

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**



OAKLEYS YARD, BEECH AVENUE, LONG EATON, NOTTINGHAM

0115 973 2466

Email: sales@leisuretrail.co.uk

Check out our website: 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



5 Off roading **5 KTM bikes** **5 Accommodation**

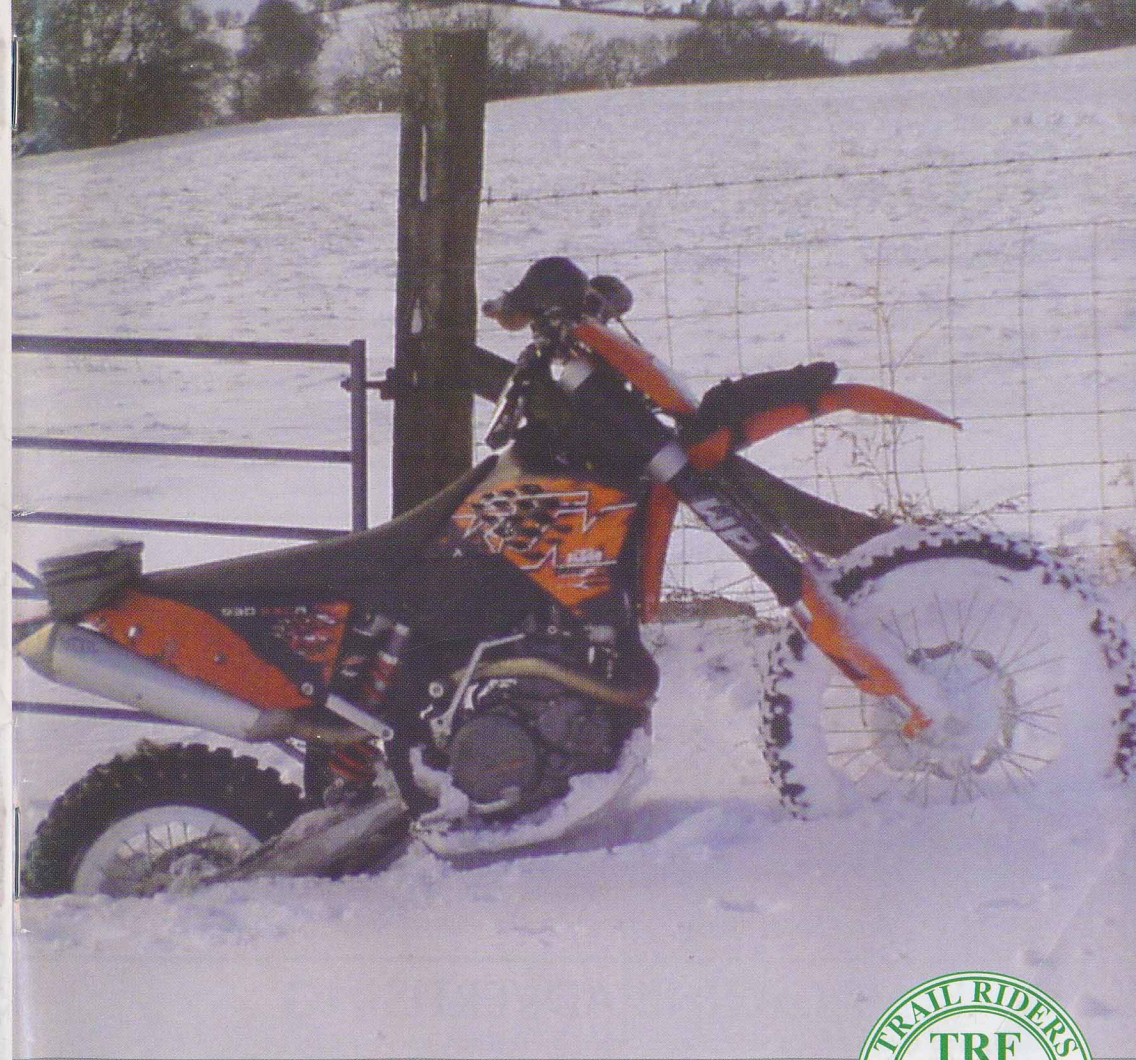
We are one of the worlds leading motorcycle adventure companies based in Marbella Spain which offers a fully comprehensive off roading experience, with 5 star packages starting from as little as 199 Euros please enquire now or just take a look at what we can offer:

matt@dustdevils.net tel: 00 34 695 798 878

www.dustdevils.net

Ellison Printing, Rishton, Lancs. t. 01254 883208 f. 01254 887999 www.ellisonprinting.co.uk

TRAIL



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

FEBRUARY 2010 No. 378 EDITOR: FRED ELLISON

Patron: Lord Fairfax

TRF OFFICERS & CONTACTS

Chairman:	Andy Gerrard	01525 717634/07803 600571 chairman@trf.org.uk 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Vice Chairman:	Don Oakley	07877 767306 vicechairman@trf.org.uk Priory Cottage, Hankerton, Malmesbury SN16 9JZ
Membership Secretary:	Debbie Hutchinson	07966 438907 memsec@trf.org.uk Marcliff, Bakers Hill, Exeter, Devon EX2 9TE
Secretary:	Polly Cody	01525 717634 secretary@trf.org.uk 52 Conway Drive, Flitwick, Bedfordshire MK45 1ST
Treasurer (Acting):	Arnold Brewer	01865 741410 treasurer@trf.org.uk 16 The Croft, Old Headington, Oxford OX3 9BU
Editor:	Fred Ellison	01254 823893 Fax: 01254 887999 editor@trf.org.uk Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG
P.R.:	Richard Simpson	07812 402021 richardsimpson@blueyonder.co.uk
RoW Officer:	Robin Hickin	01926 817060/07890 550847 row@trf.org.uk 42 Model Village, Southam, Warwickshire CV47 9RB
I.T.:	Simon Bingham	01295 251648 (day)/01295 711311 (eve) it@trf.org.uk 27 Peveril Road, Greatworth, Banbury, Oxon OX17 2DN
BMF Liaison:	David Giles	01332 552288 bmfliason@trf.org.uk 22 Ford Lane, Allestree, Derby DE22 2EW
LARA Rep:	David Giles	01332 552288 lararep@trf.org.uk 22 Ford Lane, Allestree, Derby DE22 2EW
CCPR Rep:	Dave Tilbury	023 80618937 ccprrep@trf.org.uk Oakbank Cottage, Oakbank Road, Eastleigh SO50 6PA
Equestrian Events Liaison:	Mark Holland	01989 565249/0845 3308892/07941 427774 (mob) equestrian@trf.org.uk Corn Farm, Devauden, Chepstow NP16 6NS

STATIONERY & LEAFLETS

Keepers of Stationery:	Debbie Hutchinson	Leaflets & Membership Forms
	Fred Ellison	Letterheads & Compliments Slips
Display Equipment:	Leo Crone	01325 463815 (7a.m. - 5p.m.) Display boards held at U1 10, Red Barnes Way, McMullen Road, Darlington DL1 2RR

REGIONAL RoW ADVISORS

Wales & West Midlands	Tim Stevens	01547 529946 Offa's Road, Knighton LD7 1ES
South & South West	Dave Tilbury	See above for contact details
Eastern	Richard Sugden	01354 651390 home@rlsugden.fsnet.co.uk 122 Station Road, March, Cambridgeshire PE158NH
East Midlands	Robin Hickin	See above for contact details

TRAIL MAGAZINE ADVERTISING

Display Ads: For Advertising Rates please contact Hazel Ellison, trailadvertising@hotmail.com
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.

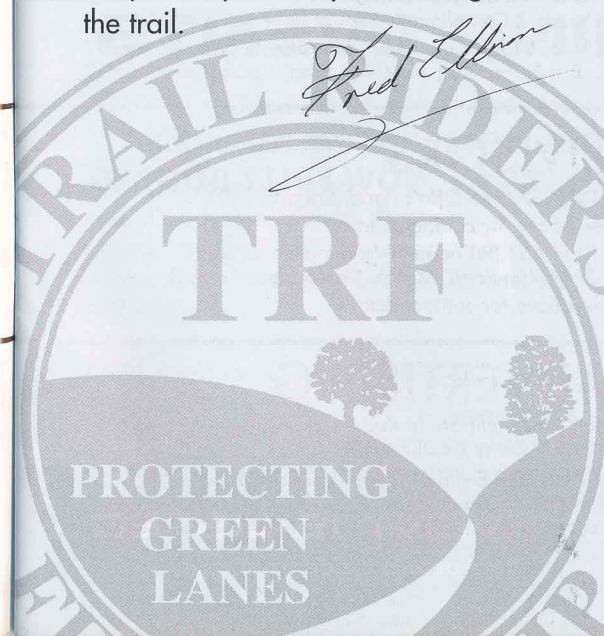
MEMBERSHIP DRIVE 2010

The TRF has 3500 potential recruiting agents. They are YOU the existing members.

Most of you probably know someone who isn't a member and says "I keep meaning to join then I forget" or some other excuse. You'll find a couple of membership forms in the centre of this issue, stick the form in front of him/her, no excuses. You pay to support the objectives of the Fellowship so should they.

Encourage all green laners to join. More members equals more influence and more money in the bank to fight the good fight.

Keep a couple handy at club nights or on the trail.



CONTENTS

NATIONAL MEMBERSHIP	2
SECRETARY'S REPORT	
NOTICE BOARD	2
ROW NEWS	3
TRF PRESS RELEASE	6
BMF NEWS	7
DEVON GROUP	8
TRF MEMBERSHIP	9
LITTLE PENGUINS' RUN	12
WHITE HORSE CHALLENGE	14
WINTER OF DISCONTENT	17
CURING A DAMP ENGINE	19
ANOTHER SNOWY DAY	21

WANTED:

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

COVER PHOTO:

Photo from Robin Green

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

COPY DEADLINE:

1ST TUESDAY OF THE MONTH

BMF Discount Code: TRF09K114

bike me aprilia
Supports the TRF

NATIONAL MEMBERSHIP SECRETARY'S REPORT

January 2010

Renewals have been coming in thick and fast and as at 26th January 2010 appear to be slightly up compared to last year;

	Renewal	New	Renewal	New	
Nov 09	265	116	Nov 08	249	67
Dec 09	763	65	Dec 08	587	86
Jan 10	558	107	Jan 09	451	131

Group Secretaries - please feel free to drop me an email should you want an updated current members list for your local group.

