

# leisure Trail UK

EVERYTHING FOR THE TRAIL, TRIALS,  
ENDURO & OFF-ROAD RIDER  
KTM, CRM & BETA TRIALS SPECIALISTS



**BEAT 2010 KTM PRICE INCREASE WITH NEW CHAMPION EXC BIKES**  
WE'RE ENGLAND'S TOP KTM EXC DEALER - CALL AND FIND OUT WHY  
ALL USED KTM's, CRM's & TRIALS BIKES etc PICTURED & DETAILED ON  
OUR REGULARLY UPDATED WEBSITE PLUS DETAILS OF ABOVE OFFERS  
LARGE CLOTHING & ACCESSORY DEPT WITH ALL THE TRIALS, TRAIL, ENDURO OR MX KIT YOU NEED  
ALL KTM V-TWINS, 690 SUPERMOTO & BETA REV3 TRAILS DEMO BIKES AVAILABLE



Full range of  
2009 Beta Rev3  
Trials & RR  
Enduro models  
in stock

**GOOD MONEY PAID  
FOR NICE USED TRAIL,  
TRIALS & ENDURO  
BIKES £££**

ALL CRM  
250 PARTS  
STOCKED



OKALEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

# 0115 973 2466

Email: [sales@leisuretrail.co.uk](mailto:sales@leisuretrail.co.uk)

Check out our website: [www.leisuretrail.co.uk](http://www.leisuretrail.co.uk)

- HONDA CRM250 - FULL RANGE OF ACCESSORIES, SPARES & GOODIES IN STOCK, PHONE OR EMAIL FOR FULL LIST
- CRD PIPES & GUARDS IN STOCK
- FINANCE ARRANGED - QUOTES AVAILABLE ON REQUEST
- ALL MAJOR CREDIT & DEBIT CARDS ACCEPTED



[www.trailblazers-spain.com](http://www.trailblazers-spain.com)



## Off-Road Adventures

Costa del Sol  
Costa Blanca - Morocco

## Spain and Morocco

## Come Ride With Us

Day Rides, Weekends, Groups

## Tel: 0845 869 6727

Spain: 0034 952 030 179



## LLANERCHINDDA FARM

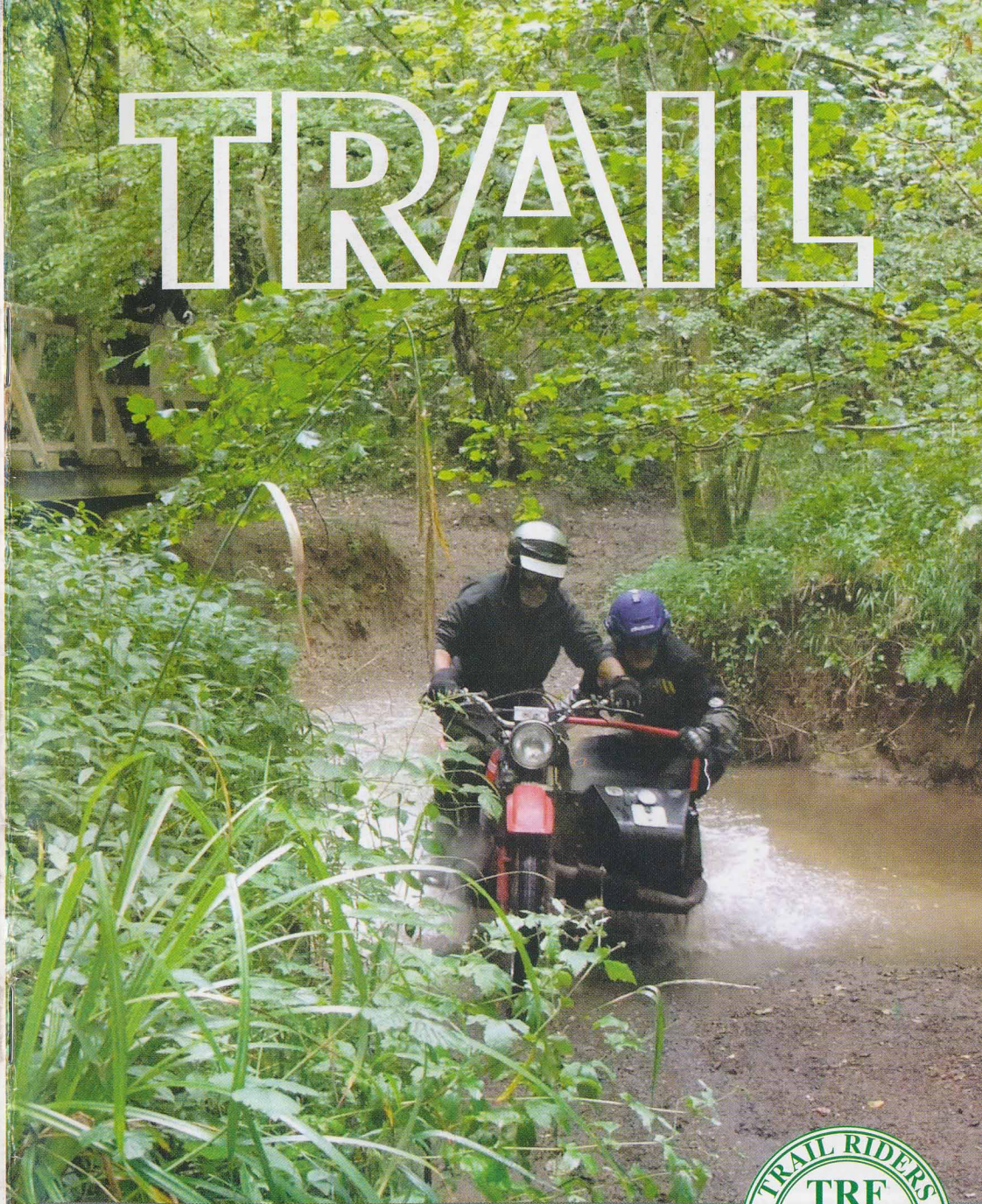
Family run Guest House & Self Catering Cottages with spectacular views, en-suite bedrooms, comfortable lounge bar & excellent home cooked food.

The ideal base for trail riding in Mid Wales with secure lock-up, pressure washer, drying room, map room with trails marked, own enduro circuit and trail guides available.

SPECIAL MID WEEK OFFERS AVAILABLE

CYNGHORDY, LLANDOVERY,  
CARMARTHENSHIRE, SA20 0NB  
Tel: 01550 750274  
E-mail: [info@cambrianway.com](mailto:info@cambrianway.com)  
[www.cambrianway.com](http://www.cambrianway.com)

# TRAIL



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

SEPTEMBER 2009 No. 373 EDITOR: FRED ELLISON



Patron: Lord Fairfax



## TRF OFFICERS & CONTACTS

Chairman:	<b>Andy Gerrard</b>	01525 717634/07803 600571 <a href="mailto:chairman@trf.org.uk">chairman@trf.org.uk</a> 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Vice Chairman:	<b>Tim Stevens</b>	01547 529946 <a href="mailto:vicechairman@trf.org.uk">vicechairman@trf.org.uk</a> 5 Offa's Road, Knighton LD7 1ES
Membership Secretary:	<b>Debbie Hutchinson</b>	07966 438907 <a href="mailto:memsec@trf.org.uk">memsec@trf.org.uk</a> Marcliff, Bakers Hill, Exeter, Devon EX2 9TE
Secretary:	<b>Polly Cody</b>	01525 717634 <a href="mailto:secretary@trf.org.uk">secretary@trf.org.uk</a> 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Treasurer (Acting):	<b>Arnold Brewer</b>	01865 741410 <a href="mailto:treasurer@trf.org.uk">treasurer@trf.org.uk</a> 16 The Croft, Old Headington, Oxford OX3 9BU
Editor:	<b>Fred Ellison</b>	01254 823893 Fax: 01254 887999 <a href="mailto:editor@trf.org.uk">editor@trf.org.uk</a> Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG
P.R.:	<b>Richard Simpson</b>	07812 402021 <a href="mailto:richardsimpson@blueyonder.co.uk">richardsimpson@blueyonder.co.uk</a>
RoW Officer:	<b>Robin Hickin</b>	01926 817060/07890 550847 <a href="mailto:row@trf.org.uk">row@trf.org.uk</a> 42 Model Village, Southam, Warwickshire CV47 9RB
I.T.:	<b>Simon Bingham</b>	01295 251648 (day)/01295 711311 (eve) <a href="mailto:it@trf.org.uk">it@trf.org.uk</a> 27 Peveril Road, Greatworth, Banbury, Oxon OX17 2DN
BMF Liaison:	<b>David Giles</b>	01332 552288 <a href="mailto:bmfliaison@trf.org.uk">bmfliaison@trf.org.uk</a> 22 Ford Lane, Allestree, Derby DE22 2EW
LARA Rep:	<b>David Giles</b>	01332 552288 <a href="mailto:lararep@trf.org.uk">lararep@trf.org.uk</a> 22 Ford Lane, Allestree, Derby DE22 2EW
CCPR Rep:	<b>Dave Tilbury</b>	023 80618937 <a href="mailto:ccprep@trf.org.uk">ccprep@trf.org.uk</a> Oakbank Cottage, Oakbank Road, Eastleigh SO50 6PA
Equestrian Events Liaison:	<b>Mark Holland</b>	01989 565249/0845 3308892/07941 427774 (mob) <a href="mailto:equestrian@trf.org.uk">equestrian@trf.org.uk</a> Corn Farm, Devauden, Chepstow NP16 6NS

