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TRAIL



The magazine of the TRF, the National Club for all who
wish to ride Legal Motorcycles on Legal Carriageways
SEPTEMBER 2010 No. 385 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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	Fred Ellison	Letterheads & Compliments Slips
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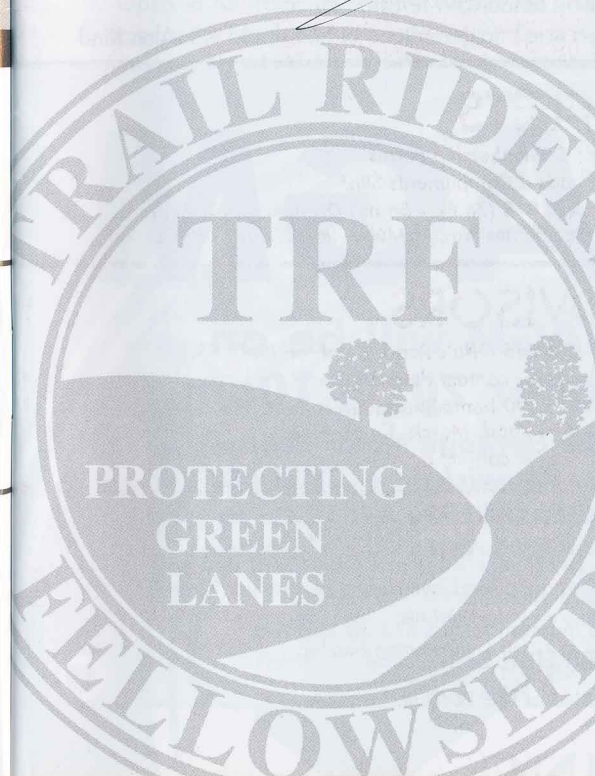
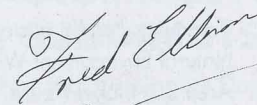
EDITOR

Dear Member,

The TRF AGM will take place on Sunday 10th October at The Heritage Motor Centre (worth seeing), Gaydon, Warwickshire. Proposals have been made to change the structure of our organisation (see middle section for details).

The AGM is the members' meeting - where each member has the opportunity to make their views known and influence decisions.

Have a say in the future of the TRF.



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WANTED:

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

COVER PHOTO: From Phil Taylor.
Taken in Glyn Ceiriog just before
tackling Whitestones & The Wayfarer.

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

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bike me aprilia
Supports the TRF

YOUR INPUT IS NEEDED

Defra is consulting on a new white paper which will drive government priorities for years to come. Concern has been expressed because it does not include access to the countryside. This is not only rights of way, but clearly encompasses the use of land for events, for example, the future management of the forestry plantations and the availability of land for moto-cross and trials.

It is very important that as many people who care about access respond to the on-line survey or email Defra and say why access matters to you.

Whether you live in a rural or an urban area, you need to answer four short questions:

1. Which parts of the natural environment matter most to you?
2. How do you feel you benefit from the natural environment?

3. How do you think we could improve the natural environment?
4. What would encourage you to get involved in protecting the natural environment?

The deadline for responses is 30 October 2010 and the direct link to the consultation paper is: <http://ww2.defra.gov.uk/our-responsibilities/nat-environment/>

There are online ways to respond on the website or you can email your views to: naturalenvironment@defra.gsi.gov.uk

Comments can be posted to:
Natural Environment White Paper Team,
Area 3D, Nobel House,
17 Smith Square,
London SW1P 3JR.

Alan Kind

TRF AGM

**The 2010 TRF AGM will be on
Sunday 10 October 2010, 10am**

**in Lecture Room 1 at The Heritage Motor Centre,
Banbury Road, Gaydon, Warwickshire. CV35 0BJ
Tel: 01926 641188 Fax: 01926 645103**

The AGM is open to all TRF members. Bring your TRF membership card with you and tell security that you are attending the TRF meeting.

There will be free entry to the museum for the first 30 to arrive.

Polly Cody, TRF Hon Secretary

NOTICE BOARD

USE THE TRF P.O. BOX

It would be useful for RoW purposes and letters of objection (even objectionable letters!) to use this address so that the TRF can keep track of events should members move address, leave the TRF, or unfortunately become deceased.

It is also useful for members who do not wish to disclose their home address in correspondence. (See address on the inside front cover).