1587 - members still to renew - give your mates a nudge and remind them of the benefits of belonging to the TRF.

Many thanks to those of you who have sent in pictures of yourselves out riding your bikes on the lanes - it certainly makes opening the post a little bit more interesting!!

Debbie Hutchinson,
Membership Secretary
memsec@trf.org.uk

NOTICE BOARD

TRAIL RIDES FOR THE MENTALLY HANDICAPPED 2010

Advance notice of this year's dates:
Saturday 5th June 2010 Trail run; Sunday 6th June 2010 Charity Trial

Mike Rees

FORTHCOMING EVENTS

National and Regional RoW Workshops Dates to be arranged.

Devon Group: Tamsin Jones - Dakar Rally Friday 26th February 2010

Devon TRF Teign to Tamar Spring 2010 - NOW FULLY BOOKED

bmf Events: see www.bmf.co.uk

bmf Show: 15th/16th May 2010

Garden of England Show (GEMS) 12th/13th June 2010

Kelso 10th/11th July 2010

Tail End 18/19 September 2010

Austin Vince 18th March 2010 - see page 25 for details.

Trail Rides for the Mentally Handicapped

Trail Run: Saturday 5th June 2010. Charity Trial: Sunday 6th June 2010

MAKE SURE YOUR EVENT IS LISTED

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

RoW NEWS

JOINING THE ENDS UP

It is indeed a funny old world. The first word that LARA had about what ultimately became the NERC Act of 2006 came on the 8th of December 2003 in the Northumberland National Park car park at Brocolitia, up on the Military Road, a few miles northwest of Hexham. We had agreed to do a short piece for BBC News, and the reporter (a delightful young lady, who gave the TRF members there on that day visible symptoms of high blood pressure, before moving on to greater things on national TV) had an embargoed copy of a press release from defra's minister, Mr Alun Michael, about the public consultation that launched us into eighteen months of ultimately fruitless hard work. I got to see the release because the reporter wanted to ask questions about it (the item would not air for a few days), and it was something of a stunner.

Anyway, we moved a couple of hundred yards westwards, on to a recorded public bridleway leading northwards across Simonburn Common, before forking, with the right (east) fork heading back into Simonburn village, and the west fork continuing largely northwards, to the sealed road. And, by that time, the research of Mark Sinton, and the advocacy skills of Robert Halstead, had already led to a BOAT being added, crossing this 'bridleway' at Stoop Rigg, and bearing north-northwest.

TV stardom aside, moves were already being made to put in definitive map modification order applications for the 'Simonburn Cluster' and, as it turned out, these were the last hereabouts that beat NERCA's retrospective deadline of 19 January 2005. The 'west fork', and another branch BOAT a bit to the

east, went through without objection, but the main run received 'amenity objections', which ultimately fell to be determined by written representations in 2009. How time flies ...

By the time that Inspector I'Anson determined the order there was no valid objection outstanding, although the order-making authority had requested a modification of the specified width of most of the route, so as to bring this into line with that indicated in the inclosure award. If you want to read the decision letter you will find it on PINS's website under Northumberland, and reference FPS/R2900/7/53, 15 January 2010.

In his decision letter Mr I'Anson finds that the inclosure award set out the route in two parts, describing both as "one public Highway or Road for all his Majesty's subjects passing and repassing on Horseback or on foot or with all or any manner of Carts Carriages and droves of Cattle, or otherwise ...". This, he finds, is sufficient to confirm BOAT status, unless there is some 'later intervention' by NERCA & the Winchester case.

Filming in December 2003. The carriage road is clearly visible down the stream. The old OS maps show it similarly between walls, right up the other side, but this has been grubbed out and 'taken' into the field. I wonder who did that? Not 'the public', I'll wager.



It should have been plain sailing but for a letter submitted by the council, dated 15 September 2009, in which their top rights of way man, Mr David Brookes, argued that as the application had not been properly made, the exceptions provided for in NERCA do not apply, and public MPV rights have been extinguished. This letter was sent to PINS after the closing date for submissions.

Mr Brookes's argument was founded on s.67(6) of the 2006 Act, which states that the exceptions to extinguishment found in s.67(3) of the Act will apply only where an application has been made in accordance with paragraph 1 of schedule 14 to the 1981 Wildlife and Countryside Act. He explained that this paragraph laid down that an application should be accompanied by copies of any documentary evidence which the applicant wished to adduce in support. In this case the application papers referred to 1st and 2nd edition Ordnance maps, but copies of these were not attached. Mr Brookes referred to the judgment in Winchester, which makes it clear "that the procedural requirements imposed on applicants, in this context, should be interpreted strictly."

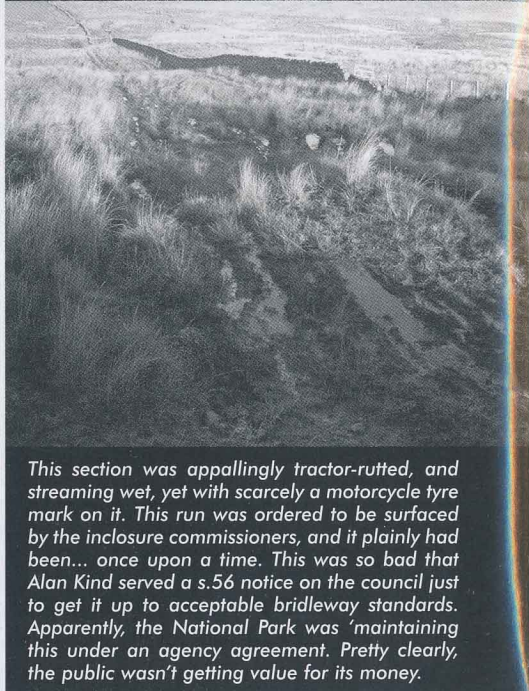
Alan Kind, as an individual applicant, and on behalf of the TRF as an applicant, copied to the Inspector the defra circular for procedure rules for rights of way orders, which makes clear that, while there are no procedural rules for written representations, parties are encouraged to "operate the voluntary procedure which has been developed in parallel with the rules." In taking this point, Mr l'Anson sets down paragraph 15 of the rules, which specify the circumstances under which late submissions will be considered for acceptance, and possibly accepted. The relevant 'special circumstance' here was "where there is a material change in circumstances that the Inspector ought to know about and which could not have been identified at an earlier stage".

Alan Kind wrote out the calendar of events in this case:

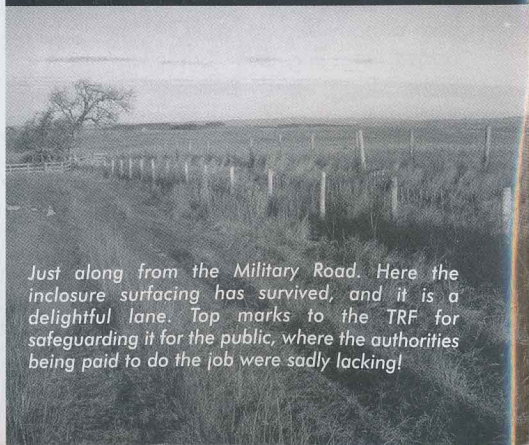
- application made in August 2003
- order made in July 2007
- judgment given in Winchester April 2008



The bikes were so quiet that the sound guys kept checking their gear to make sure that it was switched on.



This section was appallingly tractor-rutted, and streaming wet, yet with scarcely a motorcycle tyre mark on it. This run was ordered to be surfaced by the inclosure commissioners, and it plainly had been... once upon a time. This was so bad that Alan Kind served a s.56 notice on the council just to get it up to acceptable bridleway standards. Apparently, the National Park was 'maintaining this under an agency agreement. Pretty clearly, the public wasn't getting value for its money.



Just along from the Military Road. Here the inclosure surfacing has survived, and it is a delightful lane. Top marks to the TRF for safeguarding it for the public, where the authorities being paid to do the job were sadly lacking!

- defra guidance on 2006 Act (covering Winchester) issued May 2008
- council's 'Statement of Reasons' sent May 2008.

"It is clear from this timetable", the Inspector finds, "that the council could have identified the point they raised in their letter of 15 September 2009 at an earlier stage. Hence, I agree with Mr Kind that the council's late evidence is inadmissible and I have treated it as such."

Things then get a bit more arcane. Mr l'Anson says that the point made by the council, since "is one I can raise without prompting by the council and I do so" and he looks at the reasons put forward by Mr Kind for his (and the TRF's) failure to provide copies of the two OS maps: "that he did not wish to adduce such maps". Mr l'Anson finds that in his judgment in Winchester, Dyson LJ held that "the word 'adduce' in its context means 'put forward' and 'rely upon'". "The OS maps, the Inspector says, "are not documents on which the applicants place primary reliance. In my view,

the case for upgrading would not fail without them. Although their listing in the application could, arguably, imply that they were being adduced, I accept that they were not being relied upon by the applicants and that they were incidental to the inclosure awards which provided the strongest evidence. Accordingly, I conclude, in the light of Winchester, that although copies of these maps were not included with the application, they did not need to be and, therefore, the application was made in accordance with paragraph 1 of schedule 14 to the 1981 Act."

Mr l'Anson modified the width of one section of BOAT (correctly narrower than in the order) and, as this is a modification not affecting land not shown in the order, confirmed the order with that modification. This is a good decision, and confirms the status of a really nice little cluster of lanes, at least until the 'antis' lean on Mr Brookes to start throwing TROs around again.

Alan Kind

ASTURIAS
Trail
TOURS

Spanish Adventures
for You and
Your Motorcycle

Customised trail tours for riders and their enduro/trail bikes
in Asturias Northern Spain. Tour base 2 hours ride/drive from
Santander (ferry from Portsmouth/Plymouth) - 3 hours ride/drive
from Bilbao (ferry from Portsmouth).

www.asturiastrails.com

• • TRF PRESS RELEASE • •

How YDNPA is wasting our money

Last year, the Yorkshire Dales National Park Authority wasted thousands of pounds of taxpayers' money on an attempt to ban motor vehicles from Gorbeck Road, a well-established right of way in the national park.