## STATIONERY & LEAFLETS

Keepers of Stationery:	<b>Debbie Hutchinson</b>	Leaflets & Membership Forms
	<b>Fred Ellison</b>	Letterheads & Compliments Slips
Display Equipment:	<b>Leo Crone</b>	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	<b>Tim Stevens</b>	See above for contact details
South & South West	<b>Dave Tilbury</b>	See above for contact details
Eastern	<b>Richard Sugden</b>	01354 651390 <a href="mailto:home@rslsugden.fsnet.co.uk">home@rslsugden.fsnet.co.uk</a> 122 Station Road, March, Cambridgeshire PE158NH
East Midlands	<b>Robin Hickin</b>	See above for contact details

## TRAIL MAGAZINE ADVERTISING

**Display Ads:** For Advertising Rates please contact Fred Ellison [editor@trf.org.uk](mailto:editor@trf.org.uk) 01254 823893  
Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG.

**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.

## FROM THE CHAIRMAN

Dear All,

I was greatly saddened to hear that Brian Thompson had left on the final trail ride. The intensity of his desire to ensure our continued, unhindered use of public rights of way in this country was readily apparent and no-one that knew him doubted that he would give any less than 110% of himself to any endeavour with which he was involved. The last time we spoke he was still full of that indomitable spirit which so characterised everything he did.

He was, without doubt, one of the most respected experts in his field, hugely appreciated by both our members and the wider Rights of Way community. Tireless in his work supporting our right to use the unsurfaced road network; his knowledge of history and law as it relates to rights of way was unparalleled and I cannot imagine anybody else matching either his enthusiasm or his ability. I cannot think of another person to whom the word irreplaceable more appropriately applies.

I feel honoured that I got to know him personally and knowing he did not suffer fools gladly, am even prouder that he considered me a friend as well as a colleague. He will be sorely missed.

It is our intention that the next issue of TRAIL serves as a tribute to Brian, both in terms of the man himself and the sterling work done on behalf of the TRF. If you have any tales of derring-do, anecdotes from the trail, photos or simply wish to pass comment on Brian's contribution, please feel free to let us know and we'll endeavour to produce a fitting homage.

Best Regards

*Andy Gerrard*

TRF Chairman

TRAIL would not be the same without a contribution from Brian, see article on page 7.

## CONTENTS

RULES SUB GROUP	3
FORTHCOMING EVENTS	5
NOTICE BOARD	6
STORY OF THE COAL ROADS	7
ROW NEWS	9
TRANQUILLITY	10
CAMBS TRF ON THE ROCKS	12
NEWS RELEASE	15
VOLUNTARY WORK	16
ESKDALE CAMP	18
FIRST AID	20

### WANTED:

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

**COVER PHOTO:** by George Bryant  
"John Grew and Keith Webster testing their wellies, is that Pete Fancourt lurking on the bridge?"

All contributions to THE EDITOR  
Fred Ellison, Sheepcote Farm  
Moor Lane, Wiswell, Clitheroe  
BB7 9DG [editor@trf.org.uk](mailto:editor@trf.org.uk)

**COPY DEADLINE:**  
1ST TUESDAY OF THE MONTH

**BMF Discount Code: TRF09K114**

bike me **aprilia**  
Supports the TRF





# 2009 TRF AGM

10:00 A.M. SUNDAY, 11TH OCTOBER 2009

Lecture Room 1,  
Heritage Motor Centre,  
Banbury Road, Gaydon,  
Warwickshire CV35 0BJ  
Tel: 01926 641188

*The first 80 delegates get free entry to the museum as well (now there's an incentive to come along).*

***Any motions for the agenda must reach me by 31 August 2009 and they must have a proposer and a seconder. Would you also let me know if you are going to stand for any of the principal officer posts.***

Polly Cody, TRF Hon Secretary

# Rules Sub Group Final Report to the Executive 4th June 2009

## INTRODUCTION

A full and comprehensive review of the existing documentation of the TRF combined with a lengthy consideration of current and future requirements has led to three inescapable conclusions:-

1. There are insufficient resources to meet the rewrite requirement.

Our analysis has shown quite clearly that it is not feasible to achieve a satisfactory modification of the existing rules and procedures (including remedial action regarding omissions and exceptions and the correction of mistakes). Whether considered holistically or as a series of incremental changes, there is neither the time nor the manpower available to accomplish the required changes in the time allotted.

2. The existing reporting and debate procedure precludes success.

Even were there time to successfully achieve a full rewrite (or even just correct the essential omissions etc.), the requirement to have due consideration by the membership, accommodation of the feedback and further debate makes it highly unlikely that any change could be reasonably achieved over any length of time let alone by the next Annual General Meeting.

3. There is little genuine benefit to the TRF. Even were our existing rules and procedures fully comprehensive and correct to the nth degree there would be little benefit to the majority of members. Our position as regards countryside access would not be improved, neither would the strength of our hand against the opposition and as the experience of other

organisations shows, the continual improvement process inevitably leads to endless debate, forever bogging down meetings and tying up valuable resources. Spending such an inordinate amount of time simply tweaking the rules is, in the eyes of the sub-group, both unachievable and a wasted opportunity. As an organisation, we are agreed that change needs to occur - even if it is just to reflect the way we actually do things - but the existing modification process is neither an efficient use of volunteers' time or good value to the TRF as a whole.

## RECOMMENDATIONS

The sub-group has developed a series of proposals, which will act both to secure the long-term future of the TRF and provide greater benefit to its members. As a consequence of following these suggestions, a series of policies and procedures that will be appropriate, accurate and robust will be established.

### RSG Proposal 1

That the TRF be restructured along the following lines.

1. The TRF to be split into two separate entities
  - a) Trail Riders Fellowship  
A Charitable Trust with a minimum of 5 trustees, holding the bulk of the TRF's assets and setting the policy by which the TRF operates.
  - b) Trail Riders Fellowship Limited  
Working wholly under the direction of the Trust, TRF Ltd manages resources, budgets and applies to the Trust for money to facilitate the day-to-day requirements, aims



and objectives of the TRF.

### RSG Proposal 2

That new Memorandum and Articles of Association be created for both entities.

1. The M&As for TRF Limited to be sufficient to cover its relationship to the Trust and to satisfy Company law only
2. The Articles of Association of the Charitable Trust be sufficient to satisfy the requirements of the Charity Commission and to outline the aims and objectives of the Trust only

### RSG Proposal 3

That a series of documents be developed and adopted by the relevant entity sufficient to cover the activities of each body, the rules by which it operates and the actions of its personnel. The suggested list to include but not be limited to:-

1. Standing Orders for both bodies
2. Rules and Procedures for both bodies
3. Roles and responsibilities of Trustees, Directors and Principle Officers
4. Procedures to cover fiducial and financial issues, due diligence and propriety.

It is envisaged that the current constitution and other associated documentation will form the basis of the new documentation.

### BENEFITS

The RSG considers that there are 5 significant benefits to the proposed structure:-

1. The aims and objectives of the TRF become defined and unequivocal. These would be divided into 4 principle areas:-
  - a. Campaigning
  - b. Rights of Way
  - c. Member benefits
  - d. Other matters
2. With the Trust holding the bulk of the assets and actions being taken through TRF Limited our liabilities are even further limited than at present. Trust assets have a far higher degree of protection than those of a limited company and whilst TRF Limited would always have to show it took

reasonable account of potential liability and budgeted accordingly, it would be far less likely that a catastrophic legal action would lead to the total demise of the TRF.

3. Tax benefits including gift aid and other relief to which the Trust would be entitled.
4. There is a tremendous opportunity to future proof the TRF and make membership a more attractive option to the wider trail riding community. The new organisation would offer a greater degree of structure and protection for its members. With relevant aims and objectives, a transparent management structure and a robust decision making process; the TRF would be well placed to progress as an organisation.
5. There would be an opportunity to tap funding streams currently unavailable to us.

### FUTURE WORK FOR THE RSG

There is considerable expertise within the RSG in establishing and running both charities and limited companies as well as a combination of the two and we would respectfully suggest the following course of action.