Peter Allt

WALNA SCAR CLOSED AGAIN

After a High Court Challenge to the BOAT, open since 15th June 2010, Walna is again closed.

Dave Loney

HCAF: AUTUMN 2010 NATIONAL GREEN LANE DAY - SUNDAY 31ST OCTOBER - HEADS UP

The 2010 Autumn National Green Lane Day (NGLD) is, as usual, to be held on the last Sunday of October. The target for the Autumn bash in Hampshire is 'Selborne 66' a Byway Open To All Traffic (BOAT) just west of the pretty village of Selborne; it runs from Honey Lane at the North end to Southerington Farm on Southerington Lane at the South (OS map reference SU 754339 to SU 755331). The lane has been in our sights for maintenance for some time but issues to do with buried utilities have prevented progress in the past.

Selborne 66 is usually passable in dry weather but liable to flooding following inclement conditions (i.e. a typical English August!). Part of the problem is the hedges on the sides of the lane that have become well established and are preventing the sun from helping to dry out the surface. Addressing this problem is our task for the day.

Details of where we are to meet will be provided later but the usual rules of engagement will apply. These are broadly that we will meet at 10:00 at the yet to be determined point for a Health & Safety brief and Work Day Instructions. All the work will be undertaken under Hampshire County Council's (HCC) Hampshire Paths Partnership (HPP) scheme and will be covered by their insurance. A site survey/risk assessment will have been conducted and landowner permission gained. Qualified first aiders will be in attendance.

Tools and Personal Protective Equipment (PPE) will be provided on the day but feel free to bring your favourite bow saw or loppers if you like. Please do not bring motorised implements (e.g. chainsaws) as their use is not covered by our insurance.

As always, all will be welcome. There is no need to spend the whole day there and even an hour or so of your time will be greatly appreciated.

Patrick Manuel, Motorised Users Representative on the HCAF

FROM THE ROW OFFICER

As a result of the many TROs being proposed and the actions of National Parks and others I have been tasked with two items to put in place.

Firstly it is my intention to run a workshop on Traffic Regulation Orders and how to mount the best response to proposed orders.

A provisional date for this Event has been set for the 17th October 2010 with the venue to be the Black Country Museum, Dudley, West Midlands.

This Workshop is open to all TRF members and will cover subjects such as:

1. Road Traffic Regulation act 1984
2. What evidence is produced to support a proposed TRO, how to get to the truth.

3. How to construct a valid objection based on facts.

4. The decision making at local level and how to influence it, Committee process and speaking at committees.

Part of the day will be looking at the establishment of a TRO working group which would look at the notification of TRO's locally and nationally (Web forum, Data base, Email etc) and the legal issues surrounding the implementation of TRO's by local authorities and others.

If you wish to take part then register your interest by Email row@trf.org.uk or by calling your National ROW officer.

Robin Hickin

FROM THE PR OFFICER

Members of the Trail Riders Fellowship: the organisation that promotes the use of legal carriageways by road-legal motorcycles; are reporting an increasing number of encounters with deliberately scattered nails and concealed nail boards on Byways Open to All Traffic in England and Wales.

Such devices will normally only cause a temporary inconvenience to motorcyclists (our tyres are often tough enough to roll over such obstructions without damage and punctures are easily fixed), but they do have potential to cause possibly lethal injury to walkers, horses

and horse riders, plus great inconvenience to cyclists.

Landowners should be alert to the placing of such devices on rights of way crossing 'their' land, as they may be liable under law for any injury or loss caused whether such devices were placed with their knowledge or not.

TRF members have been instructed to report all such devices they encounter to the police and RSPCA so to avoid trouble landowners should arrange regular and frequent inspection of rights of way crossing their property.

Richard Simpson

RoW NEWS

A USEFUL SIGN OF THE TIMES

Breast High, between Bretherdale near Tebay and the A6 Shap Road, is arguably the most interesting freely available high level route in the North West of England, now that we've had defeat snatched from the jaws of victory re Walna. (Gatesgarth is still supreme, but only usable with a Lake District National Park permit).

Only problem is that if, in or after wet weather, you come to Breast High from Bretherdale at the north east end, you could be in for a nasty shock when getting to Borrow Beck close to the far end, just a few hundred yards from the A6.

