
- **Being polite and thoughtful** counters the poor public image some riders create by irresponsible riding on rights of way.
- **A FRIENDLY WAVE** costs nothing but highlights your **AWARENESS OF OTHERS**.

John Robinson

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

FORTHCOMING EVENTS

Devon Group Events: See www.trfdevon.org.uk for further details.

Hazelwood Farm: 12th July 2009. Haccadown Woods: 23rd August 2009

Trail Rides for Children with Learning Difficulties:

20th & 21st June 2009

Further details from Mike Rees 01495 222728 or mikerees65@hotmail.com

The Ryedale Rally July 4th & 5th 2009

Southern Group TRF Fun Day Saturday 18th July 2009.

For further information contact Colin Lindstrom 07818 404240.

Teesside & North Yorks TRF Group: 7th, 8th & 9th August 2009

Forest & Heather Trail Riding Weekend, Eskdale, Whitby.

Howard Wadsworth (Also known as Willie Eckerslike) Memorial Run:

15th August 2009 Contact Brian Thompson, brianr950@aol.com

MAKE SURE YOUR EVENT IS LISTED

Send any details to Fred Ellison (see contact details inside front cover)

PACKS & TRACKS



On May 17th Cumbria Bridleway Society ran their occasional event, Packs & Tracks, at Dalemain near Ullswater, celebrating "the old routes and the Cumbrian landscape", mainly a very horsey affair with demonstrations of dressage, driving, sidesaddle, snigging, etc..

There were stands from various conservation groups including The Wildlife Trust, British Trust for Conservation Volunteers, Cumbria Countryside Access, Fix the Fells, and the Cumbria TRF Group!

How we got called upon I don't quite know, though I think my builder, who also does work for the organiser, might have had something to do with it. Was the tea I made him not strong enough, or the biscuits insufficiently chocolatey?

But, truth to be said, it was quite worthwhile. We used the TRF display stands (by the way they are not really designed for an open field in the Lake District), some photos and logos

Fred prepared for us, a gazebo, and a couple of trail bikes to hold things down in the wind. Since it only started to rain in the last half hour we got away with it.

The folk we met were not the usual motorcycle crowd, though there were the odd TRF or ex TRF types there. Horse folk, from landed gentry downwards, dog types ditto, farmers and tourists, nobody had a bad word for us and were generally interested and tolerant of our type of countryside activity. It was a good opportunity to show off the Cumbria Hierarchy of Trails and emphasise that it not only shows MPV users where they can go, but also leaves no excuse for illegal activity - they liked that.

We found that in the horse world a (little) bit of motorcycle noise is appreciated, unlike the silent - until they screech their brakes at the last second - mountain bikers. The TRF code obviously works for us.

We had sympathy for our feeling that, in an



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area where highly eroded and overused footpaths abound, it's not really fair that it's just MPV users' routes which are singled out by some organizations as the ones where closure is the first (and desirable) option.

So, were we surprised to find ourselves there - yes! Would we do it again - also yes!

Finally, thanks to Robin and Mark for sharing the preparation, and participating on the day.

Steve Pighills, Cumbria TRF Group

(p.s. There are no prizes, other than your own personal smugness, for knowing what snigging is).

TRF Stand at the Blackpool RideSafe Show run by Tony Davenport



...and the improved version...no not you Tony!

LANCASHIRE TRF MORECAMBE BAY RUN

"Bring me sunshine". Eric Morecambe's mantra didn't work too well for Lancs TRF charity outing across the sand at Morecambe, but we were blessed with some sunshine between the showers. Always 'lots of weather' in Lancashire and Cumbria. Having just got back from a blissful week, trail riding in Crete, where the thermostat had been set to 'perfect', the wet and cold of a British Spring was a bit of a shock.

The route across Morecambe Bay is the longest and one of the oldest in Lancashire, yet it has been a quarter of a century since we last rode it.

The history of the route goes back, arguably, to the Iron Age and has proved useful over the ages, since it reduces a trip of around 45 miles to less than a third of the distance. The full route connects Hest Bank to Conishead Priory, West of Ulverston and was used by the monks from the Priory and from Furness Abbey to travel to and from their holdings in Lancashire. In the golden age of coaching, a twice-weekly coach travelled from Lancaster to Ulverston, across the sands, in a day. High-speed travel, considering the treacherous going. The starting point of Hest Bank, just North of Morecambe features the unimaginatively named 'Hest Bank Hotel', which has an upper storey with a large expanse of glass, which, when filled with candles, was used to guide travellers in, from the bay. It also features excellent beer and food, including Morecambe Bay potted shrimps, a local delicacy.

Morecambe Bay is a dangerous and hostile environment, where tidal bores can rush in at up to 20 mph and quicksands can trap unwary travellers, so a guide is essential. Our guide Alan Sledmore, had marked out a safe route and committed details to GPS. He also took the precaution of bringing three

colleagues on quad bikes with towropes.

A motley group of 41 riders on bikes and quads set off across the sands and, within the first mile, one rider got bogged down in soft sand, through riding a few metres off the route. After several miles, we came across the site of the tragedy, where 20 Chinese cockle pickers lost their lives. The remains of a Land Rover sunk into the sands and a couple of sacks of discarded cockles, gave stark testimony to the inhospitable nature of this environment. Apparently the sacks of cockles stay on the surface of the sand, but 'move' around, since the sand acts like a fluid and is constantly shifting. Indeed, every time we stopped, particularly with engines running, our wheels sunk into the sand, requiring considerable force to get going again. Quads fared better than bikes, since the balloon tyres reduced the pressure. If you jump up and down the sand vibrates alarmingly. Riding across the sand is a strange feeling, since the texture changes all the time. One minute you are riding across bone jarring ripples and the next the sand is so soft it is difficult to steer. Horses must have had a really hard time pulling heavily laden coaches with narrow wheels, although the Duke of Edinburgh seemed to manage quite well on a recent crossing.

Several rivers cross the bay and channels vary in depth and width. A safe crossing depends, not only on the state of the tide but the amount of rain in the previous few days. We saw a group of over 100 walkers, thigh deep in water crossing the last and biggest channel, which meant that it would be foolish to attempt to cross over to Kent Bank. A hundred walkers and fifty-ish motor vehicles on the same lane? Why not?

We stopped and looked over at Grange-Over-

Sands, a genteel Edwardian resort on the Costa Geriatrica, and watched Alan paddling across freezing water to check the depth for a walk the next day. The return journey followed the line of the 'official' route as closely as possible. The cross bay route is marked clearly on all old maps, such as Yates and Greenwood, yet is not fixed as such, since the sand banks and channels are constantly on the move.

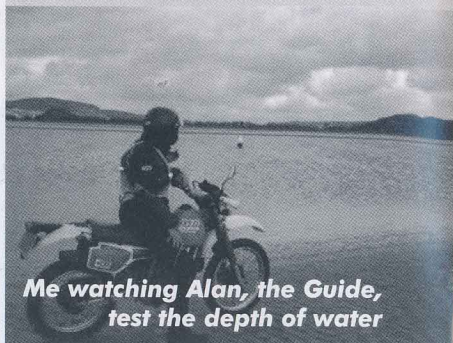
I am always astounded with the views of the Lake District fells from Morecambe Bay. On a clear day it is possible to see both historic Piel Island at the end of the Furness peninsular, in one direction and the nuclear power station at Heysham,

The Morecambe Bay run was a good opportunity to offer a challenge to TRF members, to raise money for charity. The charity chosen was WaterAid, which is the preferred charity for United Utilities. UU's Catchment Manager, Neville Kidd and brother Steve, came along on their quads and raised a considerable amount of money from their co-workers. Well-done guys. I thought it was particularly apt that, while we complained about the amount of water falling from the sky and coming down the river to cause havoc with electrics, so many people in the world cannot get enough of this precious liquid. Clean water is the most essential necessity for life, a basic right denied to so many.