1. Applying for a new charity using the current aims and objectives of the TRF utilising our undeniable historical record as well as current and future needs as our rationale.
2. Modifying the existing articles of TRF Limited as proposed earlier.
3. Developing further documentation as proposed earlier.
  - a. Standing Orders
    - i. TRF Limited AGM - Directors and Trustee's representative
    - ii. TRF CT AGM - Trustees and Members
    - iii. TRF CT Executive Meetings - Principle Officers and Group Representatives
    - iv. Trustee/Principle Officer Meetings - Management Team Members as required
  - b. Rules & Procedures (Charitable Trust)
    - i. Code of Conduct;

- ii. Job Descriptions;
- iii. Local Groups & Regions;
- iv. Grievance/Disciplinary;
- v. Guidance, Help & Advice;
- vi. Member Responsibilities

It is envisaged that these will form the core of the new Members' Handbook.

4. Preparing and maintaining an Asset List.
5. Acting as a conduit for members whom wish to achieve change to the rules and procedures of the TRF.

### WHO DOES WHAT?

1. Charitable Trust - A minimum of 5 Trustees serving for a maximum of 3 years and elected as required at the Trust AGM. Trustees to be selected initially from the Principle Officers.
2. Limited Company - Existing Directors to continue in post.
3. Principle and Co-opted Officers - The existing Management Team to be retained.

4. Members - Will 'belong' to the Trust and join through the Limited Company. Administration and Membership costs to be paid through the Limited Company.
5. Rights of Way Contractors - Will be employed by the Limited Company, the budget for said activity to be approved at the AGM.
6. Other Contract Services - To be facilitated through the Limited Company, resources being allocated after application to the Trust.

A generic proposal will be made to the AGM enabling the Rules Sub Group to facilitate the above noted 'future work', including the authority to set up a charitable structure and modify the existing structure of the TRF. This to be accomplished without further recourse to the executive other than to supply progress reports and to gather requisite information and that the new structure is to be formally adopted as a complete package at AGM 2010.

## FORTHCOMING EVENTS

**Rights of Way Training Workshop** 10.00 am, 22nd November  
Black Country Living Museum Tipton Road, Dudley, West Midlands DY1 4SQ. Contact Robin Hickin row@trf.org.uk. (See Notice Board page 6 for more information).

### Trail Rides in Wales

**From Llanidloes, Mid Wales** 7th & 8th November. Sidecar and big trailies (over 600cc) - if only a few we will go together, but if enough people, we will go separately. £30 for one day, £55 for both.

**Machynlleth Area** 5th & 6th December. Serow and similar (i.e. small trail bikes like XLs, CRF230, etc). Fees as above.

**Near Aberystwyth** 2nd January. Ride into the night! Ride meet at 12 midday, break for tea at 4ish, ride until about 8 pm. Two course meal provided after ride with option of bunk house accommodation included in price which is £50.

All fees will need to be paid in advance (sorry - in the past I have had people say they will come but not turn up, leaving me having to pay for meals booked in the pub etc).

Contact Marianne Tel: 01686 430522 [www.trailrides-wales.com](http://www.trailrides-wales.com)

## MAKE SURE YOUR EVENT IS LISTED

Send any details to The Editor (see contact details inside front cover)



# NOTICE BOARD

## WEBSITE

Only 500 TRF members have registered with the new website. We would like to use the website to notify members of upcoming meetings and issues which affect them. The magazine is great when you have time to broadcast your message or you want to present an interesting article. However, when there are proposed TROs it is essential that the information is spread as quickly as possible otherwise you miss your opportunity to object.

Most of you have internet access and email addresses, so get more out of the website by registering as a TRF member.

Polly Cody, TRF Hon Secretary

## VOLUNTEERS REQUIRED

CMPP PILOT PROJECTS

- RHAYADER (SN961 686)

Volunteers required over the weekend of 26/27th September to do waymarking and add the Treadlightly "Keep to the Track" signs following extensive lane repair work. Powys CC will provide the waymarking posts. Please contact Duncan Green. Email: [ddg@dinedor.org](mailto:ddg@dinedor.org) or [ceo@glass-uk.org](mailto:ceo@glass-uk.org)

## CHESHIRE LOCAL ACCESS FORUM

...are currently recruiting members. Letters asking to be considered for membership (including reasons why you should be considered) should be sent to: Mr John White, Chairman, Cheshire LAF, c/o Public Right of Way, Phoenix House, Clough Road, Winsford, Cheshire CW7 4BD.

Further details should be available on the website [www.cwlaf.org.uk](http://www.cwlaf.org.uk) or <http://www.cheshire.gov.uk/cwlaf>

## RIGHTS OF WAY TRAINING WORKSHOP

10.00 am, 22nd November 2009

Black Country Living Museum, Tipton Road, Dudley, West Midlands DY1 4SQ.

Provisional Topic List: Topics that are to be included in the Workshop: 1) How to make legal challenges to TRO's once they have been introduced; 2) How to conduct the best objection to Restricted Byway Orders on Byway Claims; 3) Potential challenge to rejected DMMO applications; 4) The continuing imposition of Section 59 and Section 34 prosecutions.

TRF members can request additional topics.

Those wishing to attend should contact me at [row@trf.org.uk](mailto:row@trf.org.uk) to book a place or request to be sent further information on the Workshop.

Robin Hickin

## TRAILWISE - THE NATIONAL CATALOGUE OF RIGHTS OF WAY

TrailWise ([www.trailwise.org.uk](http://www.trailwise.org.uk)) is a database that aims to bring together people in the UK who are interested in Rights of Way, to share their knowledge and experience. The system records the location of Rights of Way along with a collection of information about each

route. The database is managed and maintained by members of the TRF and Green Lane Association (GLASS).

Anyone can access the basic facilities of the database - a good starting point from the website is to go to "Browse maps".

# STORY OF THE COAL ROADS IN DENTDALE

Many challenging green lanes were lost in the Yorkshire Dales in the great 2006 closure act of NERC.

Though the TRF saved a large number by making a Byway claim in good time, this was one that failed the time limit.

The TRF Cumbria Group did a magnificent job and saved many valuable lanes. Nothing but praise is due. Some large TRF Northern groups never claimed a single Byway in 34 years. I suppose they never thought the Government would swing the axe so quickly?

The Coal Road runs for 8 miles high above Dentdale from 680862 east over Blea Gills to 723824. At 1400 ft it is a walled lane with some of the wettest surfaces and treacherous mud holes in the Dales.

Even in summer it was a struggle and a challenge to the fittest rider and best machine. Getting stuck was guaranteed! In the 19th century open cast coal pits gave it its name.

In WWII a Lancaster bomber crashed on Crag Hill nearby at 2000 ft. A rescue vehicle (4x4, 3 ton truck) got so far along the Coal Road,

but got well and truly stuck in the mud. It was *still there* in 1986 the last time I rode it on my AE80 Kawasaki which weighed 170lb and had 10bhp!

A second rescue truck then got stuck but was itself rescued and then removed. Parts of the aeroplane can be found on the hillside.

The Coal Road was one of the TRF's wildest and most spectacular trails for 36 years.

Its a public bridleway so it's closed now.

Amid the confusion of my byway claims on behalf of the Cumbria TRF made in 1973 which was dealt with in 1983 at public inquiry, the Coal Road was withdrawn by order of the Government because Cumbria County Council had declared the Coal Road was a fully vehicular UCR. Our byway claim was thrown out and never heard. Sadly this decision was later reversed in 2006 and once again the TRF lost another super trail.

Use it by mountain bike or electric bike or walk it and marvel at this trail enjoyed by trail riders for decades.

Brian Thompson

## WWW.TRF.ORG.UK

### TRF WEBSITE & FORUM

PLEASE TAKE A LOOK AND SEE WHAT YOU THINK AND SAY HELLO ON THE FORUM.

WE WILL BE PLEASED TO HEAR FROM MEMBERS WITH ANY FEEDBACK OR IDEAS FOR CONTENT THAT YOU MAY HAVE.

TRF members need to be aware that in order to access the Members' Only Areas, you will need to ensure that the email you use to register your account on the website is the same one that we have for you on the TRF database. If you have any queries or difficulties please contact [it@trf.org.uk](mailto:it@trf.org.uk) or [web@trf.org.uk](mailto:web@trf.org.uk)



# DEVON RIM COMPANY

- Alloy, Chrome & Stainless rims supplied for all types of bikes
- Full wheelbuilding service - spokes made in-house to fit your wheels correctly
- Complete wheels supplied for many popular off-road bikes
- New tyres & tubes supplied & fitted
- Hubs reconditioned - Bead Blasting - Welding - Machining
- Specialists in BMW TUBELESS WHEELS (GS Models)
- We manufacture stainless rims & spokes for Classic bikes, modern Triumphs, Jap cruisers, Harleys & custom bikes

Please contact Doug Richardson (Exmoor TRF member)  
**T: 01769 574108 E: devonrim@ukf.net**  
[www.devonrimcompany.com](http://www.devonrimcompany.com)



## ADVENTUROMANIA

OFF ROAD ADVENTURE BIKING IN THE SUNNY CARPATHIAN MOUNTAINS IN ROMANIA

99% off road adventure tours riding trails & tracks through the mountains & forests of Romania. Over 100km per day on thousands of different trails in breathtaking scenery - a true off road paradise.