Groups representing vehicle users took YDNPA to court, and got the illegal Traffic Regulation Order overturned. Substantial costs were awarded against YDNPA: costs which the taxpayer will be forced to meet.

Not content with this, YDNPA is now trying again to impose another Traffic Regulation Order on Gorbeck, and has produced a report containing several spurious justifications for it.

Among these are:

- That the route passes through a Site of Special Scientific Interest. But Natural England, the body charged with protecting the SSSI points out that it is segregated from vehicles by a wall that separates the site from the road. No mention is made by YDNPA of the threat posed to ground-nesting birds by walker's dogs, and there is no suggestion of banning them from the route.

- That the route is through a 'natural' landscape. But the presence beside it of old spoil heaps from mining (which the YDNPA says motor vehicles might damage) indicates that this landscape is far from natural. In fact it might more accurately be described as 'post-industrial'.

- That the TRO will benefit the environment. But traffic surveys carried out by YDNPA indicate that the majority of the vehicular traffic on the route is agricultural, and outside the scope of the TRO. So, it is difficult to see what benefit the TRO might have.

- That walkers do not wish to encounter motor vehicles. The report admits that there are plenty of footpaths and bridleways in the vicinity of Gorbeck Road. This removes one of the justifications for the TRO as walkers who do not wish to encounter recreational vehicles can use these alternative routes instead.

- That minor ruts on the surface of Gorbeck Road are out of keeping with the appearance of the area. This ignores the road's history and heritage, which vehicular user groups are keen to preserve.

- That a TRO on Gorbeck Road will help preserve the tranquillity of the area. Tranquillity is at best a nebulous quality, and it is doubtful how much of it there has ever been to be found on Gorbeck Road, which has been used by vehicles for the last 500 years, and motor vehicles for the last century. On the nearby "ramblers' honeypot" of the Three Peaks, the YDNPA spends 25 per cent of its total annual Rights of Way budget on maintaining one artificially-surfaced footpath: a task which apparently necessitates between 200 and 300 low-level helicopter flights a year to airlift materials onto site, such is the damage caused by walkers. Yet, there is no suggestion from YDNPA that their numbers should be restricted in any way, even though the environmental impact of their activities far exceeds that of the vehicular use of Gorbeck Road.

Taxpayers who wish to protest about their money being wasted in this way should contact: mark.allum@yorkshiredales.org.uk before 28 February, and register their objections.

Richard Simpson



NEWS

It's Fight or Flight on Bike Parking Charges say bmf

Westminster City Council's decision to make permanent their controversial scheme for motorcycle parking charges could have national implications and therefore makes it more important than ever that motorcyclists fight this retrograde move say the 80,000 strong British Motorcyclists Federation.

Although currently only affecting Westminster, the parking order takes effect on 25th January and the **bmf** say that with other Local Authorities across the country watching the situation closely, motorcyclists could soon be faced with the nationwide rollout of parking charges. If this were to happen say the No To the Bike Parking Tax (NTBPT) campaign, their supporters, the Tax Payers' Alliance, have calculated that it would cost the motorcycle community a staggering £93,000,000 pa in parking charges. A strong supporter of the NTBPT campaign, the **bmf** is supporting the NTBPT street protest on 4th February (www.notobikeparkingfees.com), but is also calling on all motorcyclists nationally to support the NTBPT legal challenge fighting fund. Currently standing at some £30,000, the fund needs at least another £20,000 to meet the expected minimum legal costs of £50,000 (see <http://www.notobikeparkingfees.com/fighting-fund/> to donate.) Commenting Chris Hodder, the **bmf's** Government Relations Executive said "These parking charges run contrary to the

Government's aim to mainstream motorcycling but the only option now available is to overturn the scheme in the courts. If we don't, this could spell the nationwide end of free parking for motorcycles. Now is the time to stand up and be counted and support the NTBPT fighting fund." Warren Djanogly, leader of the NTBPT campaign said: "Councillor Chalkley's decision to make the scheme permanent has opened a window for us to launch a full legal challenge. It's going to be expensive but if just 5,000 bikers contributed £10 each (less than a tank of fuel), we can beat this evil stealth tax." Note: In backing the 'No To the Bike Parking Tax' (NTBPT) campaign, the **bmf** point out that where public transport does not serve a commuter's needs and cycling is not a practical option, motorcycles and scooters, especially for low paid key workers, provide the ideal solution. With their efficient use of space they do not cause congestion, are able to filter through traffic congestion and when parked only take one eighth of a car parking space. They are also environmentally friendly, comply with current European emission limits and, coupled with their ability to avoid dense traffic, pollute far less than slow moving four-wheeled traffic.

Issued by Jeff Stone

Details on this and other bmf activities can also be found on the bmf's web site: www.bmf.co.uk

DEVON GROUP LANE CLEARANCE NEWS

Alerted to the lovely 192-213 at Whimble by a fellow member Alex who I met in the flesh for the first time at the annual Devon AGM.

Did a reccy of Whimble's finest a few weeks previous while journeying back from a shopping trip, I always seem to manage a diversion to a lane where possible.

The thirteenth was booked in and advertised on both forums, the day soon appeared on the calendar and we were ready to roll, armed with wellies and pruning gear we proceeded south to north taking out any over hanging branches whether it be bramble, holly, dog rose.

My 'meet and greet' section of the clearing crew were sent on as a welcoming party to the other fellow clearers to the north of the lane as this was a 650 metre lane which was receiving the full treatment of clearing I didn't want to frighten them off with a tough challenge.

My dad and I were happily trundling through the high level water sections of the lane taking a swipe with my new laning tool, 'the staff hook', ooh awesome bit of kit as long as I'm given a wide berth (no not for my size) just need room to swing my tool ;-)

In constant contact with the forward party we soon ascertained that one clearer had to split for reasons unknown to us but I think he was on a 'promise' in the form of a full roast dinner.

Arriving at the northern end we were greeted by a fella called Alan, who was helping out doing a fabulous job clearing a way through. I spoke to him for a short while simply because the rest of the family

were waiting back in the car (sorry Alan, catch up soon mate).

After two hours in the lane we achieved our objective - to make an interesting lane more user friendly for all concerned. Many thanks to all those who helped - my immediate family along with fellow TRF riders Alan and Doug, cheers guys and big thanks from me ;-)

Fellow TRF'ers please could I have information on any overgrown lanes in Devon. I can only arrange to clear what I know about.

Ian "Wacky" Collins, Devon Group



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.

A great Christmas gift for the hard-to-buy-for biker in your life! New designs just launched in our shop for Yamaha WR250R and DT125RE. Loads of designs available for trail and enduro bikes on our website, check out www.ddgraphics.co.uk for details.

For more information please email: info@ddgraphics.co.uk

TRF Membership & Information can prove Invaluable

Below is the transcript of a topic from the TRF forum, on which a member of the public registered to the site in order to raise an issue of his concern.

Why can't all issues be raised in this way? Perhaps then we would all get along much more successfully.

Member of the Public:

Hi, I'm not a trail rider but I'd like to let you know about two I met last weekend when out walking in the Peak. We met them as we were coming off the bridleway at the western end of Rushup Edge where the two bikers had just come through the gate off the road and were about to start up the track. We let them know the route is a bridleway and so their bikes weren't allowed, but they seemed pretty sure that they could ride there and said they did so every week. They also said they were in the TRF. They were perfectly polite to us but they did seem convinced it was a permitted route for trail-biking. Sadly it isn't, and the peat moor up there really is too fragile a surface to cope (it gets churned up plenty just by mountain bikes) so I thought I'd let you know this dangerous piece of misinformation seems to be floating around TRF members.

Thanks for listening.

TRF Member:

Thanks for a considered post, rather than a rant.

Can I ask how you know the route is only of bridleway status?

Routes with vehicular status are often 'wrongly' signed for a variety of reasons.

The only way to be absolutely sure is to check the Definitive Map and List of Streets. Even then, there may be other evidence that suggests that vehicular rights exist.

BTW if the surface really is that fragile, then you should be campaigning firstly to keep horses off it. Not only is a horse heavier than a motorbike, it also exerts a far higher ground pressure, and it runs on metal shoes rather than rubber tyres.

Member of the Public:

The OS map has this route as a bridleway; also the signage there gives no indication that motor vehicles are allowed (though it does specify the separate routes for walkers and mountain bikes, where in one section the bridleway goes one side of the wall and a footpath the other). By comparison the Pennine Bridleway a couple of hundred yards away has signs making it very clear that motor vehicles are allowed. Is it possible the trail bikers we met were confusing the bridleway with that route?

TRF Member:

Thanks for posting your concern.

Unfortunately OS maps aren't accurately representative of rights - vehicular or otherwise.

This is why they carry a disclaimer stating this. As stated previously the first place to start is the Definitive Map and List of Streets.

Inadequate signage is a cause of problems regarding perceived rights.

TRF Member:

Take a look at this site: <http://www.trailwise.org.uk/gmaps/gmap.htm>

Whilst it is by no means a legal authority (that is purely down to the Definitive Map and List of Streets as stated) it does give some heavy clues as to the status of many "known" lanes.

In the case of Chapel Gate it is shown as a Byway Open to All Traffic, and states that this was "Derived from Definitive Map details".

The details on the trailwise site could be out of date, but I believe they are not as this is a very popular route and something would have been done about illegal use were that the case.

I've ridden and driven it myself with a local guide (who makes a living from driving these routes so wouldn't jeopardize that by doing so irresponsibly). As far as I know Chapel Gate up to Rushup then SW to the A6187 has vehicular RoW on it, but Rushup over to Mam Tor does not. <http://www.multimap.com/maps/?qs=edale&...dale|Edale, Hope Valley, Derbyshire, England, S33 7>

TRF Member:

Which route were they on? <http://www.bdcc.co.uk/XMarksTheSpot.htm#g=SK091824>

I notice that Chapel Gate is no longer clearly marked up as a BOAT on the OS maps, yet it most definitely is still a Byway Open to All Traffic. An oversight by OS possibly?

TRF Member:

AFAIK it's never (certainly not since post 1990) been shown on OS maps as a BOAT.

TRF Member:

Thanks again for taking the time to contact the TRF regarding this matter. I can fully understand your concern. However, as has already been stated the information on which you have based your assumption may well be incorrect.