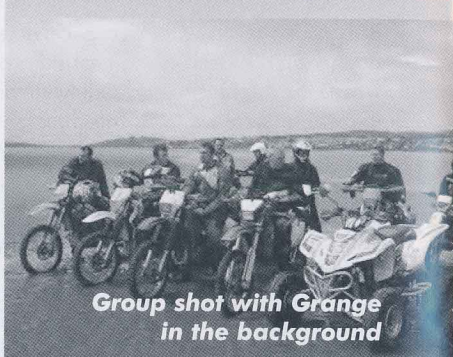
I have to say that I was just so impressed with the generosity of all who came along. We raised over £500 on the day, even after I had paid the guides, and with donations from United Utilities, deferred donations and direct debits, I estimate the final total will be close to the magical £1000. Fantastic. Well done to everybody, you are all heroes - and two heroines, my wife, who suffered for three hours on the back of my XL and Esther-on-the-loose, from Manchester TRF, who rode round in great style on her Serow.

Robin Hicken and his colleagues came all the way from sunny Warwickshire. Robin asked, 'does it always rain in Lancashire'? Strangely enough, I often walk in the Morecambe Bay area, around Silverdale and Arneside and it has NEVER rained. Generally though, Robin has a point, rain has never been a stranger to us Lancastrians.

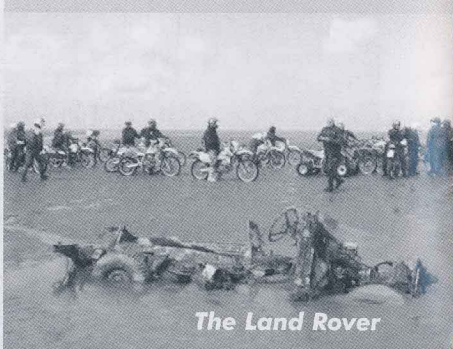
In fact this area is rather like going back to the 50's. You almost expect to see spies and smugglers, when walking with Timmy the dog and the other 4 chaps and chap-esses. Enid Blyton has a lot to answer for.



Me watching Alan, the Guide, test the depth of water



Group shot with Grange in the background



The Land Rover



Esther Smith - on the loose

Despite the channels not being very deep, we did have four breakdowns and we were very thankful that Alan had thought to bring a number of long towropes. Some people will go to great lengths to hitch a free ride.

Back at Hest Bank the café did great business, providing bacon butties and most seemed to have had a good day. I was hoping to get over to Maryport to join the Big Trail Bike Club's, Rivi Ron weekend, but unfortunately this was not possible, due to lack of time. Maybe next time.

Before the event, a lot of people expressed their concern over immersing expensive machinery in salt water. I duly arranged for Phill and Al from www.4techmoto to come along and provide a jet wash. How many people took advantage of this? Well, apart from Phill and Al, no one. Go figure.

I would like to give everyone who came along a mention in dispatches, but I will have to select a few notable examples. Fred Ellison,

our beloved editor, tested the water resistant properties of his KTM. David Willets's immaculate Victor Metisse coped really well with the conditions. Andy Brocklehurst, Rob Wilson and Steve Pighills from the Cumbria group rode bikes even older than mine and Lancs TRF Chairman, John Gardner had a rare outing on his trusty Serow.

If you want a taste of Morecambe Bay tides, try the following link or search 'You Tube + Morecambe Bay Killer Tide'.

http://www.youtube.com/watch?v=_MpYJFh_OLU

Morecambe boasts a statue of Eric Morecambe on its recently renovated promenade, and Ulverston now has a statue of Laurel and Hardy. Add to this, the statue of Les Dawson in Lytham St Annes and a theme for the next run suggests itself. Surely there are more than enough comedians in the TRF to make it a success?

Rodger Davies, Lancashire Group

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PLEASE NOTE THE NEW WEBSITE AND FORUM CAME ONLINE ON APRIL 2/3RD 2009.

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ELECTRIC IS COMING

Some of you may remember that in the wake of the disastrous NERC bill I have suggested a couple of alternatives to trail riding in this overregulated country of ours. I think that I may have found another and altogether unlikely alternative. 'If you can't beat them join them'. No I don't mean join the woolly hatted lot. I mean bikes, yes those things with pedals but with a difference, also fitted with an electric motor and a battery.

As far as I know no one makes a proper electric trail bike, well I suppose it should really be called an electric mountain bike. I studied all the ads, I looked on the internet, but could find nothing so I decided to have a go at making my own. First I bought a very second hand mountain bike with telly forks, single shock rear suspension and disc brakes. Next I looked around for a suitable motor. I was dead lucky, a friend had won an electric scooter in a raffle and he didn't really want it so he was prepared to part with it for a very reasonable price. I figured that if the motor and control gear could drive a scooter on the road it should drive a pushbike off road.

To begin with I was reluctant to hack either machine about too much in case it all didn't work in which case I could reassemble the two machines and get rid of them, so with the motor hooked up on a sort of rear carrier and the two batteries slung either side of the cross bar and the control unit tied on with gaffer tape I was ready for the first test run. To say I was pleased with the result would be putting it mildly. The first thing that you notice of course is the complete absence of any noise, with the

control unit switch in the on position but the throttle backed off, dead silence, turn the throttle and you start to move, still no noise just a gentle purring from the 'engine' and soon you are flying, well not exactly flying but even at modest speeds it begins to feel like it.

My next attempt was to build up a frame using the battery box as the chassis, a purpose built swing arm pivoted from the bottom of the chassis and a rear shock mount on the top of the chassis, the original bike supplied the wheels and forks. It was o.k. but unreasonably heavy, I had probably over engineered it all, also there was nowhere to put the pedals and if it hasn't got pedals then it ain't a bike within the meaning of the law. So it was back to the drawing board.

By this time I was hooked, out came the hacksaw and in no time the mountain bike frame was in bits and a battery box constructed to take the place of the cross bar, a proper fixing was made for the motor and the thumb push throttle arrangement changed to a proper twist grip. I also removed the derailleur gear and substituted a fixed gear. I was not reckoning on doing too much pedalling.

This was much better, now the only problem was the weight of the batteries, lead acid batteries are all very well but my word are they heavy, two 20 amp hour batteries weighed forty pounds and although once on the move the weight didn't seem to affect the handling, at low speeds one tended to fall over. Fortunately help was at hand in the shape of Mr Ping. Mr Ping is a Chinese

gentleman who builds nothing but lithium batteries in his workshop in China, at a very reasonable price compared with the Americans or Germans. Mr Ping will airmail the battery of your choice in a matter of days. With Mr Ping's battery on board not only was the weight down by over half, the capacity was nearly doubled.

While all this was going on another Oxford member had seen what I was doing and decided to have a go. Peter wanted a properly engineered machine, not the collection of bits that I had put together so a trawl through eBay produced a very fine mountain bike that only needed new bearings to be as good as new. His next purchase was a German, properly engineered motor built in the rear hub that came complete with all the control gear, twist grip and charger. The battery supplied was lithium but of a fairly small capacity so Peter got Mr Ping to make him one that would fit in the space low down between the frame and