It can become a raging torrent, and then there's no alternative but to retrace the steep and rocky pass, and follow a long tarmac route to get you round to where you'd hoped to be.

Not so good for us on bikes, but even



worse for the 4x4 fraternity as it's a very difficult spot to turn around.

So, after a request from Cumbria CC, the TRF, LARA and Glass came up with this advisory sign, the first such thing for a long time in this area. If you come to it, and the weather is wet, have a careful think before proceeding!

Steve Pighills

R.I.P. GORBECK ROAD CLOSED 23RD AUGUST 2010



Roger Harris & Steve Pighills on their last ride

FORTHCOMING EVENTS

West Yorkshire TRF - an evening with Austin Vince 7th October 2010.

Contact Richard Hirst 01274 632676, email vicechair@wytrf.org.uk

National and Regional RoW Workshops 17th October 2010.

Contact Robin Hickin row@trf.org.uk (see page 4 for further details).

Somerset TRF: Exmoor Forest Ride Day 31st October 2010.

Contact Mark Brazier, mark@bagborough.co.uk (see page 13 for further details).

Devon Group: Austin Vince 12th November 2010.

Tickets to be booked in advance (see page 22 for further details).

MAKE SURE YOUR EVENT IS LISTED

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

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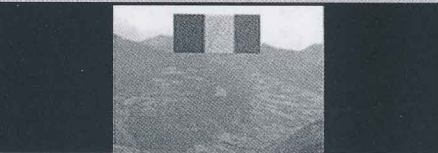
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Treadlightly! set to tackle Greenlaning Issues

A user led education programme is off to a flying start in Wales and offers the potential to work in partnership with local authorities to protect and improve motorised routes.

Back in 2006 when the Wales Off Road Motoring Group (WORMs) produced their last report, they concluded that in dealing with Off Road Motoring issues, a three pronged approach was required; It was felt that an effective solution was needed to focus on Education, Enforcement, and Provision, and it was generally accepted that the situation was unlikely to be improved by just following one or two of those approaches.

The Group had originally been set up by The Welsh Assembly Government to act as a think tank to deal with illegal off roading issues, mainly concerning motorcycles in the urban fringe. It drew on expertise from a number of organisations across Wales including Access Officers, Forestry Commission, Police, National Parks and Users. Since that time, the remit has been extended to include 4x4s.

A lot has happened in the meantime and a number of initiatives have been implemented across Wales to start to address the issues, and deliver improvements for our communities and for the environment. One programme stands out above others in that it has been developed and promoted by the motorised user groups using a partnership approach with local authorities and enforcement agencies.

The **treadlightly!** project is based on an initiative that was originally set up in America by the US Forest Service in an attempt to combat a very similar range of issues to those faced in Wales and other parts of the UK. The US Programme has been extremely successful in gaining credibility with Users, National and

Local Authorities, Conservation groups and the supply sector. In fact, in 2008 the organisation was successful in attracting over \$1,000,000 worth of sponsorship and support from the Automotive and Motorcycle Industries to reinvest in Education and Conservation programmes.

The three primary motorised User Groups in the UK have set up a similar initiative in Wales with the blessing and support of **treadlightly!** US. A pilot is already up and running in Wales and the intention is to roll the programme out to cover the UK over the next two years.

The Treadlightly Trust is a registered charity which sets out to:

protect motorised recreational access opportunities through education, partnership working, and conservation initiatives

The **treadlightly!** steering group have worked closely with the Countryside Council for Wales (CCW - the Welsh equivalent of Natural England) and the WORMs Group to put together a business plan and CCW have provided a grant to help launch the group in Wales. Additional funding has also been contributed by the Motorised User Groups and The Vodafone Foundation.

From the outset, the programme has received support and backing from all quarters, and not just in Wales:

Bill Wiggin MP, Chair of the ALL-PARTY PARLIAMENTARY GROUP FOR MOTORCYCLING said: "We all know there is a small minority of irresponsible motor bike owners who give the rest a bad name and I am very optimistic that this exciting initiative will have a significant positive effect on their behaviour in the countryside. I am pleased to see that the pilot project in Wales supported by

the Welsh Assembly Government (WAG) and the Countryside Council for Wales (CCW), will now replicate partnership-working between government agencies and user groups all over the country."