- Guided tours suitable from novice to expert March - October
- New Yamaha WR250s, CRF 230s, 10 bikes in total or bring your own bike
- Different tours each day through forests, meadows & up and down mountains
- Transfers from airport - 2 hours
- Full support & backup
- Excellent food & accommodation, pool table & bar
- Direct cheap flights available from Luton to Timisoara with Wizzair

For more information contact Steve or Vica:

- Email: [sf.palmer@virgin.net](mailto:sf.palmer@virgin.net)
- UK tel: 01368 840728
- Romania tel: 0040 (0)722 138774

[www.adventuromania.co.uk](http://www.adventuromania.co.uk)

## Leisure Trail UK

### KTM CRM DRZ Beta

Full Range of Spares, Accessories & Clothing by Mail Order. Phone or Email for copy of our Price List

#### Trail & Enduro Tyres

Full range of Trail, Trials, MX, Enduro & SuperMoto Tyres by Mail Order  
 Bridgestone, Mitus, IRC, Michelin, Stocked  
 Michelin AC10 110/100-18 £47.95, 80/100-21 £39.95  
 IRC TR8 4.00-18 £43.95, 3.00-21 £34.95  
 Mitus/Barum TR1 Trials 400-18 £34.95, 300-21 £29.95  
 Bridgestone ED660 120/90-18 £52.95, ED663 90/90-21 £36.95

#### Chain & Sprocket Kits

Huge Range of Sprockets both Steel & Alloy Rears Supplied with OE Japanese RK O Chains Stocked for most Trail, Trials, MX, Enduro & Supermoto Bikes Mail Order  
 O Ring Chain/Sprocket Kit for most Jap Trail/Enduro £69.95  
 O Ring Chain/Sprocket Kit with Renthal/Talon Alloy £74.95

#### All for Next Day Delivery

All Major Credit, Debit & Switch Cards Accepted

**Tel: 0115 973 2466**  
**email sales@leisuretrail.co.uk**  
[www.leisuretrail.co.uk](http://www.leisuretrail.co.uk)

DISPLAY ADVERTISING

### BLACK & WHITE

1/4 PAGE £32

1/2 PAGE £60

FULL PAGE £100

### COLOUR

1/4 PAGE £65

1/2 PAGE £120

FULL PAGE £225

# RoW NEWS

## Lost Highway Found in Suffolk!

Ever lost anything?

You know, keys, phone, wallet, that sort of thing. Easily done isn't it. Mind you, you'd probably think that it would be a lot harder to lose a whole road but apparently not in Suffolk. In fact they seem to have made a bit of a habit of it over the years.

One such example would be Fir Lane near Diss (yes I know, Diss is in Norfolk but believe me the lane is definitely in Suffolk). Fortunately for us this particular lost highway was found again and ironically we've got the Ramblers to thank for it. Well, one Rambler in particular, John Andrews.

Fact is, Mr Andrews has a rather impressive record of finding and claiming lost ways in the county and this is very much to his credit. More than a few of them have been BOATs as well so for once we really do have something to thank the Ramblers for.

This claim wasn't easy either. Despite persuasive evidence the authority rejected the claim forcing the applicant to appeal to the Secretary of State. The appeal was upheld and the authority was instructed to make the order. The inevitable objections and public inquiry followed but the strength of the case prevailed and the order was confirmed.

All this took place several years ago (pre NERC) and you might think that this would have been the end of it but nothing in Suffolk is quite that simple!

Over one hundred years of neglect and abuse had left this old highway in a terrible state. It wasn't just the illegal obstructions which included a brick wall, a deep rubbish pit, a ditch and a barbed wire fence but there was also the small matter of hundreds of trees (standing and fallen) that blocked the route almost completely. In fact on my first attempt to use the route "on foot" I was actually defeated by the sheer density of the vegetation. There was no way that a cyclist, horse rider or motorcyclist could have made it through.

I did eventually return in the winter when the

bramble bushes and waist deep stinging nettles had receded to complete the challenge but even this had me scrambling over fallen trees and crawling under barbed wire! By now I also knew that the lane was under serious threat.

My initial enquiry to the highway authority had prompted the response that "the lane would have to be TROed because of its condition". Given Suffolk County Councils history of closing lanes rather than adequately repairing them I took this threat very seriously at the time. Fortunately in the intervening two and a half years we seem to have made at least a little progress in the county regarding traffic management policy.

So far, Fir Lane has not only escaped being added to the twenty percent of Suffolk byways that are permanently closed but it has also recently been restored to something resembling a useable condition. It has taken over two years of polite inquiries, reminders and non too subtle hints and there have been several false starts and numerous set backs but, determined persistence has finally paid off!

Trail Riders in Suffolk and indeed south Norfolk now have one more small but very attractive byway to ride. Whilst I'm more than happy to acknowledge the excellent work done by John Andrews in getting this lane recorded in the first place I also feel that the TRF can rightly take the credit for getting it put back into a useable condition. Of course we are not the only beneficiaries. This is another example of how decisive action by the TRF has helped all users.

Of course, as with any "new" byway there are bound to be some people who are less than chuffed at our success in getting it restored. So, if you're in the vicinity and thinking of riding it then do us all a favour will you. Treat the lane, the locals and other users with appropriate respect and hopefully we will continue to enjoy the use of this beautiful old highway for many more years to come. After all, this highway was lost for over a hundred years before Mr Andrews found. It would be rather remiss of us if we were to "lose it again" so soon.

Richard Sugden, Eastern Area RoW Advisor



# TRANQUILLITY

## TRF Response to the CPRE

### Summary

It is clear from the documents produced by the Council for the Protection of Rural England that the 'tranquillity' that they are attempting to map is as difficult to define as it is for them to spell.

### Background

At the behest of CPRE, researchers from PEANUT (Participatory Evaluation at Newcastle upon Tyne) at Northumbria University went out into two popular locations in the countryside to attempt to find out what 'participants' (who appear to be people out for a walk) understood by the term 'tranquillity' or the lack of it.

### Results

The participants' answers to the researchers' 'non-directive' questions were varied. 'Natural' sounds (birdsong, waves lapping at the shore etc) were generally seen as 'tranquil', as was what was perceived as 'natural' landscape (ignoring the fact that there has been no natural landscape in England since the introduction of the iron-headed axe).

While 'motorcycle noise' was specifically mentioned by some participants as disturbing tranquillity, so were a host of other sights and sounds, including other human beings, and any other sounds, signs and traces of human activity, including the PEANUT researchers themselves. One respondent, a member of the Gay Men's Walking Group, said he found the sight of village churches offensive because they reminded him that the Church had persecuted homosexuals. Another participant, a teenage girl, said she only experienced tranquillity in her bedroom, as it was the only

place she could go where she could be sure of getting away from her little sister. Yet another participant was upset by a fair on a village green. Midges, although an entirely natural phenomena, were also mentioned by at least one participant as upsetting tranquillity, as was adverse weather.

One of the most sensible comments, and one which was seemingly endorsed by the PEANUT researchers themselves, was that attempts to define tranquillity, let alone map it, were a sure way to destroy it. The report states:

"A wide range of responses was made to the question 'what is tranquillity'. As one participant in the research suggested, 'Can't have a committee to decide what tranquillity is everybody will lose. Tranquillity is totally independent to each person. My tranquillity is not other people's.'"

### Conclusion

It is clear that even defining tranquillity is a purely subjective exercise. Attempting an objective mapping of it is utterly impossible. With a host of environmental and economic problems impacting on the countryside as a result of both short and long term issues, it is surprising that resources have been devoted to this nebulous question. The TRF hopes that the CPRE and Government will heed the wise words quoted above before any more time and money is wasted on this futile project.