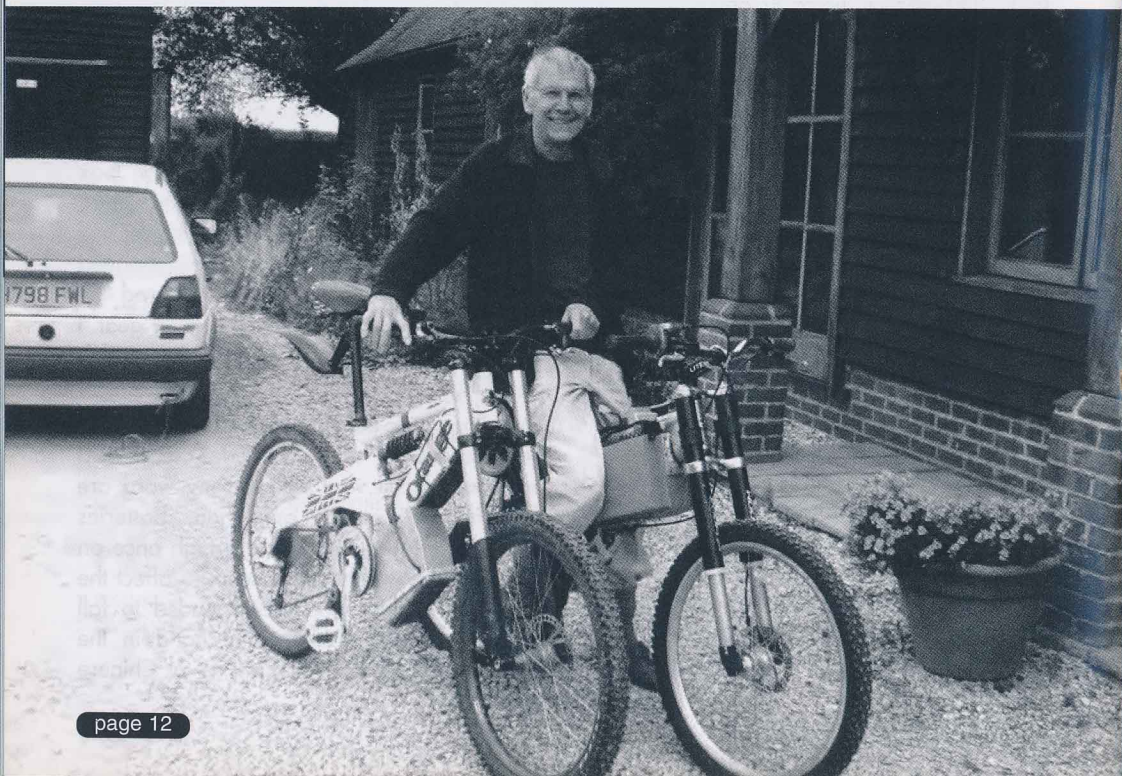
the front wheel.

It was time for a first outing, to be sure we didn't go far, down to the pub for lunch and back but it was the reaction of the people that we met that was so astounding, no dirty looks, no "You can't ride here." Smiles and waves all the way, "Is it electric?" "How far will it go?" and although legally you should not ride on footpaths, on the few occasions when we did nobody minded in the least.

Probably the biggest advantage of an electric bike is that we can now use again all those RB's and also all those bridleways that we couldn't use before, but also of course no tax, MOT, insurance or crash helmets, in other words Real Freedom.

Make no mistake electric is coming, how soon, well if the amount that is being spent on research is anything to go by, not long, in the meantime Peter and I will be having a lot of fun.

Bob Combley



TRF Executive Meeting

Sunday 10th May 2009

Marston Vale Forest Centre, MK43 0PR, 10:00 for 10:30

Summary

1. New Website (Simon Bingham)
 - Debbie and Simon have successfully migrated to the new membership database.
 - The new web-site is in use and it contains all the required information about trail riding as well as a new forum with public and TRF member sections.
2. Report from the 'Rules & Procedures' Sub-committee (Robin Hickin & Simon Bingham)
 - Robin and Simon have reviewed the current structure and supporting documentation.
3. PR & Marketing Strategy (Richard Simpson, Mark Williams & Simon Bingham)
 - The Executive welcomed Richard Simpson to the role of PR Officer after the resignation of Mark Williams.
- 3.1 Press releases (Mark Williams)
 - The 3 press releases issued to the vehicular press by Mark Williams were well received by everyone.
- 3.2 Working with other user groups
 - Our policy of working with other user groups has paid off and government see us as a body worth consulting.
- 3.2 National Blood Donor Scheme (Tony Stuart)
 - Tony Stuart would like to hear from all groups on whether they support attending blood donor sessions en masse.
- 3.3 BMF Shows (Simon Bingham)
 - The TRF is maintaining its presence at the BMF Peterborough Show in mid-May.
- 3.4 National marketing campaign (Richard Simpson)
 - Richard Simpson is launching a PR campaign on an acceptable image of trail riding in the national and countryside press.
4. Rights of Way Update (Robin Hickin)
 - 4.1 Rights of Way Review Committee (Tim Stevens)
 - Tim Stevens had written a paper on the lack of legal mechanisms for challenging the re-issue of temporary TROs.
 - 4.2 Cambrian Mountains Pilot Project (Mark Williams & Tim Stevens)
 - This government initiative has stalled and there has been a proliferation of bodies looking at the use of non-tarmac routes in Wales.
 - 4.3 CCW Seminar (Tim Stevens)
 - The Countryside Council for Wales (CCW) were impressed with GLASS's presentation of the Tread Lightly education program.
 - 4.4 WORMS (Tim Stevens)
 - The off-road facility in Cardiff, created as a consequence of the studies carried out by the Welsh Off-Road Motorcycle Strategy, has reduced the illegal off-tarmac motorcycling by 90%.
 - 4.5 Draft Marine Bill and the organisations monitoring it
 - The bill, which has had its second reading, is being watched by a number of people and organisations on our behalf.
 - 4.6 Unclassified County Roads and Natural England
 - There are a number of options for dealing with the status of UCRs. Using existing

GLOSSARY

Abatement: Legal term for a practical action to reduce a problem, as an alternative to legal action such as going to court. When a user removes an illegal obstruction he is abating it; this is not an offence.

Accommodation Road: A route for the private use of persons with an interest in land to which it leads. Such routes, often created to link fields separated by canals or railways, may also carry public rights. (Similar to 'occupation road').

ACU: Auto-Cycle Union.

Adopted Road: When a builder makes an estate road it will normally be dedicated to the public, sooner or later, but it will not be maintainable at public expense until it is formally adopted by the Highway Authority (and added to the List of Streets).

Affidavit: A written statement of fact witnessed formally by a solicitor. In the absence of a witness, an affidavit can form very useful evidence, for instance of the use of a route.

ALRC: Association of Land Rover Clubs.

AMCA: Amateur Motorcycle Association.

Arrest: Detention of anyone by another; only legal if a serious offence has been committed or attempted (E.G. for criminal damage or obstruction, but not for trespass or riding on a bridleway).

ATV: All Terrain Vehicle, usually a light 3 wheeled open vehicle with motorcycle seating and controls, and often only vaguely 'street legal'. 4 wheeled versions are called quads.

AWDC: All Wheel Drive Club.

BBT or B&BT: - The Byways and Bridleways Trust, a registered charity looking after rights and the laws applying to them. Not a user group.

BDS: British Driving Society, concerned with horse drawn carriage driving.

BHS: British Horse Society, the governing body of many horse activities.

BMF: British Motorcyclists' Federation.

BOAT: Byway open to all traffic.

Bridle-path, Bridle Road: Alternative terms for Bridleway.

Bridleway: A route legally available for walkers and horse riders, and bicycles (but conditionally – bicyclists must give way to the others).

BTCV: British Trust for Conservation Volunteers.

Byway open to all traffic (BOAT): Legal term for a minor unsurfaced or unsealed highway or route with full vehicular rights, which is marked as such on the Definitive Map.

CA'68: The Countryside Act 1968, in which Byways could replace RUPPs, but with downgrading on grounds of suitability etc. Modified by WCA'81.

Cambrian Council: A group of Welsh motorcycle clubs, mostly of competition riders, who meet to co-ordinate action for their sport.

Carriageway: A route for vehicles of all descriptions. Public carriageway is the highest of the three traditional statuses of Rights of Way – and since 2006, a Restricted Byway is a carriageway but not (usually) for motors.

CCPR: The Central Council of Physical Recreation, formed before the Sports Council to look after the needs of active recreational groups, including about 280 governing bodies.

mechanisms or changing the status 'en masse' by primary legislation could prove disastrous for trail riding. We are closely monitoring the situation and preparing our case to defend their vehicular status.

4.7 LAF Conference

- Tranquillity and sustainability are still the top concerns across the country.

4.8 Yorkshire Dales National Park

- The TRF and YDNP will be in court shortly over the YDNP's TRO procedures.

4.9 Derbyshire (Dave Giles)

- The Peak and Derbyshire Vehicle User's Group (PDVUG) has brought together users and authorities which has led to a better mutual understanding and careful consideration when issuing section 59 prosecutions.