In December 2009 Mark Margetts was appointed Project Manager for the programme and his role has been to coordinate the launch strategy and to produce a variety of education and information materials that can be disseminated to users via a broad range of channels. Mark spends a significant proportion of his time visiting and presenting to Access Officers, LAFs and User Groups to get the **treadlightly!** message across and to let people know how they can engage with the programme.

In January the Group took a stand at the Motorcycle Trade show at the NEC to try and engage Dealers in helping to educate users to act responsibly in the countryside and this was very effective with over 80 contacts made and a significant number of dealers offering to help distribute materials.

In March, they took a stand at the Indoor 4x4 Show to introduce the concept to 4x4 users and again received a very positive response. Another 26 volunteers were signed up and several potential Ambassadors came forward. **treadlightly!** intend to have a presence at as many user shows as possible during the course of the year and to run education and information events at the shows whenever possible.

treadlightly! has launched a website (www.treadlightly-uk.org) and produced literature to help users find out where they can legally ride and drive, and how they should behave. Codes of conduct and best practice guides offer plenty of useful tips that will hopefully reduce the incidence of environmental damage and nuisance.

treadlightly! is actively recruiting Ambassadors for the programme across England and Wales to promote the programme to user groups and local authorities. These will be volunteers who will be provided with training and materials to effectively introduce and present the **treadlightly!** programme to



Rights of Way Officers and Local Clubs with the intention of creating awareness of **treadlightly!** and its codes of conduct and will sign up members and volunteers.

The Volunteer recruitment programme is already off to a flying start with over 150 already signed up across England and Wales in just a few weeks. Funding applications have been made to various agencies to provide PPE, Tools, and Training to the Volunteers. Once the Ambassador network is in place, it is planned to engage the volunteers in maintenance and waymarking programmes across a range of Rights of Way in partnership with Local Authorities and National Parks.



REPAIRS & MAINTENANCE

Over the past twelve months the **treadlightly!** team have worked closely with Powys County Council RoW Officers to provide advice and volunteers to help improve and re-sign a byway north of Rhayader which had suffered damage from water erosion and from users straying off the track to avoid obstacles.

ENFORCEMENT

Treadlightly! has supported Dyfed Powys Police in providing transport and assistance for police officers to patrol Byways in mid Wales to identify illegal activity. The programme has been very effective and is ongoing.

SIGNAGE

treadlightly! have collaborated with a number of agencies in Mid Wales to agree a sign design to help keep motorised users on track whilst also making other users aware of the possibility of meeting motorised traffic. Initially developed for projects in Powys, the signs are now being rolled out in Ceredigion and Carmarthenshire with additional requests being received from other authorities.

treadlightly! offers RoW Officers the

opportunity to engage with many motorised users through a single point of contact

The main motorised user groups have recognised the difficulty faced by RoW Officers when trying to deal with three or more separate representatives from the main motorised user groups (GLASS, TRF, CRAG) especially when their agendas might be slightly different. These Groups have come together to set up TL in the UK and are encouraging their best resources to become Ambassadors.

By appointing TL Ambassadors to act as the key liaison between the Users and Access Officers for improvement and education projects, it is hoped that communication becomes more effective and less confrontational. TL intends to train and encourage Ambassadors to use a partnership approach based on identifying improvement and waymarking projects with Access Officers that can be undertaken by volunteers. This will hopefully build trust and demonstrate commitment, and also provide good case study material to show effective partnership working to LAFs and other interested parties.

treadlightly! will ensure that all volunteers are properly trained and equipped and that effective public liability insurance is in place.

Ambassadors will be trained and equipped to carry out joint surveys and generate workplans and risk assessments to deliver safe and effective projects.

It is anticipated that by involving Users in voluntary projects, then a greater sense of responsibility and stewardship for the network will be engendered. This has certainly been the experience in the US.

The **treadlightly!** team are actively attracting support and sponsorship from the 4x4 and motorcycle supply sector to get funding either for direct sponsorship of specific projects, or alternatively to help underwrite the Charity's operating costs. It is hoped that similar to **treadlightly!** in the US, the UK organisation can bring materials, signs, and plant and equipment to projects. The expectation is that by adopting this approach, local authorities

maintenance budgets can be made to go a lot further.

Trailwise will help improve the quality of information

An ongoing complaint from motorised users in recent years has been the lack of accurate information letting them know where they can legally ride or drive. In particular, being able to access route information during evenings and weekends in many parts of the UK has been a problem.