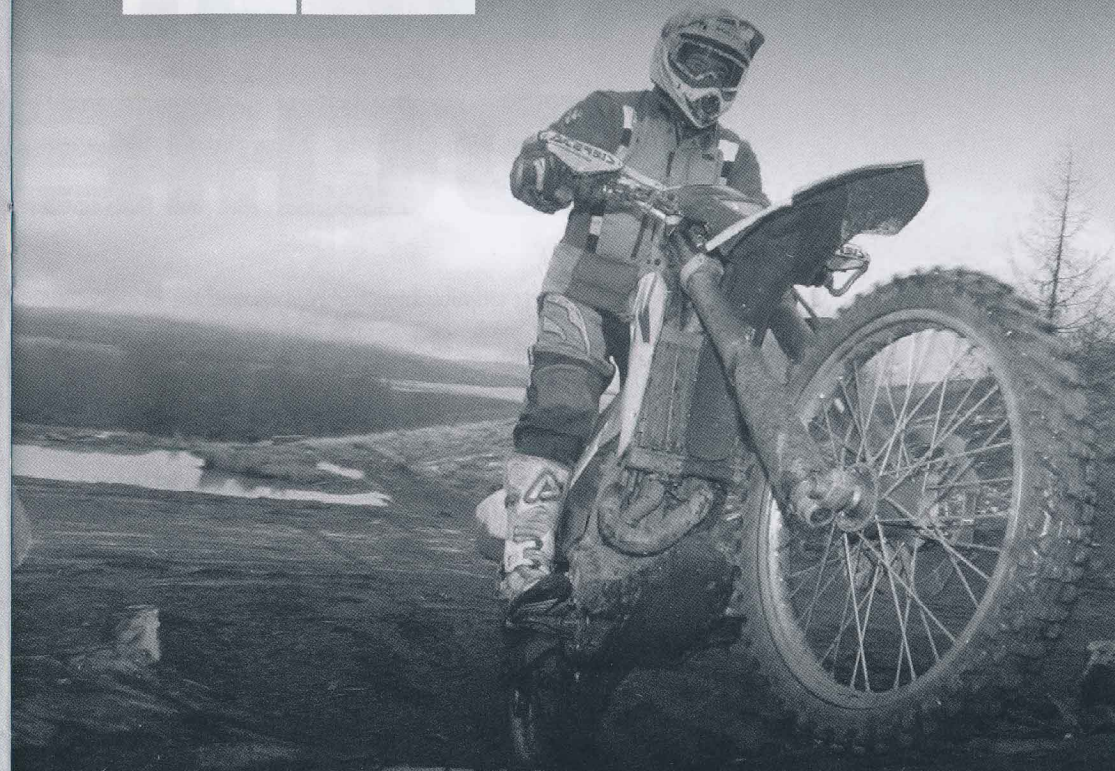
Richard Simpson, PR Officer Footnote: I know the above reads like something out of Private Eye. Staggeringly, it's all true!

World of BMW

www.worldofbmw.co.uk



The Ultimate Riding Machine



## Get the Skill factor at BMW Off Road Skills.

Whether you are an off-road riding novice, a seasoned trail rider, an enduro expert or about to ride around the world, we have courses and experiences to help you improve your off-road riding skills.

Course Director, and seven times Dakar Rally competitor, Simon Pavey with a team of expert Instructors run a series of structured and progressive courses to give you the skills, techniques and confidence to tackle the most awkward and challenging off-road terrain.

All at an amazing and exclusive 4000 acre site in Wales riding the latest BMW GS and enduro bikes.

**Find out more about BMW Off Road Skills courses, a Day in the Dirt, the Brecon Beacons Discovery and Adventure Maintenance at [www.worldofbmw.com](http://www.worldofbmw.com) or call 08000 131 282 for information and a free World of BMW activity brochure.**



# CAMBS TRF ON THE ROCKS!

Many people are surprised by the amount of green lane riding to be found in East Anglia. Whether it's the rutted farm tracks of the Fens, the sandy lanes of West Norfolk, the wooded byways of Suffolk or the increasingly well graded Essex routes there's miles and miles of it.

So there's certainly no shortage of riding in our own back yard. What we don't have though are any rocky lanes or hills of any size. So, when we fancy a change it's time to load up the bikes and head north. Not perhaps surprisingly the nearest hills and rocks to Cambridgeshire are to be found in the Peak District and although this is a good 120 miles away it's just close enough to make it a viable day trip.

Of course the Peak District is just close enough to an awful lot of places which is doubtless why it is such a popular destination for walkers, mountain bikers and horse riders as well as trail riders. This can create problems. There's no doubt that our access to this fantastic area is under serious threat and this has lead some people to suggest that "outsiders" should stay away or at least not advertise their presence by

publishing run reports and the like.

Well I have some sympathy for that view and certainly agree that we should be doing all we can to minimise our impact on the area and on other users. This is one of the reasons why I no longer visit the area at weekends when it is incredibly busy and I would never feel comfortable riding in a big group or with riders who's bikes were conspicuously noisy. On the other hand, I do not believe that we can win the battle for our continued access to this or any other area by trying to hide in the shadows. Even if this policy worked a decade ago when trail riders were less common it's now too little too late.

We need to be sensible, we need to be considerate and there will be times when we need to make compromises but we should never be afraid to assert our position as legitimate users so, lecture over, I'll tell you about the ride.

Getting up at five o'clock in the morning is not something that comes naturally to me but at least on this occasion I didn't have to do any driving, just get the bike and my kit ready for collection. Tony turned up on the dot of 06:30am as arranged and by 06:45am we were on our way, arriving at Cromford by

about 09:15am. Mind you, the other two (Mike and Kevin) had already been there for about an hour so after a quick cuppa in the Tor Cafe we headed off with Tony leading.

This was a novelty for me, in fact I can't think of the last time I went on a run and didn't lead. Tony knows the area though and his navigation was good. He followed much the same sort of route as I would have done anyway and from my vantage point at the back I got to watch everyone else which was quite good fun.

Heading out from the Matlock area we took in a selection of rocky lanes, some flat some steep, before heading toward Monsal Dale. After the first lane Mike pointed out that he'd never ridden on rocks before! He soon got the hang of it though which was just as well because those early lanes were just a warm up for the later stuff.

From here we rode towards Buxton and then on to Chapel-en-le-Frith where we stopped for lunch and petrol. The sun was shining and everything was going to plan. After eating perhaps a little too well in the pub we all headed out of Chapel and into the hills for what was arguably the "main event". Anyone who knows the area will know that the lanes around here are very rocky, in places very steep but also blessed with some of the most fantastic views to be found in the whole Peak

Park. Mind you, all those rocks require a certain amount of effort and by the time we were nearing the end of the first lane of the afternoon I was beginning to wish I'd just had a sandwich for lunch rather than a massive plate of scampi and chips. Still at least it gave me some energy!

Of course the rock climbing doesn't come easy to us southerners and I don't think that anyone "cleaned" any of the tricky rock step sections. Tony came pretty close though. I think Mike was the only one to actually lay the bike down (yes that's a polite way of saying that he fell off) but given his lack of experience in these conditions he actually did very well. Lets just put it this way, he wasn't the only one of us who had to get off and push but unlike me he had an excuse. Still, considering where we come from I think we all did very well because there really is nowhere like this in Cambridgeshire to practice.

Of course there's much more to the Peaks than just rocky climbs. On the return leg I took over the lead (at Tonys request) and immediately started to take wrong turns at every opportunity! So much for my decade of experience riding in the area. I did eventually manage to lead us back to the White Peak along some more intimate and very picturesque lanes though which provided a nice contrast to the harsher environment of the Dark Peak.

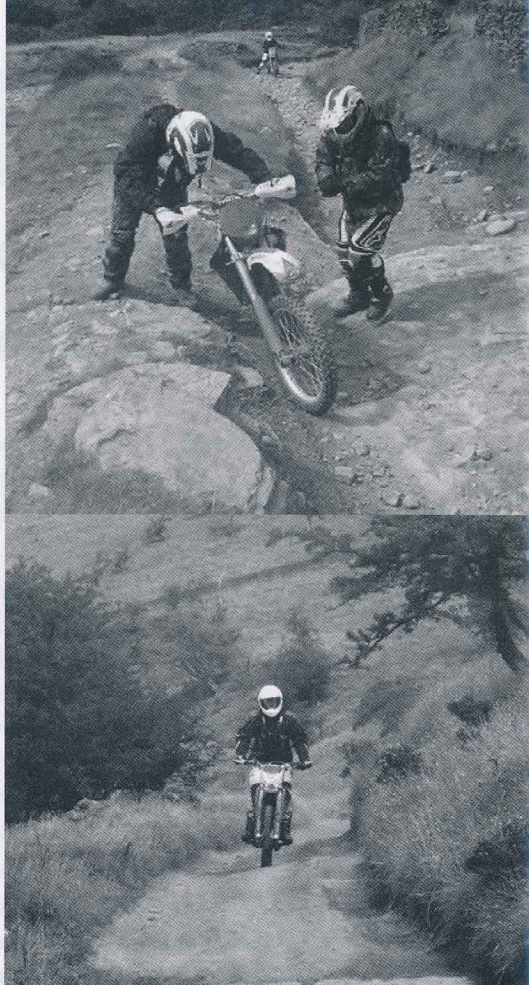


By the time we got back to the vans the warm sunshine was beginning to fade and there was drizzle in the air. On the drive home the weather took a distinct turn for the worse and it absolutely poured down. By then though it was too late for this to spoil the day. Although I did get wet putting the bike back in the shed when I got home this couldn't detract from what had been a fantastic day's riding on some of the country's greatest lanes.