4.10 Rights of Way Workshops

- The last workshop was a great success and Robin would like suggestions for topics on the next one in August/early September.

4.12 Devon Bursary (Steve Taylor)

- Devon has been awarded matched funding of £1700 for the RoW work they did from 2006 to 2008.

5. Political meetings

5.1 Equality Policy (Arnold Brewer)

- Arnold successfully submitted his equality policy to the CCPR which will allow the TRF to apply for funding.

5.2 All Party Parliamentary Motorcycle Committee

- The new All Party Parliamentary Motorcycle Committee will be lead by Bill Wiggin MP and will consult the TRF and the BMF. Launch date is June 2nd.

5.3 Recreational User Group (RUG) and LARA (Andy Gerrard)

- Alan Kind continues his fantastic work and is currently reviewing the voluntary restraint system.

5.4 BMF

- Dave Giles has been instrumental in getting several TRF articles published in the BMF Rider magazine.

6. Other Officer Reports

6.1 Interim treasurer's report

- The TRF is running at a projected loss of £20000 for this year and we welcome ideas on how to cut costs.

7. AOB (At Chairman's discretion)

7.1 Affiliation of the Honda Trail Bike Forums on-line motorcycle club (Polly Cody)

- The Honda Trail Bike Forum is welcomed as an affiliate TRF members for which they will be recognised on the TRF web-site.

7.2 What can the TRF do to help Elaine Cox campaign against irresponsible use? (Arnold Brewer)

- Members of the Oxford Group will meet with West Berkshire council's Elaine Cox to ascertain the issues on the rights of way in her area.

7.3 ACU Service recognition award

- Ron Carter has been the first recipient of a service recognition medal after 60 years working with the organisation.

Date of Next Meeting:

9th August * (It's going to be near the Chairman, unless you suggest different!)

CLA: The Country Land and Business Association, to which many landowners belong, including the largest ones.

CoAg: The Countryside Agency, formed in 1999 by merging CoCo and the Rural Development Commission, and merged in 2006 with English Nature to produce Natural England.

CoCo: The Countryside Commission, set up to look after all access rights, but the body that pushed for the Ridgeway TRO and Quiet Roads. Replaced by the Countryside Agency (CoAg), and now, Natural England.

Common Law: The part of the legal system that is based on old tradition, ancient practice, and the decisions of judges, rather than on Acts of Parliament (which produce Statute Law). Trespass and Nuisance are dealt with under common law. (Not connected with Common land). Common law says that use of a route by the public for a reasonable time can establish public rights; in one case 18 months was enough.

Common Rights: A traditional land management idea in which 'commoners' who own a nearby house or cottage have rights on a patch of land (the common). The most important right, today, is that allowing sheep or cattle to graze the land. Since 2000 most commons have become 'Open Access Land'.

CRoW, the CRoW Act 2000: the Act which created 'Open Access' over much of the common land, mountain, moor, heath and down in England and Wales. It also changed RUPPs to RBs, and promises to extinguish many unrecorded routes in 2026.

CPRE: The Council for the Protection of Rural England, which tries to do for the countryside what the National Trust does for property.

CRB, CRF: Terms used in the early 1950s 'Definitive Map' processes to describe RUPPs, and standing for Cart Road (used as a) Bridleway, or Cart Road (used as a) Footpath.

Dedication: The main process by which a right of way can come about. It can be 'express' – a deliberate decision by the landowner, or 'presumed' – by inference from the landowner's actions or inaction.

Definitive Map & Statement (DM&S): Official record of some linear public rights in the countryside, available for inspection and copying at county and district council offices. Tarmac roads are not usually shown, and neither are all unsurfaced vehicular ways. The term 'definitive' is often used (confusingly) to mean 'shown on the Definitive Map' rather than 'beyond doubt'. The Statement which goes with the Map should detail the width, and any gates, etc.

Defra: UK Government Department for the Environment, Farming and Rural Affairs – the department which deals with Rights of Way matters.

DETR: The previous Government's Department of the Environment, Transport and the Regions – which combined the even older DoE and DoT and has been replaced (for RoW) by Defra.

DM&S: Definitive Map & Statement.

DMMO: Definitive Map Modification Order – the official way that most changes are made to the DM&S. They are made by Surveying Authorities following claims, or discovery of evidence. If a DMMO prompts objections, there is a PI, if not the decision is automatic.

Drove Road: A route used before the railway era for long distance transport of livestock, usually cattle, which all had to walk to market in major towns, sometimes from as far away as Scotland & Wales. Also called Drift and Driving Road. Many green roads were drove roads.

Easement: a private right to use a route for access. Easements are permanent and are sold along with the property which benefits, unlike permissive routes.

EHPS: Endurance Horse & Pony Society.

Fp, Footpath: A route on which any member of the public may walk (or run). Prams, and dogs under control, may accompany walkers. Definitive footpaths may carry vehicular rights.

Footway: A strip for pedestrians alongside a carriageway, normally with a kerb and paving. Not the same as footpath, and not to be shown on the DM&S.

Founderous: A route is founderous when it would be likely to bring a horse to its knees. Such a route is 'out of repair'.

HA '80: The Highways Act 1980.

Higher rights: A Bridleway has 'higher rights' than a footpath, and a carriageway higher than a bridleway. Unrecorded rights may exist on any Definitive route, so footpaths and bridleways may have vehicular status. It all depends on the evidence, and the effects of the NERC Act.

Highway: In everyday terms an all-purpose road, but in law, any route along which members of the public have a right to pass and repass. Highways are all public, and may be footpaths, bridleways, or carriageways. Technically the highway is the route itself, the right of way is the right to use it.

Highway Authority: The public body responsible for the maintenance of all Highways in their area (but not trunk roads or motorways). For Carriageways, this is usually the County Council, Unitary Authority, or Metropolitan Borough, but Public Path matters are sometimes devolved to District Councils or National Parks. (cf Surveying Authority).

Highways Agency: the sub-department of national Government which looks after motorways and trunk roads.

Inclosure: The legal process which took away common rights and established private landowners, usually between 1750 and 1850. Roads and access routes were set out in the documentation, and this is a valuable source of evidence for highway status. Also spelt with an initial E.

LAF: Local Access Forum, set up by the CRoW Act in each Authority area. Members are drawn from users and landowners, and the LAF should be consulted about policy and changes to RoW.

LARA: The motoring organisations' Land Access and Recreation Association, set up in 1986 to co-ordinate the defence of motor sport and recreation. The TRF is a full member.

List of Streets: A record kept by the highway authority of all routes in their area which are publicly maintainable. It must be available to members of the public during office hours, it may be in map or list form, and it should show all UCRs as well as tarred roads. In full, the List of streets maintainable at public expense – HA'80 s 36(6).

License: in RoW terms a document setting out the terms of permissive use.

LoS: List of Streets.

MCC: The Motor Cycling Club, organisers of the oldest motoring events in the UK, using many green lanes with motoring rights, especially in Derbyshire and the West Country.

MCIA: The Motor Cycle Industry Association, a trade body of UK motorcycle importers and makers.

MOLARA: Ancient title for LARA, and not much used.

MRDO: Motor Recreation Development Officer – a LARA post.

MSA: The Motor Sports Association UK, the official governing body of motor sport in the UK, founded in 1897. It was a branch of the RAC until recently.

MSDO: Motor Sport Development Officer – a LARA post.

NASA: The National Auto-grass Sport Association.

NERC: The Natural Environment and Rural Communities Act 2006, which removed motoring rights from about half of the network available for trail riding in England and Wales, and gave National Parks the right to make TROs.

NFU: The National Farmers' Union, no more a trade union than is the ACU; mainly concerned with practical farming from the farmer's point of view.

NPACA '49: The National Parks & Access to the Countryside Act 1949, setting up National Parks and the Definitive Map. Modified by CA'68 & WCA'81.

Obstruction: Anything which interferes with the passage of the public along a highway, or with free access over any part of it. It is a 'public nuisance' in law, and committing such a nuisance is a crime; it is the duty of the highway authority to seek, prevent and remove obstructions. Users coming across an obstruction may legally 'abate' it, removing enough to carry on their journey. Otherwise, the Highway Authority should be told.