To combat this, users have developed Trailwise, a web based database of route information covering the whole of the UK, which is regularly updated based on users' experience of driving or riding the routes.

However, the data is somewhat biased in that it is based on user interpretation and understanding of legality, condition, risk etc.

The **treadlightly!** team believe that Trailwise could be a valuable mechanism for access and enforcement officers to share information with users and other interested parties. The attraction is that the system is already developed and it is believed that the majority of routes across the UK are already set up and the system is available to users on a 24/7 basis.

treadlightly! are interested to set up a pilot with a number of RoW and Police Officers to be provided access to enable them to review the data on routes in their area and provide feedback and advice as to how the quality of the system and information can be improved. It is hoped that by sharing information in this way, the accuracy of the database can be

improved, thereby reducing 'accidental' off track activity and also highlight routes where action is required or where there is a difference of opinion regarding status between users and the authorities.

It is hoped that over time, the Trailwise database can become the definitive source of realtime route information supported and endorsed by users, local authorities, national parks and enforcement agencies. Currently full access to the system is restricted to members of GLASS, TRF and CRAG, however, casual users have limited access to a 3km search radius from the location of interest. More information is available at www.trailwise.org.uk

Any IPROW member interested in taking part in the IPROW/Trailwise trial should email info@treadlightly-uk.org for more information.

Mark Margetts is scheduled to make a presentation to the IPROW Conference in September and it is hoped that **treadlightly!** will participate in some of the workshop sessions at the conference. However, any IPROW member wishing to find out more about **treadlightly!** can either email Mark at mark.margetts@treadlightly-uk.org or visit the website at www.treadlightly-uk.org

The Treadlightly Trust is a registered charity and relies on donations and support from Users, Statutory and Local Authorities and the Motor Industry. If you would like to help make the countryside a better place or would like more information please go to: www.treadlightly-uk.org

Mark Margetts, Project Manager,
The Treadlightly Trust

TRAINING SESSION

The Treadlightly Trust is running an inaugural training session for Treadlightly Ambassadors on the 31st of October 2010.

All TRF members are welcome to apply to become Treadlightly Ambassadors and also apply to attend this inaugural training session. We would especially welcome individuals from Wales to come along and get directly involved in some of the projects that have been developed in Wales.

If you are interested, in the first instance forward your details by email to r.hickin@prduk.com or send them to: Robin Hickin, Treadlightly Ambassador Training Co-ordinator, 42 Model Village, Long Itchington, Southam, Warwickshire, CV47 9RB.

Tennis Balls

Hi everyone. I have an ongoing project that now and then gets an airing. It's a 2002 YZ250 which I intend [pipe dream] to ride in a hare and hound and TRF open days if the opportunity arises.

Acquired cheap, I've thrown a little money at making it suitable. A heavy flywheel home made spacer block between the carb and reeds and so on I'm getting there!!!

Well the latest hair brain idea has to be the fitting of tennis balls within the front tyre. I've been pondering this crazy thought for a while and recently read an article. In it stated they have lasted 35hrs with nil problems, so off to JJB sports I trundle in Kingsteignton, Devon.

With the front tyre it requires 28 tennis balls to do the job - prices vary from £30 to £11.00 so I chose the latter;

Placing balls in the tyre then mounting onto rim, the wheel has a tyre bloke? no lubes were used

and the tyre a part worn Pirelli enduro FIM, sat on the rim. Well first time this tyre has flexible side walls and is a top tyre in my experience so mounted off to the test track I couldn't tell the difference with the two bikes I rode that day, I wobbled about the MX track at Whiteway Barton first on the YZ then my GasGas 450. I wobbled on that as well. I jumped a little and crashed into a fair few sharp ledges and the front wheel held up with no problems. The track wasn't as smooth as I would have liked but I got round without falling off.

Alternatives:

GREEN SLIME - approx £10.00

MOOSE - approx £ 80-90

HEAVY DUTY TUBE - approx £25.00

TENNIS BALLS - approx £11.00 - and no risk of a puncture

NEGATIVE POINTS Q/water ingress there isn't a lot of room for any water within the wheel.