There are essentially two routes that are accessed from the gate you refer to (assuming you mean the gate on the Chapel En Le Frith to Mam Tor Road). One, as you suggest, is a bridleway over Rushup Edge which on the map appears to come back out on the tarmac near the Mam Tor car park. The other however is a road known as Chapel Gate.

Chapel Gate diverts from the bridleway before it crosses Rushup Edge and heads down (north) toward Barber Booth. Although I know that this section will also almost certainly be shown as bridleway on your OS map (it is on mine too) I can assure you that it was upgraded to Byway Open to All Traffic several years ago and as such is entirely legal for motor vehicles (inc motorcycles obviously).

Unfortunately this is a typical example of how out of date maps can cause genuine confusion to all users. In this case however I do know that there is a correct byway sign (finger post type) at the entrance to the gate way because I have used this green road myself.

Of course I am also making an assumption that the riders you saw were going to follow Chapel Gate byway and not divert onto Rushup Edge bridleway later which would be both illegal and, as you suggest, damaging but from your description they sound like sensible, reasonable people (obviously as they were TRF members:)) so I think that's unlikely.

I know a lot of people who use Chapel Gate and have used it many times myself but have never known anyone claim that it is legal to go over Rushup Edge. I therefore doubt that the

riders were intending to head that way.

Hope that helps clarify the situation and thanks again for raising the issue. It is an understandable and genuine mistake and I can assure you that the TRF are serious about riding legally and responsibly.

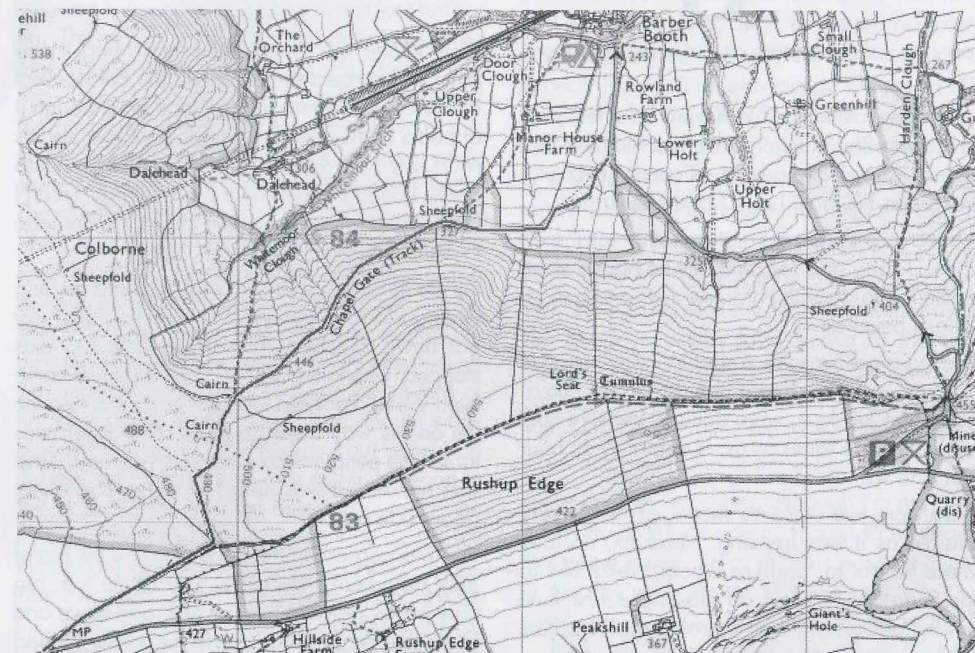
TRF Member:

(See picture below). This is the only route that the local TRF advise people to use.

Member of the Public:

I stand corrected - thanks for the info.

Extracted by Simon Bingham, IT Officer



COPY FOR TRAIL

COPY DEADLINE: The first Tuesday of the month.

COPY: Via email, typed or handwritten (please try to make it legible!) to The Editor, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG, email: editor@trf.org.uk, fax: 01254 887999.

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.

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.

The Little Penguins' Run

Sorry no lane numbers as I'm writing this one up.

So a plan was hatched to have a little new year run on Jan 2nd. Runners and riders to me Xtrip, Myself, Ming, Slip-a-long, Ricsmiff, DazzyG, Weka plus his mate Lee, TJ and Mikekxm.

We were up early and getting ready for the off when TJ rang and cancelled as he hadn't slept, something to do with enforced diets and hunger pangs I believe.

Meeting place was the end of Windmill Lane at 9.30 as we had heard the Landrover boys, including Quackers, were doing a treasure hunt using the same lanes as us, but starting an hour later and we were keen to stay ahead.

There were two other no shows, probably very sensible as it was freezing. Mikekxm, no idea where he got to, and Lee whom Weka told us had man flu! We set off down the first lane mindful of Darren's warning of sheet ice on the road it comes out on.

Slip-a-long was the first to experience what we are now calling a Penguin moment, I looked in my mirror between the first to lanes to see him have a very large ice related moment but he manfully kept it upright.

The lanes themselves were very different for being frozen solid, every puddle was ice which our fearless leader had to break, and every rut, lump or mud etc was frozen solid! The first few lanes were interesting but uneventful, then we came out onto a 200yd stretch of sheet ice on the road around the back of Red Post Feeds. Bother, I managed to keep it upright for quite a while but then the adverse camber caught me out, the front wheel tucked and I went down with a thump. Slip a long heard the noise and looked

back to see me on the floor and Ming trying hard to stop before he reached me but he went down too. Luckily no major damage, although it appears I have bent my handle bars, eek got it's MOT on Monday, and wrenched my thumb back, nothing broken I think although I can't really use it today (a sprain I think). No damage to Ming bike.

So the three of us got the bikes up and moving when Xtrip rode back to check on us. I had just got down to where the rest of the gang was stopped when the cry of "he's down!" came from Weka. Poor old Xtrip got caught out on the ice on his way back down to us. So that was three little penguins on one stretch of road! Xtrip was unhurt but was heard to mutter something about side panels!

We then carried on the Totnes Loop to the top of Tally Ho where I elected to stay at the top, big girly poof I know! While the rest rode down and back up. Apparently it was very slippy and churned up from the Ten Tors, but all made it to the bottom safely. Sadly Darren then had a little penguin moment of his own turning round in the road at the bottom of the lane. Ming came up first with the camera and joined me at the bogey point to take piccies. Xtrip came up cleanly as did Ricsmiff and slip-a-long. Darren had a minor moment and had to get off the bike to get it going, all filmed by Ming on his camera, which I believe was later deleted with bribe of a pasty, and Weka had a bit of a moment on his ascent which resulted in a bit of a squirrel.

Apparently TJ had phoned while they were at the bottom of TH and was feeling better for a bit of sleep and was planning to join us in Totnes. We got going again and did a few more lanes. The last lane in to Totnes having several areas of

sheet ice so going downhill over that was interesting, but we all stayed upright.

We had a quick pasty stop in Totnes where TJ joined us then carried on out to the lanes the other side of Totnes. The sub pen was covered in a thick sheet of ice which Xtrip had to break with his front wheel. Darren was the next one through and it looked like he was going to make it but then he had a little rest against the hedge, followed by another rest about three feet further on. The rest of us battled through, and three other bikes appeared just as we cleared the pen. They caught up to us again at the end of the next lane; I was getting a bit slow by this point as I was exhausted. We let them pass, obviously not TRF as they didn't even say hello. The road at the end of this lane was quite steep and covered in sheet ice! I managed to stray onto the glassiest bit, and while Ming was trying to help me get going a van appeared at the bottom of the hill, so Ming offered to ride the bike out of the ice for me. Unfortunately, feeling we were holding the van up and not aware of just how slippy it was, I tried to dismount while Ming held the bike. The minute I put weight on my foot I slid off the bike, just as Ming began to slip so both of us and the bike ended up on the floor. The van had made it part way up the hill then slid backwards at an interesting angle. There was no way he was making it up that hill!

I must admit for most of the rest of the day I was rather slow, although I did speed up a bit for the

last few. Sorry Guys. We had been planning to head out towards the lane of pain but decided against it. So we thought we would do a couple more lanes out to Harbertonford garage, on one of which a trout was spotted by Darren, then we elected to head back to Totnes via the nasty rutted lane at Bowden, then do the lanes around Aish.

Bowden was frozen solid and poor old Xtrip had a big face plant, ouch, but he seemed okay. The Aish lanes weren't as bad as I was expecting and Xtrip let Ming go on ahead and followed me himself. Like I said I had been rather slow! We did the nice muddy loop then TJ took us up his favourite lane, then we did the lane the other side of the main road which ends near Barton Pines, as this would be a fairly central point to end the run.

We had just finished the lane and were saying our goodbyes when four or five of the Land Rover boys appeared, including Quackers, the only time all day we ran into them. Xtrip and I then headed for home whilst the others elected to do one more lane at Berry Pomeroy.

It was a really good run, although I'm not sure I fancy the sheet ice again. Thanks to all of you that came along. Sorry if I was a bit slow later in the day. And thanks to Xtrip who is, as we speak, repairing my bike ready for its MOT.

Lorn, Devon Group

THE WHITE HORSE CHALLENGE

The third week of snow, the third week of limited access to the usual exercise, and starting to get stir crazy.

I had managed a run in the initial snow near three weeks back. We'd had a couple of walks to the hills starting and finishing in Thirsk, but no longer walks, and definitely no cycling....starting to feel a little frustration.

And so to a mad plan. The end of the working week, and Friday night we had a beautiful fall of fresh snow that measured around four inches. Definitely no chance for the usual exercise, but hey, what about a motorcycle ride? Now that's lateral!

The roads were compacted snow, not much traffic passing, and the humble Serow has the perfect temperament! Hadn't been out on the bikes for months and so had SORN'd them, except the old Serow. Ideal for a two-up exploration of the local area, and perhaps attempt some of the trails.

Bev didn't think it was an insane idea so we dug the garage doors free and checked out the bike. She runs without battery so we had no worries there. A few prods of the kick-start to circulate the lazy oil, petrol on, couple of kicks and, as ever, she fired up and settled into a fast idle. Blathered the chain in gear oil and geared up for our foray.

The main road was fine, and the first off road

(Green Lane) was only a quarter of a mile away. It felt a little skittish as both wheels cut into the snow, but an easy throttle and light on the bars and we were away. After passing a few properties that use the lane we were onto almost virgin ground and even two-up the bike was having no difficulties taking us along the lane and up and down a few minor climbs. As long as we stuck to the virgin snow she was happy.