Occupation Road: One with private rights for those with an interest in adjacent land, not quite the same as accommodation road. It may also have public rights.

Off-Road: a term often (but quite wrongly) used for trail riding. Properly speaking, only on-road use counts as trail riding. The term can be used quite accurately for moto-cross and grass-track events, riders, etc.

OMA: Order Making Authority – a term used for the Surveying Authority involved in a specific DMMO. In practice, the terms OMA, HA, and Surveying Authority are almost always referring to the same thing.

Open Access Land: Land made available to the public on foot by the CRoW Act 2000.

Ordnance Survey, OS: The official map making body for the UK. Two scales of OS maps show DM&S routes, the Explorer at a scale of 1:25000, and the Landranger at 1:50000. Outdoor Leisure maps and Pathfinder maps are older versions of the Explorer scale. OS maps do not show all vehicular rights, and do show some private tracks.

ORPA: 'Other routes with public access' – a designation shown on recent OS Maps (Landranger & Explorer) to indicate some (but not all) unsurfaced UCRs (unclassified roads).

OS: Ordnance Survey.

OSS: Open Spaces Society.

Permissive route: One where the owner has indicated that for the time being he does not mind use by the public as a footpath, bridleway, or road. Permission may be withdrawn at any time.

PI: Public Inquiry – the process for deciding an objected DMMO, at which evidence (and prejudice) are considered. The decision is made by an Inspector provided by PINS.

PINS: the Planning Inspectorate, an 'independent' body set up by government to adjudicate on planning and rights of way decisions.

Prescribed Body: One of the group of organisations specified in various Acts of Parliament to be notified of changes to the RoW network. The ACU and WTRA are the only prescribed motoring bodies. The duties of the ACU in this matter in some areas are carried out by local TRF members.

Prescriptive rights: Legal terms for rights of way established by public use and 'deemed dedication'. Such use must be without force, without secrecy, and not as a favour or by permission (ie nec vi, nec clam, nec precario).

Public Inquiry: An investigation by an independent inspector, often in a public hall; the official way of examining evidence and letting anyone concerned in proposed changes have a say, and produce their own evidence.

Public Path: A Right of Way which is a footpath or bridleway, with no higher rights. The term is often misapplied to 'definitive' paths which may carry higher (but hidden) rights.

Purpresture: Encroachment on the roadside, such as garden extensions, and whitewashed stones to keep vehicles off the verge. Even if 'official', it is an illegal obstruction.

Quad: A lightweight four wheeled vehicle based around a motorcycle engine and controls, and commonly used for farming or recreational purposes. In full, quadricycle is the legal description but not all quads meet the definition.

RA: Ramblers' Association.

RB: Restricted Byway.

Reclassification: The process whereby RUPPs on the Definitive map are reconsidered by the Highway Authority and reclassified as BOAT, Bridleway, or Footpath, depending on the evidence. Such changes did not remove any higher rights which may have existed, but the NERC Act probably did.

Restricted Byway: A route with rights for foot and horse traffic, and non-mechanically propelled vehicles. All remaining RUPPs were changed to RBs by the CRoW Act.

Right of Way (RoW): A right for any member of the public to travel over the land of another, without needing permission. There are three main categories, Footpath, Bridleway and Carriageway (which can be all-purpose or RB) and a few oddities such as cycle tracks. Use can only legally be for a genuine journey from one place to another. The term is often used in a restrictive meaning for only those routes on the DM&S, but technically all highways are also RoW, even motorways.

Road Used as a Public Path (RUPP): A classification on Definitive maps, for a route which was not a footpath or bridleway, but not with conclusive vehicular rights for the public. Confused? So was everyone else. RUPPs became RBs in 2006.

RoW: Right of way.

RoWRC: The House of Commons RoW Review Committee. This group advises Parliament and Ministers, and comprises most of the 'movers and shakers' in RoW matters, drawn from groups representing the authorities at all levels, land managers, and users of the countryside. The TRF has a voice through LARA and through the CCPR.

RT Road: One maintainable by the landowner; *ratione tenurae* means '(maintainable) by reason of tenure'. All RT roads are public carriageways, sometimes marked on the List of Streets.

RUPP: Road used as a public path, shown on the Definitive Map until 2006 and converted to RBs by the CRoW Act.

Schedule 14, Sch 14: The legal rules – set out in WCA'81 – applying to claims (including BOAT claims) to alter the DM&S.

Section 116, s116: Highways Act 1980 section which allows a road to be closed by magistrates if it is not needed, or to be diverted to make it more 'commodious'.

Section 34, s34

Section 56, s56

Section 59, s59: Highways Act 1980 section, allowing for application to a magistrates court by

anyone believing that a highway is out of repair (see Founderous). Magistrates can order the authority to put it in order.

Status: The status of a route refers to rights on it; it may be public or private, and allow carriages, horse-riders, or pedestrians. Vehicular status indicates public carriageway rights – which can mean an all purpose highway, or, a Restricted Byway.

Street Legal: Term used to indicate that a vehicle complies with all the regulations for highway use. Trail riding can only take place with street legal machines.

Surveying Authority: The term used in law for the Local Authorities (Councils) which look after the DM&S. In practice, this means the Highway Authorities.

TRO: Traffic Regulation Order, which can restrict any class of traffic on any route, for up to eighteen months, or permanently. TROs must be signed clearly so that users know exactly what is forbidden. The sign for 'no motor vehicles' shows a BSA A10 motorcycle flying over a Ford Prefect of the same era, in a red ring. A plain red ring means 'no vehicles at all'. The Highway Code has illustrations of most signs in current use.

UCR: Unclassified County Road (UCR). Properly speaking, the 'County' bit is obsolete, but the abbreviation is still commonly used even by authorities.

Unclassified Road: A road recorded (on the List of Streets) by the Highway Authority as 'maintainable at public expense', and normally having vehicular rights. Such roads are sometimes not tarred, and then are not always marked on Definitive or OS maps. Many unsurfaced UCRs are shown on recent OS maps as ORPAs. Classified roads are the familiar A and B roads.

User: Legal term for use of a route by the public, counting as evidence.

Vehicle: Any mobile contrivance for carrying goods or travellers or providing a service. This includes sledges, bicycles, prams, wheelbarrows, sedan chairs, and litters; as well as carts, cars and motorcycles. In law, (almost?) all vehicles are carriages, and as a bridleway is only for walking or 'leading or riding a horse', evidence of any other public use – even without a vehicle – could be evidence counting towards vehicular rights.

WAG: the Welsh Assembly Government, which has some (but not all) of the powers to control trail riding.

Waymarking: The use of standard symbols on rights of way 'in the field', on gateposts, etc, to indicate status and direction. A stumpy red arrow should be used for carriageways, blue for bridleways, and yellow for footpaths. The term is also used, confusingly, for the route marking of named routes like the Pennine Way, but without showing the legal status.

WCA '81: The Wildlife and Countryside Act 1981, under which RUPPs are reclassified and other changes are made to the Definitive Map and Statement.

Whites: Motor Sport term for those public roads on OS Landranger maps which are not coloured to show tarmac surfaces – in other words, unsurfaced Unclassified Roads. Most whites are ORPAs, too.

Winchester: A short-hand name for a court case in 2006 which has affected many TRF BOAT claims.

WORMS: Welsh Off-Road Motorcycle Scheme – set up by the Welsh offices of the Forestry Commission, and backed by WAG. It promotes management of trail riding and similar activities by education, provision, and enforcement, not as alternatives but in combination.

WMF: The Welsh Motorcycle Federation.

WTRA: The Welsh Trail Riders' Association.

SOUTHERN GROUP TRF FUN DAY

Saturday 18th July 2009
Nellie's Dell near West Tisted

A rolling and twisting enduro/cross-country course through woodland

Optional diversions to more challenging sections

All levels and abilities will be catered for

Short runs throughout the day on some of the finest byways that Hampshire has to offer

Hot food and drinks are available

!! IMPORTANT !!
No Loud Exhausts

All bikes must be fitted with either standard road legal exhausts or enduro "Q" type pipes
The organisers reserve the right to turn away bikes they consider too loud

Strictly NO Pit bikes or Quads
NO RACING OR DANGEROUS RIDING

All Southern TRF events are strictly non-competitive

Riders will only be allowed to ride a marked route, on their understanding that they are riding on the same legal basis as they ride legal trails or Public Highways.