A big thanks to Tony for sorting this run out, for leading and for offering me a lift. I apologise for my naff navigation (I did know where I was going really, err, sort of). Hopefully the extra lanes I added in were worth the hassle.

For anyone else who's thinking of visiting this area please just remember that it's a National Park. Treat the area and the locals with respect, keep the groups small, the speed down and the noise to an absolute minimum and hopefully we can all continue to enjoy this fantastic part of the world for many more years to come.

Richard Sugden,  
Cams TRF Group



# NEWS RELEASE

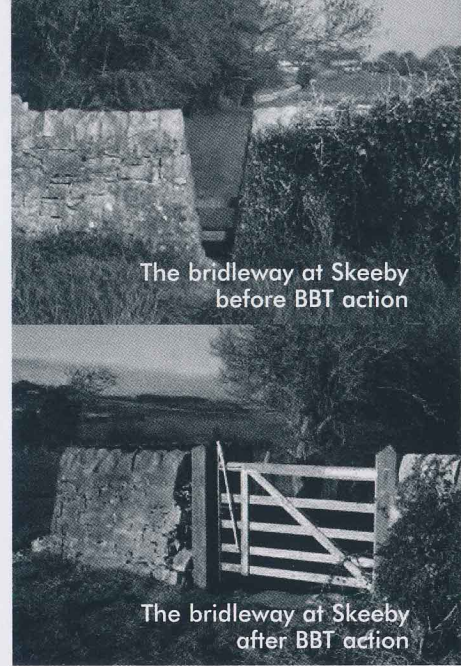
The Byways & Bridleways Trust leads the fight to save another bridleway in North Yorkshire.

Twenty-two years ago an application was made to North Yorkshire County Council to downgrade to footpath status part of the 3.5-mile long bridleway that runs west from Hurgill, Richmond, past the Applegarths, and on to the Richmond to Marske top road. This would, of course, have the effect of making the remaining section a useless cul-de-sac.

After eighteen years of inaction, whilst stiles unlawfully obstructed the bridleway, NYCC finally made the downgrading order on 23 June 2005. Only now (August 2009) has the order, with the many objections to it, been sent to the Secretary of State for determination. This was only after eight months of concerted pressure by the Byways & Bridleways Trust, including formal complaints against officers.

On 25 June 2008, the Secretary of State's independent inspector, Mrs Heidi Cruikshank, issued her decision letter in the order to downgrade part of the Brompton to Skeeby bridleway, just a couple of miles away, to the east of Richmond. The Byways & Bridleways Trust had strongly opposed this closure proposal at the public inquiry, and our case won the day. The Skeeby bridleway is now open to horse riders, cyclists and the disabled for the first time in decades.

Now we have to fight North Yorkshire County Council and the local landowners all over again to save this very important ancient highway, and get the illegal obstructions removed. Once again, this order falls to be determined by an inspector at a public inquiry, and although we do not yet have the date, it is likely to be in the



The bridleway at Skeeby before BBT action

The bridleway at Skeeby after BBT action

Spring of 2010.

The Byways & Bridleways Trust has built up a considerable body of knowledge and expertise in bridleway downgrading and extinguishment cases, but we do need assistance with the inevitable operating costs involved with the preparation for and attendance at a complex, multiday inquiry. Every one of these cases matters because every route is important, and fighting all the cases helps us do better in the most important ones.

The order is entitled: 'downgrading of bridleway no. 20.57/5 (Part) Richmond and bridleway no. 231/31 Marske to footpaths, near East and West Applegarth Farms modification order 2005. (23 June 2005.)'

Location of the route: OS Landranger map 92. Hurgill is in grid square 1601. The bridleway runs largely westwards, through Whitcliff Wood, past Applegarth, to the road at GR 114020.

Byway and Bridleway Extra

## COPY FOR TRAIL

**COPY DEADLINE:** The first Tuesday of the month.

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

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

**CAPTIONS:** Please caption your photos!

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

**WEBSITE:** If you would like your article to appear on the website as well as in Trail, please forward to Simon Bingham (see contact details inside front cover).

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

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

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



# VOLUNTARY WORK ON GREEN LANES

Over the years the TRF have contributed thousands of man-hours to practical work on our oft forgotten and neglected lanes. LARA formalised this sort of activity under the banner of National Green Lane Day, which broadened the range of volunteers turning out to help.

Down in darkest Hampshire there is a group of lanes that have been in a bad way for the thirty years I have known them. At best they were just passable in a 4x4 and took considerable effort to ride, until two of the routes were used by tractors and a third mysteriously sprouted a large square hole, when they became impassable to any sensible user. Ever since the highway authority have been under pressure to ban MPV, but little maintenance was carried out. The worst of the scrub was cut back, but no holes were filled or ditches cleared.

A TRO was imposed, banning vehicles with three or more wheels, but nothing else happened - that was until the end of 2008, when a local resident called a public meeting, inviting all interested parties to come to a consensus on a way forward. The TRF, the County Council, horse riders, GLEAM, all had a presence. Since then the Save Our Byways group have put together a scheme, involving the County Council and users that has seen more done to five byways in 8 months than in the previous 80 years.

A good deal of cutting back has been undertaken by the County Council under the Small Grants Scheme ([www.hants.gov.uk/sgs](http://www.hants.gov.uk/sgs)), holes have been filled and heaps of scalplings had been dotted around the lanes, to be spread as a top dressing. To give an idea of the changes made, I got lost. I didn't recognise where I was and as a consequence headed south instead of west, and it was only when the lane started to climb I realised I'd taken a

wrong turn - and I've known these lanes for over thirty years and last walked them in January.

In July thirty people turned out for what was scheduled to be a full day of levelling and compacting, but with the early arrival of TRF guys and a little effort the jobs for the day were finished by lunchtime. Of the thirty shovel wielding, Whacker steering volunteers, ten were TRF members. Personally, I was a little disappointed that so few cared, given the number that complain about TROs and lost rights, but others were more impressed, including the Chair of the Parish Council.

*"Dave,*

*I would just like to echo Dick William's appreciation of the help and support that both yourself and the other TRF members have given to this project. It has made a significant difference and is undoubtedly the way forward."*

*Alan Redpath, Chairman  
East Meon Parish Council*

I think there is a message in here for us all. Look at it. Apart from the good will generated there is the future of RoW to be assessed. Local authorities will be strapped for cash, since their whizzo savings ideas have lost 'our' money in Iceland. Rights of way are so far down the funding list, after social work; gay arts days; single parent grants for having more fatherless children; the funding of religious festivals and other essential stuff, future funding will be near non-existent. Lanes will be neglected and as a result we will be excluded by TRO. I think the TRF should seize the moment and include within the constitution a section that requires all members to commit two days a year to lane maintenance.

We have one impressed Parish Chairman, let's go for the other 11,000 Parishes....

My role is to increase participation in HCC projects through the Small Grants Scheme, and greater involvement of volunteers.

I run the Small Grants Scheme (with a colleague Cath Hart) that helps Parish/Town Councils or landowners make improvements to their local rights of way network. The idea of the scheme is that it responds to local need by helping people make improvements which are important to them, but may not be a priority for HCC. We fund up to 50% of the cost of a project, and assist with advice and support when necessary throughout the lifetime of the project (projects need to be completed by the end of the financial year). The scheme aims to respond to local requests for improvements for access and information. We help with improving path surfacing and drainage, replacing stiles with gates to improve access for all, provide benches, install bridges and boardwalks, and improve information through leaflets and mapboards. We prefer to provide funding to make physical improvements to the network though information about access is important too. Last year we had a budget of £20,000 that helped to fund 26 projects. This year we have a budget of £41,000, and so far we have funded 24 projects (we have £6,000 left for the final application round in October). This year there are some large projects funded through the scheme similar to the East Meon project, including the replacement of two bridges in Kingsclere. Our website address is [www.hants.gov.uk/sgs](http://www.hants.gov.uk/sgs) if you need more information.

The scheme aims to empower local communities to make these improvements. For example the East Meon project is run successfully by Richard Williams, as well as others from the parish. The parish have worked closely with land owners to get their support for the project, liaised with the contractors on the ground, organised the volunteer event, and managed the budget. We have assisted with information on contractors, helped to get competitive prices for materials, provided specification for the works, helped with the volunteer day, and we will continue to support them through ongoing advice/site visits. As you can see the scheme is a strong collaborative





venture for both the parish and HCC.

Though I have only recently been involved in the East Meon scheme I know that it was an important project for HCC especially with regard to our TRO policy. We have worked closely with the Parish Council, user groups (including the Trail Riders) and the campaign group. The successful voluntary restraint and the continued involvement of all parties throughout the project has led to the amazing improvements for the Five Ways byways. The Small Grants Scheme funding and the work completed over the last 6 weeks is the culmination of this ongoing process.