One advantage was the dip that would otherwise be a muddy mire was 'clean' and presented no difficulty. The gearing is so low that we could ride, even two-up, in third and fourth - what a stalwart machine she is, underpowered after her 24 years of service, but hey, we didn't need speed anyway.

The lane is only a short one unfortunately (but delightful) and we had to join a minor road to Bagby to continue our White Horse Challenge. The road was white over but offered surprising confidence. The snow this year is definitely different to our usual fare, it's powdery, and the weather has been cold enough to keep it that way. Much more like you'd find in Norway - but hey, that's where it's blown in from. So long as it is only lightly trafficked it inspires more confidence than a semi-clear road, or a black one that might just be sheet ice!

After a few miles it was clear that with care we



Patron: Lord Fairfax

WHY JOIN THE TRF?

WHO ARE WE?

THE TRF IS A NATIONAL, VOLUNTARY AND NON-COMPETITIVE BODY, formed in 1970 by people who enjoyed exploring green roads by motorcycle.

TRAIL RIDING IS ONLY LAWFUL ON PUBLIC ROADS.
As green roads are subject to the same laws as surfaced roads, motorcycles and riders must be road-legal.

THE TRF AIMS TO PRESERVE AND PROTECT the full status of vehicular green roads and the rights of the motorcyclist and others to use them. It is our heritage and a legitimate part of the access network to the countryside.

WE ORGANISE REGULAR LOCAL RUNS and also organise runs with TRF groups in other areas, but if you want to join these you must be a member of the TRF. Go to a Group Night and find out what it's all about.

WE ARE NOT A TOUR GUIDE COMPANY!
Just a group of like-minded volunteers. However, if you're a responsible motorcyclist who cares about the countryside the TRF could be what you're looking for.

CODE OF CONDUCT

USE ONLY VEHICULAR RIGHTS OF WAY
Trail riding is only lawful on public roads. If in doubt, check with the Highway Authority or the TRF. Motorcycles and riders must be road-legal. Green Lanes are subject to the same laws as surfaced roads.

KEEP TO THE DEFINED WAY ACROSS FARMLAND
Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.

GIVE WAY TO WALKERS, HORSES AND CYCLISTS
- as a courtesy. On narrow lanes, stop and switch off engines.

FASTEN GATES TO SAFEGUARD STOCK
- except those tied open for farming purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.

TRAVEL AT A SAFE SPEED
Ride at a reasonable speed, taking regard of conditions and visibility. This should not exceed the voluntary maximum of 25mph.

RIDE QUIETLY
Machines must be effectively silenced. Use the throttle with discretion as noise can offend.

HONOUR THE COUNTRY CODE
Respect the countryside and those who live, work, and play in it. Green lanes can be valuable habitats, so take special care in spring and early summer.

IDENTIFY YOURSELF
Carry your membership card with you when trail riding, so that you may identify yourself as a current member of the TRF - and display a current membership sticker.

ACKNOWLEDGE OTHER USERS
Trail Riders should acknowledge the presence of other green lane users with a friendly wave or other suitable greeting.

Trail Riders Fellowship

MEMBERSHIP APPLICATION FORM

- Please complete the details below and return the form with a cheque or postal order (payable to the TRF) to: **TRF Membership Secretary, Debbie Hutchinson, Marcliff, Bakers Hill, Exeter, Devon EX2 9TE. Tel: 07966 438907, Email: memsec@trf.org.uk**

PLEASE PRINT DETAILS CLEARLY

First name(s)

Surname/Family name

Joint name (if applicable)

Address

County Postcode

Tel no

Email

Which local Group do you attend (or propose to attend) if any?
(see www.trf.org.uk for list of Groups)

What bike(s) do you use on the trail,
eg: Yamaha DT125R

ANNUAL MEMBERSHIP

SINGLE MEMBER

Jan-Dec £40; Apr-Dec £30; Jul-Dec £20; Oct onwards £50 including the following year

JOINT MEMBER

2nd member at same address, 1 copy of TRAIL to share

Jan-Dec £60; Apr-Dec £45; Jul-Dec £30; Oct onwards £75 including the following year

LIFE MEMBERSHIP - £400.00

• Please send me extra bike stickers (£1 each) £

• **DONATION TO THE FIGHTING FUND** £

Fighting Fund donations are at your discretion
but very important in order to defend our rights

TOTAL AMOUNT £

Tick box if you are a full (individual) member of: BMF MAG ACU

Other - please state - eg: ACU, NFU, CLA, National Trust, English Heritage
.....

Where did you hear about the TRF?

Do you require more membership forms? How many?

I wish to join the Trail Riders Fellowship and I confirm that I have read and agree to abide by the Articles, Memorandum and Bylaws of the TRF*, a company limited by guarantee. I agree to ride only unsurfaced rights of way which I genuinely believe to be vehicular.

Signature:

All membership details are stored on the Fellowship's computer and will only be used in accordance with the TRF Rules.*

*Available from www.trf.org.uk or from the Membership Secretary.



Patron: Lord Fairfax

WHY JOIN THE TRF?

WHO ARE WE?

THE TRF IS A NATIONAL, VOLUNTARY AND NON-COMPETITIVE BODY, formed in 1970 by people who enjoyed exploring green roads by motorcycle.

TRAIL RIDING IS ONLY LAWFUL ON PUBLIC ROADS.
As green roads are subject to the same laws as surfaced roads, motorcycles and riders must be road-legal.

THE TRF AIMS TO PRESERVE AND PROTECT the full status of vehicular green roads and the rights of the motorcyclist and others to use them. It is our heritage and a legitimate part of the access network to the countryside.

WE ORGANISE REGULAR LOCAL RUNS and also organise runs with TRF groups in other areas, but if you want to join these you must be a member of the TRF. Go to a Group Night and find out what it's all about.

WE ARE NOT A TOUR GUIDE COMPANY!
Just a group of like-minded volunteers. However, if you're a responsible motorcyclist who cares about the countryside the TRF could be what you're looking for.

CODE OF CONDUCT

USE ONLY VEHICULAR RIGHTS OF WAY
Trail riding is only lawful on public roads. If in doubt, check with the Highway Authority or the TRF. Motorcycles and riders must be road-legal. Green Lanes are subject to the same laws as surfaced roads.

KEEP TO THE DEFINED WAY ACROSS FARMLAND
Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.

GIVE WAY TO WALKERS, HORSES AND CYCLISTS
- as a courtesy. On narrow lanes, stop and switch off engines.

FASTEN GATES TO SAFEGUARD STOCK
- except those tied open for farming purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.

TRAVEL AT A SAFE SPEED
Ride at a reasonable speed, taking regard of conditions and visibility. This should not exceed the voluntary maximum of 25mph.

RIDE QUIETLY
Machines must be effectively silenced. Use the throttle with discretion as noise can offend.

HONOUR THE COUNTRY CODE
Respect the countryside and those who live, work, and play in it. Green lanes can be valuable habitats, so take special care in spring and early summer.

IDENTIFY YOURSELF
Carry your membership card with you when trail riding, so that you may identify yourself as a current member of the TRF - and display a current membership sticker.

ACKNOWLEDGE OTHER USERS
Trail Riders should acknowledge the presence of other green lane users with a friendly wave or other suitable greeting.

Trail Riders Fellowship

MEMBERSHIP APPLICATION FORM

- Please complete the details below and return the form with a cheque or postal order (payable to the TRF) to: **TRF Membership Secretary, Debbie Hutchinson, Marcliff, Bakers Hill, Exeter, Devon EX2 9TE. Tel: 07966 438907, Email: memsec@trf.org.uk**

PLEASE PRINT DETAILS CLEARLY

First name(s)

Surname/Family name

Joint name (if applicable)

Address

.....

County Postcode

Tel no

Email

Which local Group do you attend (or propose to attend) if any?

(see www.trf.org.uk for list of Groups)

What bike(s) do you use on the trail,
eg: Yamaha DT125R

ANNUAL MEMBERSHIP

SINGLE MEMBER

Jan-Dec £40; Apr-Dec £30; Jul-Dec £20; Oct onwards £50 including the following year

JOINT MEMBER

2nd member at same address, 1 copy of TRAIL to share

Jan-Dec £60; Apr-Dec £45; Jul-Dec £30; Oct onwards £75 including the following year

LIFE MEMBERSHIP - £400.00

• Please send me extra bike stickers (£1 each) £

• DONATION TO THE FIGHTING FUND £

Fighting Fund donations are at your discretion
but very important in order to defend our rights

TOTAL AMOUNT £

Tick box if you are a full (individual) member of: BMF MAG ACU

Other - please state - eg: ACU, NFU, CLA, National Trust, English Heritage

Where did you hear about the TRF?

Do you require more membership forms? How many?

I wish to join the Trail Riders Fellowship and I confirm that I have read and agree to abide by the Articles, Memorandum and Bylaws of the TRF, a company limited by guarantee. I agree to ride only unsurfaced rights of way which I genuinely believe to be vehicular.*

Signature:

*All membership details are stored on the Fellowship's computer and will only be used in accordance with the TRF Rules.**

**Available from www.trf.org.uk or from the Membership Secretary.*

TE WHITE CHALLENGE

would be safe to ride on. Before Kilburn we came upon a bright yellow Micra on its roof at the bottom of Osgoodby Bank. It had been there a while though (police aware) and there were no hazardous conditions now - provided care was taken.

Into Kilburn and the road to White Horse Bank was untreated and completely white compacted snow. No problem whatsoever as I had by now realised I was in a very privileged position grip wise due to Bev sitting on the back. The rear was well planted (and no the wife isn't fat!) and the tyre was gripping remarkably well. I would think one up it would have actually been more difficult.