Riders must have Road Traffic Act insurance with a Certificate that can be produced within 7 days. This is a legal requirement for any motor vehicle used in a public place.

The venue, including the marked route is 'a public place' while the TRF are using it.

WE RESERVE THE RIGHT TO TURN AWAY UNREGISTERED BIKES

Tickets £20 per rider

Please send cheques (payable to Southern Group TRF)

and a stamped, self addressed envelope to:

Tony Griffiths, 55 Ashdown Road, Chandlers Ford, Eastleigh, Hants, SO53 5QX

For further information ring Colin Lindstrom 07818 404240

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News from the North

YORKSHIRE DALES

The last weekend in May was blazing hot weather which brought out thousands of walkers into the countryside. Including many trail riders.

The antis (YDGLA/GLEAM) have launched a campaign to close all green lanes in the Nidderdale area of the Yorkshire Dales led by Janet Street Porter who lives there.

Having failed to get rid of all TRF Byway claims in North Yorkshire and South Yorkshire or get NYCC to close trails by TRO, it seems they have started a new tactic.

In two incidents at the Scar House Reservoir area in Upper Nidderdale (25 miles from Pateley Bridge and 25 miles west of Harrogate), trail riders were challenged by aggressive groups of rambles and not allowed to proceed.

None of them involved TRF members rights, though it may well do so if the police prosecute.

I was phoned by a Jamie Heston from Ilkley who said he was stopped just outside the village of Middlesmoor by "activists" who said he was breaking the law and the police were being called. This trail is called In Moor Lane and is a valid TRF Byway claim which is accepted by NYCC.

It is also a bridleway and RT Road and it's an offence to so use. But legally vehicular rights are NOT extinguished by NERC2006 S67 and I advise the TRF that they can

exercise those rights though we are open to challenge in the courts. n good time NYCC will make a DMMO for Byway in which case all hell will break out at the Public Inquiry with the antis on the warpath.

This is a most substantial claim which I have worked on for many years and spent a lot of TRF money researching the evidence.

I am confident we can prove vehicular rights in court or at PI.

This rider claimed he is, or was, a TRF member and is due to be interviewed by the police.

He asked for a loan of all the TRF evidence. I checked with Richard Hoyle West Yorks Group Chair and it's clear it's a try on. He is NOT a TRF member and never has been. Neither are his three fellow riders. I have checked with Debbie and he is not a member.

I therefore refused any TRF help. Fully paid up TRF members will get full TRF back up.

I will personally talk to the police and County Council and, as in the past, the case is then dropped as the police will not go ahead in doubtful cases.

Mr Heston said he wanted to join the TRF at once. I said he is welcome to send Debbie Hutchinson (Mem Sec) £40 but his application will be processed in the normal way and certainly not before the police have interviewed him.

I stressed that you simply cannot join

the TRF just when you are in trouble with the law. Try breaking down and asking the RAC to tow you home if you are not a member. The cheek of these people!

This trail rider has found £4000 to buy a new bike and £700 for clothes but spend £40 to join the TRF and protect his right to ride? No way. Get it for free by phoning the TRF!

I get too many of these calls from ex or non members asking for free RoW Advice. It now must stop. I work for the TRF as Northern Contractor and West Yorks Group RoW Officer only.

So please if you get into trouble when trail riding. Phone your Solicitor who will charge you £200 per hour and he is most unlikely to have access to TRF claims. Or better still for £40 have peace of mind and get the TRF behind you!

I simply have no time for such selfish people.

In a separate incident on the Sunday two non TRF members crossing the Scar House Reservoir dam wall to gain access to the UCR Dead Mans Hill were prevented from proceeding in another ugly incident with photos taken etc. They were forced to turn back.

This rider (a Mr Wilkinson from Hull plus AN Other) phoned me on Monday. A non TRF member, why should I help you I said? Another who wants an emergency join. No way.

I simply pointed out that the road over the dam wall is part of the TRF Valid Byway claim and vehicular rights may exist but the police may challenge this in court.

I explained all this to the West Yorks Group meeting in Bradford in June and warned them about the campaign and carefully explained their rights and that the TRF will back them.



Members were concerned that a conviction would prejudice our valid claim and asked me to keep in touch with the two non members to which I agreed.

In three years this is the first bit of trouble on Moor Lane and Scar House Reservoir. All a very vital part of the eastern Dales trail network but I don't think the police will do anything.

Let me know if anyone else gets stopped.

If they cannot be bothered to join the TRF I suggest they take up flower arranging or stamp collecting instead! Trail riding can be risky.

It's a lot safer than trail riding without the TRF behind you.

As I say the antis are on the warpath and they want a court case to kill off the TRF claim so please be extra careful in the Nidderdale area. So far NYCC have refused to make any TROs in this area.

Brian Thompson



ESKDALE CAMP

The Teesside and North Yorkshire's Forest and Heather Trail Riding weekend got off to a bright start at their new venue in Eskdale.

The team leaders, Richard and Danny, decided to go for quality not quantity, in these sensitive days of low profile, low impact trail riding within a National Park.

Numbers were limited in order to ensure small groups on the guided tours and manageable provision of facilities.

Friday saw the arrival of riders from every corner of the Country, who duly pitched their tents or manoeuvred their caravans into position onto a field mercifully devoid of cow pats, unlike the Ayton venue in past years.

Enough run leaders were recruited to ensure six per group and they left the camp site at 9.30 spreading out in all directions.

On the Saturday I took a group of "Tourists" on a run that covered all the Northern Lanes, putting in loops to accommodate the isolated lanes left by the few closures we have seen over the past two years.

Without any real rain for two months, the trails were exceptionally dry and the riding was easy.

Rising out of Rosedale onto Blakey Ridge we spotted some debris, a wing mirror and there at the side of the road was a squashed Adder.

The Adders, Briton's only poisonous snake, are very rare. One or two dogs are bitten every year romping in the deep heather. The snakes rarely venture into the open, only to sunbathe. This one was most unfortunate. I picked it up and put it into my tank bag.

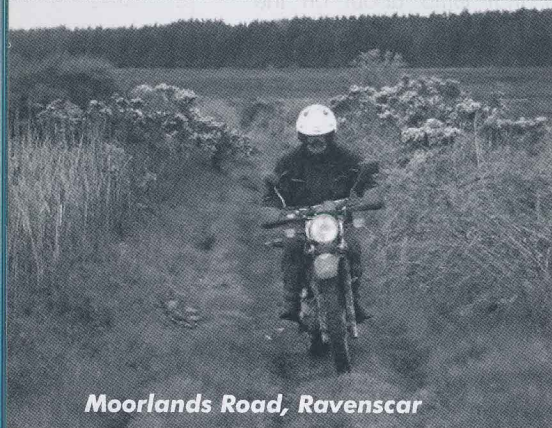
"Are you going to eat it?" asked one chap. "No", I replied. "Just taking it to show the grandchildren".

A rider, on a TTR250, was having problems with his bike. Every time he tried to rev the engine it choked. "Don't rev it", I said. On close inspection we found he had strapped his backpack to the tank and bent the tank breathing tube. It had to be something simple. The TTR's are bulletproof. Once the tube was released, the tank could breathe properly and all was well.

The only other incident was when another "lad" inadvertently knocked on his kill switch, riding down the tricky Stapes Lane. He could not figure out why his trusty steed would not start. The switch was well concealed, he said



Northdale



Moorlands Road, Ravenscar

he had never used it, but we soon sorted it out. We covered about 100 miles in sunshine before climbing Coleson banks and summiting over Kildale Moor, where we were hit by a squawl.