As for my other work, we are also trying to increase the role of volunteering to help us improve and manage our rights of way network. We have many volunteering groups

that complete improvements on local paths, and through the Small Grants Scheme we are trying to increase their number. For example I worked with Ringwood and Fordingbridge Footpath Society to clear a 2km stretch of former railway line in Breamore. We are hoping to start work clearing the rest of the line at the end of September. There are many groups out there completing good work. As you know Patrick Manuel and his group, Wessex Hill Runners, complete work especially on Green Lane Days.

We have just started working with volunteers to help us improve waymarking throughout the network. Volunteers will survey paths in a parish installing waymarks where necessary.

Dave Tilbury

# ESKDALE CAMP

Another glorious weekend, Trailwise and Weatherwise. Forty five riders from far and wide arrived, in sunshine, with their caravans, tents, mobile homes, some with their nearest and dearest attached.

Numbers were limited, in order to keep a low profile. Those that were disappointed, not to be able to book a place, will have to keep their eyes open and respond quickly, for the next event, in 2010.

Everyone agreed it was a beautiful and peaceful setting, drinking water and Ladies and Gents separate toilets facilities, were also provided.

Saturday morning, seven small groups of riders set off in all directions, again in glorious sunshine, led by our local members.

Thanks to all the runs leaders (the usual suspects: Danny, Richard, Ralph, Harry, Phil, yours truly and a special thanks to Graham on his return to trail riding.

My group had riders from Lincoln, Wales, West Midlands and Norfolk including a lady rider. Maggie had arrived at the camp with the intention of recapturing something of her childhood memories. She had spent some time on a Farm, in Farndale, and wondered if she could remember where it was or whether or not she could recognise it. Anyway when we did the "Lane of a Thousand Gates", through Farndale, Maggie got her wish, on the road section, where she spotted the farm and took some photographs. Another satisfied customer.

I have said before I admire any female trail rider and I have met some good ones. Maggie



rode a Serow and was a superb trials type rider. She had no bother with all the technical stuff.

Last to attempt the loose rocky climb, near the start of Rudland Rigg, under the watchful eyes of all the male riders, all of whom had failed to clean it, I may add. No pressure there then. However, Maggie sailed up, picking a near perfect line. As an ex-Geordy, she would say "Nee Bother"!!

Even I, for the first time in years, failed to clean the climb.. mind you there were two Land Rovers coming down at the same time and squeezed me to one side.

I gave it a little too much wrist and managed to wheely into the vertical position (just like the Lone Ranger: Hi Ho Silver! for those old enough to remember) right along side the passenger's door. I smiled at the young lady, waved at the driver, made my excuses and left.

One hundred and ten miles and one puncture later we arrived back at the Campsite, a happy, if somewhat saddlesore, bunch having covered most of the northern lanes.

I was pleased to see everyone pitch in when we had to repair a puncture, on the trail. All the right tools were instantly produced and the job done in next to no time.

The last time I was out, a month ago, an over enthusiastic rider managed to get an impact puncture on Rudland Rigg. Did he have any proper tools? No! Did he have a spare tube? No! Was he covered for breakdown and recovery? No!!

His friend was the same but was gracious enough to say he was lucky it was not his puncture and he would get tooled up for the next ride. It was his first trip off-road. Each rider must take some responsibility for their own machine.

I always carry an instant tyre weld for emergencies but they do not usually fix impact punctures.

Be warned, parts of Rudland Rigg have been washed out exposing some sharp, brown, rocks.

Anyway in a "Senior Moment" I decided to help him take the tyre off

his front wheel as he struggled with a screw driver. Naturally the lever slipped off the tyre at maximum pressure causing me to punch the front wheel brake disc. "By that hurt" I exclaimed!!

To be fair the lad did have some insulation tape and I had a clean tissue so between us I bandaged the finger.

I got out my tyre weld and said "this is going to cost you £10 even if it does not work". It did work after spinning it up and got him home.

After eighteen hours throbbing I decided to go to see the Practice Nurse. Fortunately my knuckle bone stopped me decapitating all the skin from my ring finger. The downside was the finger was fractured. So nearly a month off the bike. Stir crazy and not a happy chap, I eventually got back on my road bike after three weeks. It is amazing how a small injury to the hand can cause so much trouble. Still aches.

The moral of the story: carry some decent tyre levers or at least join a recovery service if you choose not to carry everything necessary to repair a simple puncture.

Meanwhile back at the Camp: Saturday evening was raffle night with lots of excellent prizes donated by local companies and local members. Thanks again to all those who did donate prizes and all the ticket buyers who made the raffle a great success.

Sunday produced another fine day and some new run leaders, Paul, Dave and Leo. Most



groups headed South towards Whitby and Scarborough.

Ralph, who had twisted his ankle leading on Saturday, still turned out on Sunday, limping heavily. Ralph was to be my backup man.

Ralph is a man who squeezes every last drop of life out of every day. Slightly older than me I often wonder where he gets the energy from.

Ralph then volunteered to take a slow group of two beginners and two lads on new KTM's who were running them in and, after they had boiled up on the Saturday, they wanted to nurse them through the Sunday run until they could take them in, to get fans fitted. We said all bikes boil up sometimes but they said they would be happier taking it easy.

I took five riders out and came back with three. The two lads from Lincoln peeled off at half past one, as we crossed the Whitby/Scarborough road, so they could get a flyer. You always get Brownie points if you arrive back home, on time, after a "Lads Weekend". Thanks for the beer by the way.

The rest of us headed to Scarborough and

returned via Newgate Foot, Blackdale, Newtondale and Stapes Moor.

The dry conditions make the trails so much easier to ride although everyone binned their bike at least once, in the tall grass. Then again if you haven't failed at least once, you haven't been tested.

As one chap said, some of those climbs were scary but once you have done them, you get a great sense of achievement.

Another hundred mile circuit and we were back at base, incident free. Another good weekend of trail riding.

Many thanks again to Richard, his wife Kelly and Danny for the organisation. Also Richard's daughter Natasha, for the demonstration of mini-quad antics and football skills, very entertaining.

Thanks to all who supported the event. Watch out for next year's Camping Weekend.

Best wishes  
John Robinson,  
Teesside & North Yorkshire TRF Group

the inside of the wrist. A good way to find this is to use the index and middle finger of the opposite hand. Follow the line of the thumb down until the wrist is reached. People will note bones at the wrist right below the thumb. Once these bones are passed, a small area of soft tissue is reached, and the radial pulse should be noticed. This is about an inch to half an inch (2.54 cm- 1.27cm) below where the hand meets the wrist on the thumb side, not directly in the centre of the wrist.

When people take a radial pulse they make a common mistake of grabbing the wrist with the fingers and thumb. This can complicate trying to count pulse, because the thumb also pulses. Especially when taking the pulse of someone else, it's important to just use the first two fingers of the hand. Pressing too hard can be another mistake, as this might affect pulsation. When having difficulty finding a radial pulse, consider trying to find the pulsation of either of the carotid arteries instead.

In order to take an accurate radial pulse, a person will need access to a clock or watch that has a second hand. People are aiming to count the number of beats in a single minute, but usually, this can be at least estimated by counting beats for 10 to 15 seconds. The beats counted are then multiplied by six or four, respectively, to determine the appropriate minute heart rate count. Alternately some people take a radial pulse for six seconds and multiply the beats by 10. This last may be a little less accurate, and some do count the pulse for a full sixty seconds to get the best count of beats per minute (BPM). Should the rider have a rapid pulse this could be for several reasons, one being heart attack/stroke, etc

**Air Ambulance** - In the event of the Air Ambulance having been called there are certain things that can be done to assist their landing, if you are able to leave the patient. This could be marking out a suitable flat landing area. As the helicopter approaches

make the pilot aware of the wind direction. Should the land crew have arrived prior to the helicopter and have the situation under control, wave the helicopter and crew off but above all remember never approach the helicopter as its coming into land.

**Unconscious patient** - if you are able to move the rider place them in the recovery position to prevent choking.

**Utilise gear** - to administer first aid application. Great example of this is by using knee pad as a back splint or for lower arm, hand or wrist injury.

**What happens when you dial 999?** - fear not as although the call handler has to ask you a series of questions about the incident, they have already notified a land crew who are getting, if not already, on the way to the scene.

**Don't panic!** - You could make the difference, just by doing one small action; even if it's to keep talking to the rider until the emergency teams arrive.

**If you're not sure what to do** - chat with the call handler and rider and relay the information over the phone, this way the emergency services when they arrive will be better briefed about the accident.

**One of the many injuries sustained by bike/horse riders is going to be a fracture** - if you believe this to be the case with the leg, leave the boot on, this will support the injury.

**Should the injured rider go to Hospital** - if in doubt take the trip - it's better to be safe than sorry later.

**Pain relief!** - Always carry paracetamol with you. It has a multitude of uses from relieving toothache, headache and in the event of an accident can go to alleviating some of the initial pain until the emergency services arrive.