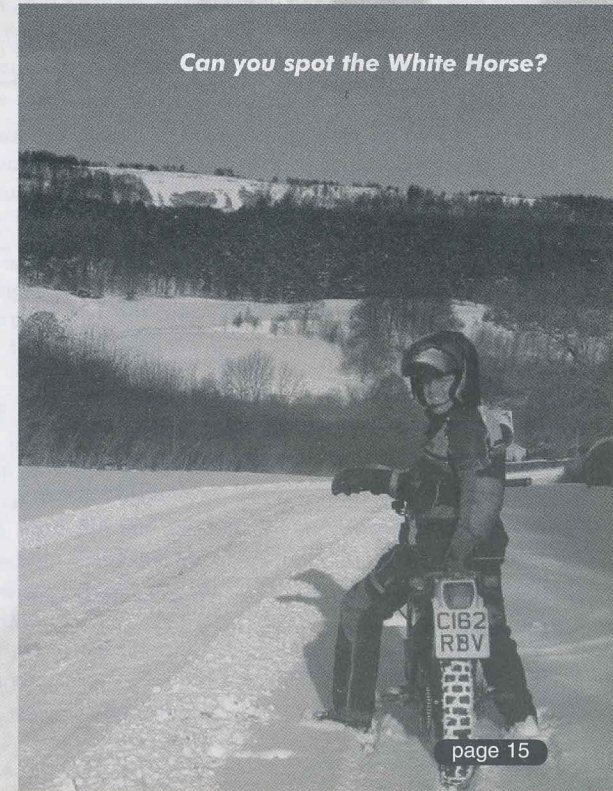
The plan was to try and take High Bank Town Road up towards the gliding club on Sutton Bank. It was a struggle up the last of the switchbacks before the start of the lane, but we made it through after a bit of running the bike alongside us for just the last few yards.

High Bank Town Road is not the easiest climb when conditions are against you, and it looked tricky covered in inches of virgin snow, and it was! After a few yards of fruitless fishtailing whether two-up or one-up we decided it wasn't worth continuing... would have meant a hell of a long push! Maybe White Horse Bank

itself? No, again it was most definitely closed and 1in3 on snow is more than the bike would take (or any probably?).

As we were running onto reserve we thought we'd try another route, but first back into Thirsk for fuel, and many a bemused look at the sight of the little bike two-up in such trying conditions.

Can you spot the White Horse?



Re-fuelled we headed out for Felixkirk and more attempts on the hills. Apart from the not infrequent highly elevated (vehicle and occupant) 4x4s there was little on the road. As an aside here I must say listening to the news you'd think a) the council make no attempt to clear the roads and b) there is no road salt left in the country. Both are entirely wrong and it seems so unfair to criticise the very people that are working around the clock to clear our roads. Considering the conditions the previous evening even many of the minor roads were fairly clear, it was our choice to deliberately take some of the very minor routes. The country seems to thrive on negativity.

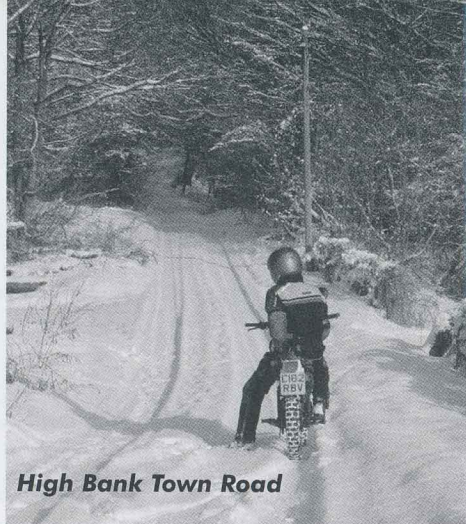
Again to the top past Felixkirk the grip was full even though the road wasn't completely clear. There is a small cut through past Cinque Cliff Grange and a tractor had ploughed through. One last route as now it was late afternoon and getting quite chilly and snow clouds were starting to release their wares. The snow was piled three foot high besides the track and as it descended towards the Thirlby side it was quite apparent this might not make the easiest return route, one-way only. A final stop to admire the views before taking a very minor (and treated!) road towards Boltby.

On the way home I decided to try and climb along a completely untreated very small steep road (not that you'd know under it's white blanket) but near the top the rear wheel started spinning and the hilarious laughter of Bev on the back made me think now was the time to turn and go home.

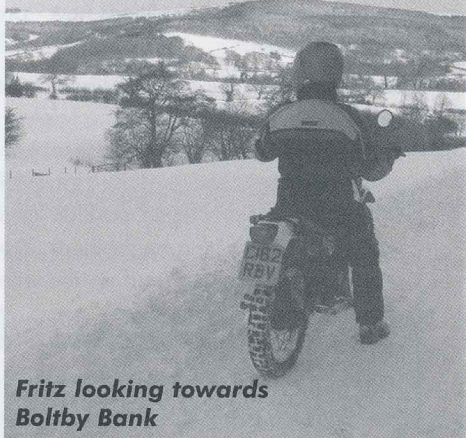
We'd been out for 3 hours, done all of 42 miles, but had a fantastic adventure; almost got everywhere we wanted to, and had enjoyed spectacular scenery and peaceful country lanes, and not one off! Back home to warm up and indulge in hot chocolate...but not before blathering the bike with some more gear oil on the chain and a quick rubdown.

Yet again, she had served us well!

Marc & Bev Davies



High Bank Town Road



Fritz looking towards Boltby Bank



The snow, the bike, the pillion!

A Winter of Discontent

After the frustrations of not having a bike to ride the lanes before Christmas, down came the snow to add to the misery.

The North Yorkshire Moors area was particularly badly hit, the lanes were full of snow, up to four foot deep, even if you could get to them.

The icy conditions, continual snow showers and lack of gritting by the Highways Department meant only the main commuter routes were partially open over Christmas, for two weeks, up until the New Year.

Most dual carriageways were down to single carriageways. Maybe this was a deliberate ploy to stop overtaking and reduce the accident rate.

I had picked up my replacement WR250F on a six hundred mile round trip, in the snow, just before Christmas. With severe weather warnings being broadcast, traffic was mercifully light. I saw one ten mile tailback on the North bound M1 due to a three car pileup, as I was travelling South. Then, on the way back, some plonker ran his TVR into the central reservation and scattered debris all over the carriageway. Apart from that it was a great run.

I checked the bike over and then awaited my first run out in six, stir crazy, weeks. It was New Year's Eve. The roads and minor roads had cleared enough to get onto the Moors but with six to ten foot of snow lining the roads, where the ploughs had been, it did not look good. I fought my way onto the first lane but had to backtrack after half a mile. The drifts were too deep for the mighty Mittus CO2s to cut through. The Freelander, I had seen on the Rigg from the road, was up to its bonnet in snow. No doubt some young person had borrowed Mummy's 4x4 to have some fun. It was there for three days before it was extracted, no doubt at great expense.

The next lane was impassable, even the snow plough had given up on the approach road, leaving a wall of snow on the road.

Glaisdale Rigg was manageable because the Farmer had taken his tractor up the lane to feed his sheep. By the time I had reached the top of the climb, in brilliant sunshine, I looked back and saw the blackest clouds I had ever experienced moving towards me from Teesside.

Common sense dictated I should make a run for home. By this time I was fairly well "cream crackered". It is surprising how unfit you

become after an enforced layoff, the balance was just off kilter, enough to make it hard work. Burying the bike in a four foot drift while trying to rejoin the road did not help. It took me fifteen minutes of digging and pulling to get it out. Maybe that is why they say do not go out on your own.

Halfway home and the snow started. I love fresh snow but snow on snow can be deadly. The last ten miles I did on the road. The surface of the lanes were too treacherous, apart from the reduced visibility.

The good part was, the bike checked out. The bad part, I was stuck in again for another three weeks. So I broke out the fishing gear and started worm drowning, at night, off the Pier and the beaches yielding seven fish (tiddlers), in ten trips.

Day times were filled with walks, painting in watercolours while listening to music from Spotify and my own hard drive collection.

Like grumpy old men I find TV so dumbed down it is unwatchable. With a hundred channels of canned American rubbish, they say there is "more on TV".

I say it is MORON TV, with the occasional late night film worth watching. Sorry, my half time whinge.

The first opportunity to get out was Sunday 24th January. Sundays I usually avoid, anyway off I rode to Scarborough via Glaisdale and Stapes Moor.

Stapes Moor was closed, bad omen? The loggers had chewed the road up so much it was impassable to normal traffic. Being cautious I took the long way round, by another road, to Blackdale. There was still plenty of snow to make the ride interesting and I was making my way over towards Darncombe on a forest track when I was confronted by a Freelander, with a blue flashing light.

In ten years of trail riding I have only seen one policeman on foot, two offroad motorcycle officers, staking out a lane, in a coastal village, this was an off-road patrol. Out stepped the two constables, closely followed

by a Parks Ranger, whom I had met before.

"Where are you going?" was his opening gambit.

"West Ayton!" I replied.

He was looking at probably the only fully legal trail rider in North Yorkshire.

"You must count yourself unlucky that you ran into us" said the Ranger.

"Not at all" I said.

"We have had a lot of complaints over the Christmas period about illegal off-roaders in the area and we must be seen to be doing something. Have you seen any other riders?"

There were two, thirty miles away at Glaisdale.

I hadn't the heart to tell them eighty percent of the Lanes were closed by snow and there were two FA Cup ties on the box so the chances of them catching anyone were very slim, only the hardcore riders were out.

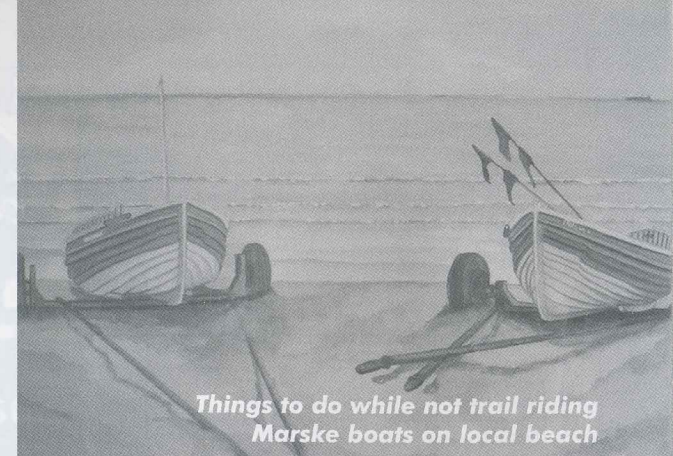
As they implied it was just a gesture, any illegals would just ride away.

The only chance is to target the vehicles they arrive in. Stakeouts are time consuming and boring, at least they were having a pleasant day out, driving the forest roads.