Literally from nowhere, the wind got up to about 50mph and the rain came in horizontally. Three cyclists had to dismount and take shelter as they were blown off the road, not that there is any shelter up on the Moor. We were glad to get down into the valley again where the squawl stopped as quickly as it started. We were all dry within half an hour as the sky cleared and the sun reappeared.

The "shower" did make the last few lanes more interesting, gripwise, but all returned safely to camp and the chance to exchange experiences.

Saturday evening saw a gathering in the barn for the Raffle. Many gifts were donated to make it a successful and profitable venture. We would like to thank all those who supported us by donating gifts. They were much appreciated.

Sunday morning was another bright day but rain was in the offing. Some groups were lucky, some got a good soaking during the day.

I headed to Scarborough with my group. We could see the dark clouds skirting the coast, leaving a curtain of rain, as they passed.

We managed to avoid all but a light shower and had a great run across the Moors before returning via the coast, by which time the rain clouds had passed.

The scent of coconut was in the air, emanating from the hundreds of acres of gorse that is to be found on the moors at this time of year. The cliffs were yellow from top to toe. A wonderful sight around Ravenscar.

For the riders from Norfolk the sheer number of Dales we passed through was a revelation. They could not believe how many ups and downs there were to ride in this undulating landscape.

All the group said they had been well rewarded for the long drive up and would love to return.

A big thank you to all those riders who did support our event. It is very rewarding to meet riders from different parts of the Country and exchange views.

Thanks also to Danny, Richard and his wife, for running the event. Not forgetting the run leaders without which the event could not go ahead.

A reminder to local members to contact Richard or Danny if you are able to take a run at the August event.

Keep on Trailing, John Robinson
T&NYTRF Group

DR-Z400 V'S KDX220

(A NOVICE'S PERSPECTIVE)

Having owned and trail ridden both these bikes for a reasonable amount of time, I thought that it may be useful to compare their merits and weaknesses from a relative novice's point of view or for anyone contemplating buying one.

New to trail riding in 2005, I read a few old copies of TBM and spent £2800 on a 3 year old Suzuki DR-Z400E, big mistake! I had previously ridden a mate's KTM450 and a Husqvarna and realised straight away that they were too powerful and focused for a beginner like me, so I thought that the DR-Z with its lazier power delivery (according to the reports) would be ideal. What I did not take into account was the weight.

Now bear in mind that I bought the "E" version which is the enduro model with plastic tank, no electrical niceties, not even a speedo, and is 14kg lighter than the "S" model at 119kg dry weight, but it is still a heavy lump for a beginner and quite tall. Of course when you are starting out and falling off a lot, this is an important consideration, not only for when you have to pick it up but also the confidence and fitness required

to throw that lump about on the rough stuff all day. Make no mistake the DR-Z is a good bike in the right hands but not for me at that stage.

On the tarmac it is a different kettle of fish. The "E" engine is in a slightly higher state of tune than the "S" with a lovely flatslide carb. It would pull wheelies in third gear if not treated with respect and the handling was very predictable and reassuring. I also bought some fun supermoto wheels but after two and a half years I realised that I was riding it on the road and hardly ever venturing off-tarmac so it was time for a change.

I decided that I wanted something light and cheap, so did a bit of research and came up with a few options, but a Kawasaki KDX200 or KDX220 seemed to be the only thing in my price range that was not too old and I am also a bit of a 2-stroke man at heart. I eventually found a 4 year old 220 model that a TRF member was selling for £1300.

At 101kg claimed dry weight it was a revelation, this was the bike that I should have started with. Not only the weight saving (although you try lugging 18 bags of sugar about!) but the way a 2-stroke handles is

completely different, something to do with the smaller reciprocating engine mass and therefore lower gyroscopic effect for you technically minded people. It still has quite a high seat height, although about an inch lower than the DR-Z and it seems to sag a little bit more when you are on it.

I was expecting to have to play tunes on the gearbox, but that was also a big surprise, totally linear power delivery which pulls from nothing and no perceivable power band. I believe that the 200 is a little more peaky and actually faster at the top end, but the 220 is tuned for bottom end pulling power, just what you need for trail riding. The first thing that I did was change the gearing which at 13/47 is very low and buzzy on the tarmac. 14/45 gearing is a bit more relaxed between trails.

It has to be said that a 4-stroke trail bike wins hands down if you are doing a lot of tarmac work. The KDX, like a lot of stokers, "surges" a little bit so it is not as easy to maintain a steady speed and can get very "flighty", its light weight starts to show itself and it feels like its about to go into a tankslapper! This is also probably largely down to the knobbly tyres (Michelin AC10) I have fitted as well, but once you get used to the feeling it is not a problem. There is also the bugbear of pre-mixing oil with the petrol although I keep a small bottle in the fender bag and it is not that bad. It is also missing that very handy electric button, although the KDX is so easy to kick over it is not that much of an inconvenience.

Both bikes have their weaknesses, the DR-Z has its infamous output shaft seat design fault, although it is easily remedied with stainless steel parts off eBay and well worth doing, I have seen one dump its oil miles from nowhere. A big plus point for the DR-Z

is that they sold loads and parts are cheap and plentiful both new and secondhand. The later KDX (post 1997) on the other hand was not as popular in the UK and there does not seem to be as many secondhand parts or accessories available. Most parts can be obtained from your local Kawasaki dealer within 48 hours though and consumables are readily available via eBay. The USA is a good source for parts as they seem to have been a very popular bike over there.

I have now been riding the KDX for over 12 months and it has improved my riding, and more importantly confidence, tremendously. I am still learning every time I go out and glad that I made the switch. At the end of the day all bikes are a compromise as I don't think that the perfect bike has been built yet. The best advice is to try and ride a bike for a day when you start out rather than relying on magazine tests or reports. There are lots of tour companies and experience days now that provide all the gear and they usually have more than one bike to try, it may save you a lot of money.

I have also ridden a Yamaha TTR250 and a Honda CRF230 for 2-3 days at a time and they would be sensible beginners' choices if you wanted to go down the 4-stroke route, especially the 230 if you are shorter in the leg. I have also hung onto a Honda CRF450F for a day and found out that it is much more enjoyable thrashing a smaller "underpowered" bike than being a passenger on a thoroughbred that will try to spit you off at every opportunity. If you have mates with bikes and can ride a few different models on a trail that would be a bonus, but above all be honest with yourself about your abilities!

Tony Davenport

No Hills in Somerset

Somerset County Council have closed all access to vehicles on ways which were RUPPS, which, so I am told, were some of the best lanes around. So this is an account of "a grand weekend" in the best Wallace and Grommit style, ridden pre-closure. All names are of imaginary people riding pre-closure.

Friday lunchtime three sprightly young fellows, Hugh CRM, Terry KTM, Derek KTM, set off from N. Wales. Disregarding Terry's knowledge of 'great transport cabs' (after only 30 miles), we drove on to N. Curry in Somerset, arriving at Martin's place early evening. Martin and his wife Alison fed and watered us for the weekend - separate rooms, comfy beds, hot showers, the full works - brilliant.

Sat. morning we set off in the sunshine at 8.00. Martin KTM and his mates Antony CRF and Keith Gas Gas, blasted off down the road. We had convinced Terry that Somerset was dead flat and just an easy bibble around, so his 'summer' tyre would be fine. First tracks, the Drovers, were alongside the drainage rhines so the land was flat. But deep ruts and mini whoops for a couple of miles. At the end of the droves Terry had a nail in the rear tyre. Tis a long story involving squirty stuff, knackered pumps, pinched tubes and ATS, good job it

was sunny. Finally off to some cracking leafy lanes, wide open uphills and then up onto the Quantocks Ridge, passing Cothelstone Manor en route (yeh yeh bring back Judge Jeffries). Open ground, fast tracks and views out over the Bristol Channel. Drop down into town for petrol and off to Black Monkey Lane. B**** Terry's gone flat again. Tyre gripper came loose and the valve ripped off the tube. Another new tube and off to a very late breakfast down by the waters edge, and then towards Exmoor.