Taken from the Devon Group Newsletter

*The following is a report of a First Aid talk given by Kerry Dunn at the July Devon TRF meeting.*

He is the one you're all pleased to see when things didn't go to plan - He is an ambulance man who has been riding the lanes of Devon since he was a lad aged 16! He has worked in the West Country ambulance service for about 31yrs and yes he's seen a few things.

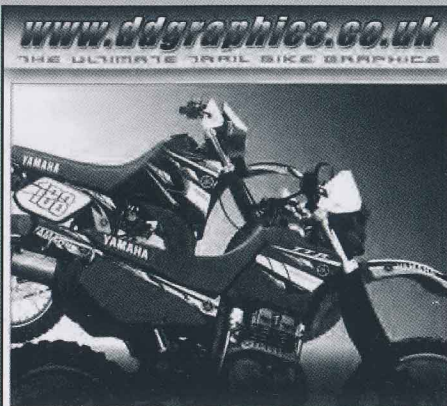
**Safety gear** - Ride with a full face helmet, chest/back plate, knee guards & boots.

**A.B.C.** - Airway, Breathing & Circulation (Check that the airway is clear, the rider is breathing and they have a good circulation.) The radial pulse (the rate at which the heart beats). Two of the most common places to measure the heartbeat are at the carotid arteries, which are on the sides of the neck, and at the radial arteries.

Pulsation of the radial arteries can be felt on

## FIRST AID





DD Graphics bring you the latest designs created to spruce up that tired trail bike.

Most companies cater for MX and some enduro designs but we are unique, as we specialise in designs for Trail bikes as well as some Enduro and MX.

Make your trail bike gleam again with our varied designs and kits from just £25 inc. shipping.

Christmas is coming and these make the perfect gift for the hard-to-buy-for dirtbiker in your life!

Loads of designs available for trail and enduro bikes on our website, check out [www.ddgraphics.co.uk](http://www.ddgraphics.co.uk) for details.

For more information please email: [info@ddgraphics.co.uk](mailto:info@ddgraphics.co.uk)

## in chains

OFF ROAD MOTORCYCLE SPECIALISTS

### Tm & Beta Main Dealer

- Other makes of bikes available. We offer support & backup to all our customers.
- New & used bikes in stock at all times.
- Consumables available for all makes & models. Chains & sprocket our speciality.
- Full range of: clothing, helmets & boots Progrid, Acerbis, Smith, Oxtar, No Fear to name a few.
- Accessories & trick bits • Full workshop facilities

### Motocross/Enduro Training Schools

For beginners to the more experienced.  
 Small groups tailored to experience or one-one tuition.  
 Bookings now being taken or call for more information.  
 Coached by Ben Milward (ACU approved) First Aid Qualified  
 & Public Liability Insurance held.

Unit 9, Hightown Industrial Estate,  
 Crow Arch Lane, Ringwood, Hants BH24 1NZ.  
**Tel: 01425 474800 Fax 01425 461962**  
**Email [mail@inchains.co.uk](mailto:mail@inchains.co.uk)**  
**Web page & on-line shop: [www.inchains.co.uk](http://www.inchains.co.uk)**

**“I can now ride for longer and use less effort,  
 my 450 is less work and I stay on longer between falls.  
 And I have forgot what arm-pump feels like”**

## i2i Motorcycle Academy



**Info@i2imca.com**  
**01430 330170**  
**07968 837974**

**Only £90 with your bike and kit,  
 or £150 with our bike and kit**

# MEMBERS CLASSIFIEDS

**KAWASAKI KLX 300R** X reg T&T good cond. Well maintained, reliable green lane bike, Renthals, bark busters, bash plate. £1300 ono. Tel: 07796 951522 (Leicester).

**1991 MK2 CRM250** Full service history & receipts. Last owner for 6 years, new tyres, full DEP system. Some spare tyres, plastics, sprocket. Little or no use forces unwilling sale. Really good, clean & reliable bike. £1050 ono. Tel: 01243 542755 or 07941 998427 (Sussex).

**CCM 404 DS 55** plate, black, 4700 miles, in exc. cond. 4 mths tax/mot. Suzuki DRZ 400E engine, White Power suspension, Brembos. Both sets of enduro & supermoto wheels, aluminium sumpguard & engine protectors, Acerbis hand guards & headlight. Maintenance stand. £2150 ono. Ring Martin on 07905 072917 (Devon).

**YAMAHA XT600Z TENERE** 1987, 29,500kms, T&T - 08/2010, garaged 3 years, 2nd owner, Clymers, spares, good cond., £900. Tel: 07875 891173 (London).

**HONDA XL250** Degree (Grey), P Reg, MOT: Mar 10, Tax: Nov 09. 16,500kms on clock. 3rd owner (4 yrs). LDTs, green lanes & commuting. Engine water cooled & good, but bike needs work. Hence asking £500 ono. Stuart 01823 660355 (eves) - Somerset.

**SEROW** R reg, 11,000k. Full MOT. Excellent runner. £800. Tel: 023 922 65554 (Hants).

**2005 TRIUMPH TIGER 955i** Heated grips, colour coded Triumph hard panniers, alarm, centre stand, only 14k miles, full MOT & Tax. Exc. cond. Only £3,900. Tel: 07888 331991 or 01706 343989.

**YAMAHA TTR 250** 53 reg, 5117 miles, oil changed every 500 miles. Barkbusters, sump frame & hand guards, CRD exhaust plus

standard also fitted Kaula lowering link, both electric & kick start, brand new tyres & battery, very good chain & sprockets, full year's MOT. A few bruises on plastics, some spares. £1450. Tel: 01493 732908/Mob: 07810 586783.

**CCM 404 DS** 2004, Blue plastics. 3500 miles. Sensible extras inc. Quill end can, with removable baffle & stock item. Rental anodised blue fat bars & risers, brush guards, fresh engine oil & filter, Rental chain & sprockets, recent wheel bearings & fork seals, heavy shock spring fitted & original. Heavy duty bash plate & engine case savers, Road morad wheels & good road tyres as new. Off road wheels, tyres & thick inner tubes. MOT May 2010 but SORN tax. Leicestershire. £2350 or sell wheels separate & price £350 reduction. Tel: 07860 735066 or 0116 2374900.

**ETREX VISTA GPS** plus Etrex bike & car brackets - £95. Nonfango 48L top box plus universal base & fittings - £80. Tel: 01539 725292 (Kendal, Cumbria).

**KTM 450 EXCR** 2008 model. 82.5 hours 1969 miles. Exc. cond. & maintained in strict accordance with manufacturer's recommendations. Road reg. Alloy bashplate. Heated grips. Spare filters, chain, sprockets & levers. Also fitted with Tugger straps. £4150 ono. Tel: 07515 260331 or email [paul.jennings33@tiscali.co.uk](mailto:paul.jennings33@tiscali.co.uk) (Cheshire/Shropshire border).

**FOR SALE** Honda CRF 230 rear shock in good cond., reason for sale upgraded £180 ono. Also KTM seat in good order 2002 model rear side fixing £15. Tel: 01460 54149 (Somerset).

**TTR 250** 1997 6700 miles. Recommissioned after 6 year lay off. Tax, MOT, new battery & other consumables, handbook, tool kit, spares. Two pairs size 9 boots & w/p socks. New jacket, trousers, body armour & camel back. £1600. Tel: 01597 810738 (Mid Wales).



# MEMBERS CLASSIFIEDS

**WANTED** Bar risers for '99 DR350. Rental 7/8ths bars. M8 bolts. Approx 32mm between bolt centres. Email: davidtrf@btinternet.com

**DRZ Parts** - indicator set & mirrors for S model. £ offers. Tel: Gary 01420 562348 (Hants). Email: garyfrost101@hotmail.com

**TRAIL GUIDES** The following trail guides are now available from me by post only.

**North Wales: 3 maps covering most of North Wales (including most of Snowdonia National Park)**

on 3 miles to 1 inch scale. Showing lawful trails from official sources. Set of 3 £10 post free.

Direct only from TRF member: E. G. Tebrook, Godre Graig, Dublin Street, Tremadog, Gwynedd LL49 9RN.

## 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 brendan.chase@aol.com, website: www.placeto staywindermere.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.

# DISPLAY ADVERTISING

## Black & White

1/4 Page £32

1/2 Page £60

Full Page £100

## Colour

1/4 Page £65

1/2 Page £120

Full Page £225

## INTERESTED?

Contact Fred Ellison on 01254 823893 editor@trf.org.uk

# 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, 7.30 p.m., The White Swan, Elsworth Road, Conington, Cambridge CB23 4LN.

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

**ESSEX** Cliff Eves, Tel: 07515 330423  
2nd Wed, The Wheatheaf 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 Wed, 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: 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** Nic Gilbert, Tel: 07931 838587  
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  
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, 8.00pm, Cue Gardens, Stadium Mills, Stadium Road, Bradford BD6 1BJ.

**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.