After checking out all my documents, we parted company. I make a point of carrying my licence, insurance etc. saves having a producer served on you and the inconvenience of having to visit your local police station.

My only other encounters that day were twenty walkers, filling the lane across Thompson's Rigg. I rode round them and they smiled and waved. Needless to say they were mainly thirtysomethings, not a bunch of miserable old codgers.

Then I passed two mountain bikers near Broxa, plathered to the eyeballs in mud. "Been there!



Things to do while not trail riding
Marske boats on local beach

Done that!" I shouted as they give way.

A great day out after such a long enforced layoff. The world looks brighter already.

John Robinson,
Teesside & North Yorkshire TRF

CURING A DAMP ENGINE BY ALEX (BIG T) TOOZE

(The author accepts no responsibility whatsoever - for anything - at all - ever!)

- 0) Switch off fuel tap.
- 1) Remove the air box cover and filter and tip the bike over onto its side to empty the water out of the air box.
- 2) Stand the bike on its back-end to empty the inlet duct and exhaust.
- 3) Remove seat, tank and plug and turn bike upside down to empty water out of cylinder.
- 4) Spin engine over a few times to blow water out of cylinder as much as possible.
- 5) Drain carb and flush with petrol.
- 6) Dry plug and refit.
- 7) Refit all parts previously removed.
- 8) Switch fuel back on, press button and go.





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

Web page & on-line shop: www.inchains.co.uk

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

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 POA, 80/100-21 POA
 IRC TR8 4.00-18 POA, 3.00-21 POA
 Mitus/Barum TR1 Trials 400-18 POA, 300-21 POA
 Bridgestone ED660 120/90-18 POA, ED663 90/90-21 POA

Chain & Sprocket Kits

Huge Range of Sprockets both Steel & Alloy Rears
 Supplied with OE Japanese RK 0 Chains Stocked for most Trail,
 Trials, MX, Enduro & Supermoto Bikes Mail Order
 O Ring Chain/Sprocket Kit for most Jap Trail/Enduro POA
 O Ring Chain/Sprocket Kit with Renthal/Talon Alloy POA

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

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

Special prices for TRF members (all inc. VAT)
Wheel rebuilt with high quality stainless spokes - £94
Wheel rebuilt with stainless spokes &
new alloy rim (21") - £147
Collection & delivery of wheels by courier
- £11.50 each way

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 574103 E: devonrim@ukf.net

www.devonrimcompany.com

ANOTHER SNOWY/ ICY/MUDDY DAY WITH BIGMARK

Not quite as cold today (-1) as I moved my car and van to make space for the boys to arrive although my street was just like an ice rink with hard packed down snow and then black ice on the bits that had cleared last night when it rained.

The day started as always with bacon butties and steaming hot mugs of tea. Steve & Juz arrived first (I think Steve must have had the pigeon sat nav re-programmed over Christmas as he was on time and did not drive to my house via Blackpool). I was expecting another five riders and was hoping that this would not turn out to be the full run list like last week when the usual suspects had more important things to do than ride their bikes in the snow. I was not to be disappointed this week as shortly afterwards Andrew and Joel arrived in the trusty transit with stories of rescuing damsels in distress on the way here. I have only ridden with Joel a couple of times but he is a top bloke and was with me on my first ride with Brompton last year so it was good to see him again.

Shortly afterwards Nik and his mate Steve who I called Stevie all day so as not to mix him up with Steve arrived so this only left Mark on the missing list but after trying to ring him we agreed he was probably still tucked up nice and warm in his bed.

The boys got changed in my garage (Steve had decided not to wear the orange power ranger suit and was decked out head to toe in camo gear) whilst I sorted the butties and

brews and we set off just after 9. I think getting off my street onto the main roads was the funniest thing I have seen for a while with guys on KTM enduro bikes adopting various feet down techniques to try not to be the first one to bin it on the sheet ice.

When we managed to get to the main road I elected to take the nearest lane through a local farm rather than trying to get up some of the side roads and this worked ok but the first mile of the lane was like sheet ice and the gullies and gutters was the place to ride.

Once we got towards the farm we could ride in the open field verges bordering the road, which gave us some welcome grip although Nik did manage to bin it after a front brake malfunction (first off of the day to the big lad). Luckily this lane gets you into the forest and although the fire roads were lethal the gullies held plenty of grip and a few surprises if you were not careful.

We rode the muddy lanes in the forest that we normally do and once we arrived at the off camber hill we rode it down and once at the

bottom Stevie and Steve had a go at getting back up.

Both of them made it although I must say that Steve redeemed himself after his poor efforts the previous week by riding the more difficult higher right hand line all the way to the top and then back down again in one go. Respect mate I think it was the orange power ranger suit that was putting you off last time.

After this we set off to go to the Good, the Bad and the Ugly but this week I took the boys via the lane up from Keepers Cottage to avoid freezing on the road sections to link the lanes up. This is a top lane and was completed without any real problems although the hardest part was riding through the deep puddles that contained 2-inch thick chunks of ice, which made things very interesting.

We took a little break to get a drink (at least my camel back had not frozen up this week) and as Nik was closing the gate I asked Stevie and Joel what they thought of it so far and the big smiles said it all.

A little road work then onto the Fire Road from Broxa, which brought us to the descent down to Harwood Dale and a few nice little lanes before we started on the Good, Bad and Ugly

lanes in reverse order.

Nik's bike had developed a misfire which was diagnosed by Professor Juz as a blocked sparkplug drain hole and was likely caused by poor bike maintenance which caused Nik's face to go all funny. I thought he was going to rip Juz's head off and use fragments of his smashed skull to unblock the hole with but instead we got my snap on tool chest out of my backpack and started trying to fix the problem.

Nik reckoned the problem was that he had sold his large clear tank to one of his customers who needed one asap and now he was running a smaller 6 litre tank the plug hole was more exposed which was probably right. I engaged in some micky taking about poor maintenance as well as it would be rude not too and the big lad eventually saw the funny side and gave us a little smile.

On the move again and we took the side route into "The Ugly" and Steve decided to ride the same line as everyone else this week so we made good progress.

The pile of logs that had been thoughtfully placed across the lane on our previous visit was gone and the forestry vehicles had left a

nice defined track for us to follow which took us onto the main part of the lane.

This is where Steve reverted back to his poor line selection and as I was shouting encouragement (abuse) Joel managed to roost me in the face causing me to be spitting out mud for the next 5 minutes (that will teach me to take the micky out of Steve). After some raving and chewing by Steve and Joel he got going again and we regrouped just before entering the deep muddy water filled uphill section.

We took another little break here for some of the boys to top up various snacks, drinks and potions and then made a quick and unevenful run to the top. At the top of the lane we stopped for the obligatory micky taking before setting off again.

We did "The Bad" without any real problems although it was particularly deep with mud water and snow in places and I managed to accidentally roost Joel demonstrating my new found bog crossing techniques to Joel (The last time Joel was near the proper muddy stuff with me the conversation was something like this. Is this Dunn Boggs, no, are we there yet, no, please ride my bike Joel, ok, my legs have stopped working, you big girl).

At the end of the lane we agreed it was time for fuel and food and headed into Burniston to find the petrol station shut. This was the point in the day when everything started to go wrong and with hindsight we should have gone home but we did not.

We set off into Scarborough to the petrol station on Scalby road hoping this would be open. About half way along the road Nik's bike caught fire much to the amusement of Andrew who did eventually catch the big lad



up and tell him to pull over and put it out.

It was obviously not the big lad's day as it turned out to be a breather hose that had touched the hot exhaust and caught fire so when we got to the petrol station, which was open, some more micky taking and emergency roadside repairs commenced.

After using the airline, a tie wrap and some WD40 out of my Tardis like back pack Nik's bike was sorted and as Andrew had completed a rear brake fluid change during lunch which had restored his rear brake to full working order we were ready to go again.

The initial plan was to ride back to mine but as the bikes were all working again we set off for some more lanes, this was a big mistake.

On the first lane near Burniston, Nik had an off which I did not see, but as I waited at the gate I could hear the horns beeping indicating some unfortunate soul had fallen off and the other riders (likely to be Steve and Juz) were encouraging him to get a move on.

We then headed to Washbeck Ford and the plan was to ride the lane up to the main road which we all did but I was starting to get tired and was missing my Mitas CO2 rear tyre as I



was struggling for traction on the wet grass in the top field.

At the top gate the Rekluse fan club boys (Steve, Nik and Andrew) reckoned I needed a Rekluse as they had just floated up the hill like three angels. Steve reckoned that I could join his club as Knighter reckoned Rekluse's were for girls and rubbish riders so he qualified on both accounts.

We set off to ride down "The Good" and made it through the trickier section onto the fire road where we encountered several gentlemen with shotguns chasing after Woodcocks. After a brief chat we set off again to find a tree across the lane but we managed to ride under the fallen branches and as we emerged onto the other side Andrew managed to roost me in the face before him and Nik rode off into the distance.

This is where it all went horribly wrong for me as somehow I managed to bin the bike and all I remember is my chest hurting like hell and then it all went dark.

Turns out I had binned the bike and hit my chest hard and then my head as I went down and in the words of Prince Nassim Hammed had knocked myself "Spark Out".

The first thing I remember is Juz prodding me asking if I was dead and when I opened my eyes there was a woman, a bloke, two kids and Juz all stood looking at this dazed and confused fat bloke that they had just found laid out in the forest.

Juz had already picked my bike up and it was sat on its stand when I woke up. I think maybe he was also after my nice shiny new KTM sixdays (it must be a Hull thing as Steve had already tried to have it away as well on a previous ride) and when he kicked me and asked if I was dead I am sure that if I had not woken up he would have been off on his new toy.

After having a spell to stop seeing stars and having a drink and then trying to explain what had happened to the other boys, I got back on the bike and rode to the end of the lane. It must have looked bad as hardly any micky taking was going on apart from Steve asking me what I had lost as I was bent over holding my aching chest with my head down when he arrived on the scene. I think he thought I was looking for a contact lense or had dropped a pound coin.

By this point it was getting dark so we headed for home on the roads which was about 6 miles. By the time we got back to my house we were all cold and very happy to be back although my street was still like an ice rink and nearly claimed the last few off's of the day.