Some more fantastic mostly single track lanes, tracks through woodland and so to Oxen Grove. Sort of a shale track up through woodland. It looked ok at the bottom but after the hairpin was a lot steeper with a few steps and tree roots. The locals stormed up, conveniently forgetting to tell us that it was challenging, and we failed this test. Hugh, on a 'summer' tyre needed a push over a step half way up, Derek almost made it and Terry struggled for grip. That was easy, they said, wait till you see the next one. Right, can't remember them all but one was brilliant: stony, narrow, steepish, blind bends, great!! And

then we got to "Bury". 200 metres of smooth bedrock on about 1 in 4, you could hardly stand up. Antony got out the rope and we had to pull up every bike. Much huffing and puffing. Brief rest and then head for home via the Drovers, where Terry buried his front wheel in deep sticky mud. A few falls and Hugh and Derek did a bit of hedge trimming, Keith fell off to keep the home side on the scoreboard, but everyone ok.

Tea and biccys and off to the local for a good feed and a few Otters.

Sunday, dry again, and we are off to Devon, joined today by Bruce XR400. A snotty rutty grassy lane, different droves, and we get to Steve's house. More tea, Steve fires up his WR250 and off we go. These 'ere lanes are a bit different, shorter and more mud. We criss cross a valley, so plenty of hills up and down, some through woodland. My memory is a bit blurred by now, soo many good lanes. One was Arm Break Lane - rocky, deep gulleys - I could see how it got this name. The home side rack up a couple of spills, but we "improve" our scoreer. Across a golf course where Terry dived into the hedge (after golf balls?), and one picturesque river crossing where Martin tested the deep bit for us - the perfect host. We rode across the shallow bit and helped empty the water from his 450. About midday we visit the seaside at Beer for fish & chips.

Heading for home now so Derek trims a bit of Devon hedge and Terry washes his bike in the river-road. This river, which is the road, got pretty deep and Derek had to grab a big fistful to power through one section. Should be more



of these, great fun.

Back at Martin's it's more tea and biccys, load up, quick shower and we're off. Rates as one of the best weekend's I've had (well, maybe, those 3 Vietnamese girls?).

It really was a "Grand Weekend" and many thanks to Antony, Steve, Bruce, Keith, and especially Martin and Alison.

If you're looking for a lazy bumble around, forget it actually there are a few little hills.

Hugh

POSTBAG

LESS TROUBLE WITH RIDING ALONE

I read with interest the note by Steve Marcus in May's TRAIL on his misadventures of riding alone. Ultimately we all know it's risky being out on a trail alone but the obvious things we can do to help ourselves are the usual; let someone know you're going out, when you're expecting to return and roughly where you're going.

Not so obvious is the fact that nowadays it's pretty cheap to track your position by GPS and send that information to a system that will show your location on a website. There are numerous off-the-shelf units available, some of which come with hefty price tags and annual subscriptions, however, I have found a cheap and reasonably effective solution.

All I use is a simple Bluetooth GPS receiver (£30 max) and a bit of free software (Franson GPSGate) on my mobile phone that takes the position data from the GPS receiver and sends it to the website where my family / friends can follow my progress. Registration to the website is free and the cost of tracking is minimal, roughly 50p for about ten hours. Phones with built in GPS can also be used.

All I do is log myself onto the website before I leave, let the boss know roughly what time I'll be back, hook up the GPS and phone to the website and head off. I've used it for trail rides and even the Lands End LDT and because a number of users can track you it's handy for charity events or if you've no-one else at

home and want a friend to keep an eye on you.

Yes, there are shades of big brother watching you but overall, it's a cheap and useful tool. Just remember to switch it off if you're really only heading to the pub...

John Kenny WMTRF

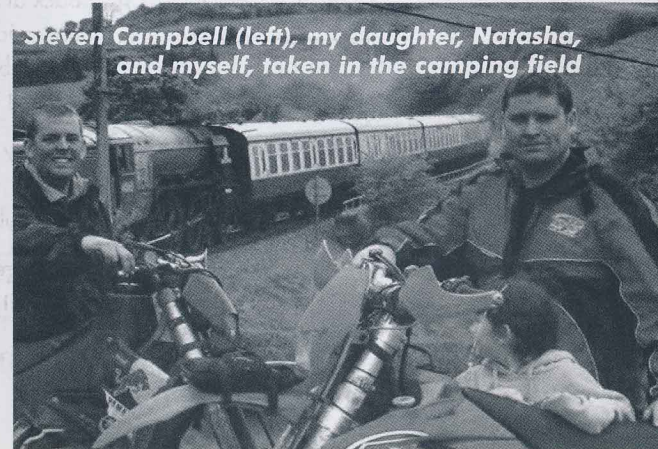
TEESSIDE & NORTH YORKSHIRE TRF GROUP FOREST AND HEATHER TRAIL RIDING WEEKEND MAY 2009

A big thank you to John Rob, Rarf, Danny, Steve, Paul (No. 1), Keith, Paul Smith, John Nelson, Leo & Keith Sleightholme who gave up their weekend voluntarily acting as tour guides around the North Yorkshire Moors. They asked for no funding for fuel or maintenance. Who said Yorkshire men have short arms and deep pockets? Without the help of the above people the fantastic weekend could not have taken place.

Many thanks to all above.

Richard Dodds

Steven Campbell (left), my daughter, Natasha, and myself, taken in the camping field



MEMBERS CLASSIFIEDS

SEROW J reg R. carrier. Barkbusters/handguards. Lowered seat. New battery & starter relay. Ideal trail/L.D. Trials. Unused 3 years. Just needs someone to love it & ride it. £800 ono. Tel: 01495 222728.

YAMAHA XT600E 2007 brand new November 2007. 2,400 miles, immaculate condition, gentle road use only, simple, reliable big trailie. £2,300 call 07778 903351.

SCORPA LONGRIDE SY250 2006, exc. cond., v. little use. £1850 ono. Tel: 01629 822161 or 07791 679529 (Derbyshire).

KAWASAKI FRONT FORKS complete 250/600 £50, Yamaha XT250 forks & front wheel £50, Honda front forks & twin leading shoe front wheel £50. **Wanted** ignition box suitable for Kawasaki LE500 or ER500. Tel: Dave 01933 313816 (Northants).

YAMAHA TTR 250 Feb 1999, sound condition throughout. Well maintained, rear swinging suspension rebushed in 2005 parts cost of £300, new sprockets & chain. £1,500. Tel: Iain on 07768 415311, picture & further details on www.Dyche.biz/Yamaha_TTR_250.htm

2003 BETA ALP 4 350CC (Suzuki DR engine), taxed and MOT'd till Nov 09, well used & still running. £650. Tel: 01344 88 4485 ring Ron for details.

HUSKY 250/400WR SPARES including rear shock, 2 sets forks, rear wheel, oversize tank, manuals, gear cluster etc. Tel: 0207 7204758.

DRZ SY Dec 00 X reg. Year's MOT, 9286 miles, sump frame case, hand guards, good all rounder, spares & manual, £1150. Hampshire. Evenings 01420 562348 Gary.

BETA ALP 200 Nice light trail bike, 3.5 years old, 1239km, good Michelin AC10's new chain/sprockets, MOT, £1600. N. Yorks. Tel: 07836 342312.

ACCOMMODATION

BRENDAN CHASE B&B Windermere village centre location so close to pubs and restaurants, from £25 per night bed and breakfast. Off street parking for bikes. Tel: 015394 45638. Email brendanchase@aol.com, website: [www.placeto staywindermere.co.uk](http://www.placetostaywindermere.co.uk).

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 TRF 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 Abbot.

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 Jim Harrison, Tel: 07747 758323
2nd Tues, 8pm, Londesborough Arms, Market Weighton.

ESSEX Cliff Eves, Tel: 07515 330423
2nd Wed, The Wheatshaf Public House, Hatfield Peverel.

EXMOOR Andy Petherick, Tel: 01363 776293
2nd Wed, 8pm, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton.

GLOUCESTER Richard Simpson, Tel: 07812 402021
1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

HERTFORDSHIRE 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 Tilk, 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: 07809 647293
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, Blydon, 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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Contact Fred Ellison on 01254 823893 editor@trf.org.uk