Mrs Bigmark had done us proud again with steak pies from Morrisons as the local butcher was closed, and Jam donuts for Steve. I had to make the brews as the wife and bairn had gone to the pantomime so when she got home muddy handprints and nice muddy floor was waiting for her.

By the time the tea was ready and the pies had been warmed up the boys were just about changed and had started to warm up again and the micky taking about my little lie down began.....

All in all a top day again although we should have probably called it quits at the fuel stop at lunchtime. We still had a right laugh, managed to carry out some road side bike maintenance, Juz got to practice dealing with a man down on the trail and we all made it home in one piece, even me.

Thanks to Nick, Stevie, Andrew, Joel, Steve & Juz for a top day out and in the words of our good friend Lee you missed "the best days riding ever up until lunchtime then it all went belly up"

Till the next time, Bigmark

AUSTIN VINCE



"Founding father of Europe's DIY adventure motorcycling boom. Hilarious and inspirational in equal measure - there's no-one like him!"
Bike magazine



Southern Group TRF - 18th March 2010

SDMCC, Woodside Avenue, Eastleigh, Hampshire, SO50 9ES

8.00pm Start

* Places Must be pre-booked *

£5.00 in Advance

£8.00 on the door

For Booking & Information 07818 404240

c.lindstrom@ntlworld.com



TERRA CIRCA

POSTBAG

THANKS

Many thanks to those members who offered me the loan of a bike (five in all) while I was without wheels, after my Yam was stolen.

This speaks volumes for the ethos of the TRF and its members. The gestures went some way to restoring my faith in the Human Race.

No longer stir crazy.

John Robinson, Teesside & North Yorkshire TRF

CONSERVATIONIST REPLIES

After reading last month's magazine I was much moved to reply to the article: 'How much do you want to continue trail riding? Counter arguments for use against TRO's'. I wish to inform your readership that part of John Robinson's information is inaccurate and that he should review said information. Where he gets confused is about conservation & SSSI's. SSSI's are Sites of Special Scientific Interest which due to their Flora are protected by quite severe laws when anyone can be bothered to do anything about it. The SSSI is where rare plants hang out because they have not been destroyed by unsuitable farming practices. These sites are usually far and few between and enable even rarer birds, bees, butterflies, beetles and many other insects havens where they can do whatever it is they do, and that resource is very very important in terms of ecology.

A green lane going through an SSSI site causes no danger to the site at all as there is hardly any traffic & even if a car or M/c did spill off the road once in a blue moon (a moon that is full twice in a month) the impact would be unnoticeable compared to horse or cattle hooves trampling SSSI grasslands.

Yes I am a conservationist & yes I manage a large area of SSSI land at the Painswick Beacon (187 plus plant species where normally you might get 12) in Gloucestershire with no vehicular access apart from maintenance.

John Rhodes

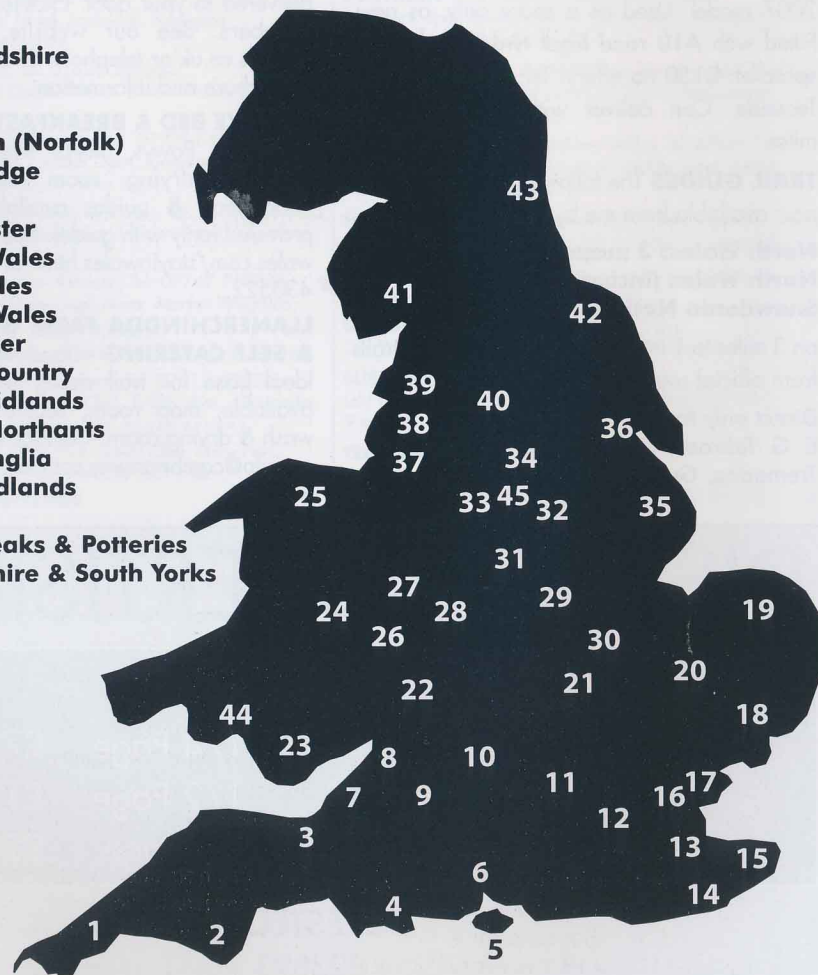
Personally our family conserve trees, land etc. run 6 vehicles plus 4 off/road m/c's and race MX & enduro and in all we probably use less fuel than many families. So get your facts right!!!

The Green Lanes cause virtually no pollution, by comparison to an unmarked metalled road, no tarmac, no salt, no oil & diesel droplets. The lanes actually contribute to allow deer and other species a clear run through the countryside as well as the hedges holding huge amounts of wildlife. English Nature now Natural England (name changes often cost over 2.5 million Sterling) is a Quango devoted to increasing its own salary while we locals do the work - you got that right. However some of US 'conservationists' don't wish to freeze time. We want to put the clock right back where extinct species in various parts of the UK are reintroduced like beaver, wolf, wild boar, bear, red squirrel, otter, eagle owls, polecats (ferrets), turtle, eel and people who let out mink confined to doing 50 hours of community service a week for a 10 year stretch. This also means that tracks and trails across the countryside should be reintroduced because m/c's and green laners help to spread seed and insects around the area thereby creating strong plants and creatures, rather than confining them to small areas where they will die out eventually through lack of fresh DNA. Green Laners can also do us all a favour by reporting any unusual species they may come across. For instance polecat bodies are sent off to labs to find out their food sources and state of health (apart from being dead). Another instance if you come across water voles, giant grasshoppers and otters, these need to be reported to Nature Conservation groups to analyse where and what is happening in the countryside.

So there are very positive points to conservationists that you have missed entirely and there are probably other examples that can be gained from interacting rather than offending. You want information then ask for it, then you can shove it up those smart ass lawyers.

WHERE TO FIND THE GROUPS

1. Cornwall
2. Devon
3. Somerset
4. Dorset
5. Isle of Wight
6. Southern
7. Axe Vale
8. Bristol
9. Wiltshire
10. Swindon
11. Loddon Vale
12. Thames Valley
13. South London & Surrey
14. Sussex
15. Kent
16. Hertfordshire
17. Essex
18. Suffolk
19. Norwich (Norfolk)
20. Cambridge
21. Oxford
22. Gloucester
23. South Wales
24. Mid Wales
25. North Wales
26. Worcester
27. Black Country
28. West Midlands
29. South Northants
30. West Anglia
31. East Midlands
32. Peaks
33. High Peaks & Potteries
34. Derbyshire & South Yorks
35. Lincolnshire
36. East Yorks
37. Manchester
38. Lancashire
39. Ribble Valley
40. West Yorks
41. Cumbria
42. Teesside & North Yorks
43. Northumberland
44. South West Wales
45. Virtual Peak



MEMBERS CLASSIFIEDS

HONDA XR250R 1998. Taxed & tested. Low mileage. Rentals, handguards, DEP exhaust. Good all round trail bike. £1650 ono. Tel: 01803 812940. Can deliver if required.

KTM 300 EXC 52 plate owned for 5 years. Good condition. Tax to June, MOT to December. As fast or as slow as you want it to be. Price £1595. Tel: 01254 823893.

SILVER TALON REAR WHEEL for WR450F 2007 model. Used as a spare only, as new. Fitted with A10 road legal tyre. No disc, no sprocket. £150 no offers. Tel: 01287 623588 Teesside. Can deliver within one hundred miles.

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 brendanchase@aol.com, website: 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: www.radnorrevivals.co.uk or telephone 01597 840308 for a brochure and information.

ANNEXE BED & BREAKFAST Staylittle, near Llanidloes, Powys. Sleeps five (six possible). Separate drying room. Right of way information & guides available, trail bikes provided (only with guide). See www.trailrides-wales.com/stayinwales.html or phone 01686 430522.

LLANERCHINDDA FARM GUEST HOUSE & SELF CATERING - Llandoverly, mid Wales. Ideal base for trail riding with local guide available, map room, secure lockup, spray wash & drying room. Contact: 01550 750274 or info@cambridgianway.com or www.cambridgianway.com.

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 Tony Lacey, Tel: 07753 820520
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 Dolphin Hotel, Station Road, Bovey Tracey, TQ13 9AL.

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 Wheatsheaf Public House, Hatfield Peverel.

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 Steve Neville Tel: 01474 742705
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, Blyadon, NE21 4JB.

NORTH WALES Richard Hughes, Tel: 07788 790966
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, Brown Cow, Chatburn, Clitheroe (off A59).

SOMERSET Greg Hughes, Tel: 07824 893144
2nd Thurs, 8pm, The Old Pound Inn, High Street, Aller Langport.

SOUTHERN Colin Lindstrom Tel: 07818 404240
3rd Thurs, 8pm, 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 Monday, 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
Harry Nicholson, Tel: 01642 657063.
3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

THAMES VALLEY Julian Ogley, Tel: 0208 5799778
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.

VIRTUAL PEAK GROUP
Paul King, king@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, Wilmoate 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.

DISPLAY ADVERTISING

Black & White

1/4 Page £36
1/2 Page £66
Full Page £110

Colour

1/4 Page £72
1/2 Page £132
Full Page £248

INTERESTED?

Contact Hazel Ellison on 01254 823893 trailadvertising@hotmail.com