Kerry Dunn

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

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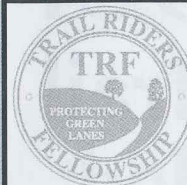
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Somerset TRF

Exmoor Forest Ride Day

October 31st 2010

With great thanks to the land owner, Somerset TRF has organised a fantastic fully off-road course within large private forests in the heart of Exmoor.

There will be a variety of courses set out to allow everyone from off road biking beginners to fully experienced riders to have a great time, whether you are on a trail, trial or enduro style bike, there will be something challenging for you.

This is a non-competitive event and open to road legal and insured bikes only. (please check your insurance covers you for off road riding) It is also compulsory to have a REAR TRIALS TYRE – this is a requirement of the landowner.

(Please note: Bikes with rear knobblies of any kind, road legal or not will be turned away at the entrance)

Hot and cold drinks and BBQ available throughout the day

Site open from 9am and clearly defined courses open for riding from 10am until 4pm

£10 for TRF members for advanced ticket purchase or £14 on the day (please bring your TRF cards) and £15 for non-members for advanced ticket purchase or £18 on the day

Please come along and enjoy a great day's riding with like-minded people - in total freedom!

The location is near the Raleghs Cross Inn; please follow road markers West from Raleghs Cross on B3224, coming East from Wheddon Cross on B3224 and North from Bampton on B3190

Full location details will be sent to you once you have submitted your postal entry.

Please contact Mark Brazier: mark@bagborough.co.uk for an entry form

CORNWALL GROUP

Doing Yet Another Trail Ride for the Disabled

Following the success of the rides that we did last year and again on the 17th of July this year, for adults and kids with learning and physical disabilities, we have been asked to do another event on Sunday the 10th of October in an area of woodland belonging to the Forestry Commission at Cardinham near Bodmin. As well as being supported by the Forestry Commission – who will also be organising the publicity through their own Press Office – we will also be helped again by the Camel Vale Motorcycle Club, and for the first time by Camel Vale Motor Club. A lot of our guests will be from the St Austell PHAB Club (Physically Handicapped and Able Bodied), who this time will be organising the barbeque.

St Austell PHAB Club who do so much sterling work for people who do not enjoy the good health that most of us take for granted, are desperately trying to raise between £10,000 and £12,000 to replace their ageing minibus before it finally expires. It occurs to me that if all TRF Groups were to donate just £250 to St Austell PHAB it would hopefully get them a more up to date replacement set of wheels (with a tail lift of course). The Cornwall Group members I have so far spoken to seem happy for us to do this, but we will wait until our next Group meeting to make a final decision.

How wonderful it could be for many disabled people to be able to get out and about, and for us to have the pride of seeing what our

generosity had achieved.

If your Group feels that it could contribute any amount to this appeal would they please send the cheque - made out to St Austell PHAB Club – to the Cornwall Group Chairman and organiser of this event, Ross Fisher at Badgers Holt, Cotton Wood, Nanstallon, Bodmin. PL30 5LQ.

Tony Stuart



Annual General Meeting of the TRF

Sunday 10 October 2010

The Heritage Motor Centre, Banbury Road, Gaydon, CV35 0BJ. 09:30 for 10:00

ALL MEMBERS ARE WELCOME TO ATTEND

Signing in will commence at 09:30 - BRING MEMBERSHIP CARDS

AGENDA

1. Chairman's introduction and report
 2. Apologies for absence
 3. Notice of any other urgent business (at Chairman's discretion)
 4. Approval of minutes of AGM on 11th October 2009 - see Trail No. 376 December 2009.
 5. Matters arising (not otherwise on the agenda)
 6. Principal and Co-opted officers' reports
 - 6.1 All officers are required to present a report summarising the year.
(Concise and to the point please)

Note! Reports should be no longer than 5 minutes in length, further debate will not be permitted unless directly relevant to the business of the meeting.
 7. Project Reports
 - 7.1 Contractors reports. **(See note above)**
 8. End of Year report (Arnold Brewer)
 - 8.1 Audited accounts 2010
 - 8.2 A budget for 2011
 - 8.3 Membership Fees 2011
 9. Matters Duly Submitted for Consideration not amending the Memorandum of Incorporation or Articles of Association.

Details of the matters and associated documents are shown on the attached sheets, which should be considered as being part of this agenda.
 10. Proposals to amend the Memorandum & Articles of Association
Details of the Proposals and associated documents are shown on the attached sheets, which should be considered as being part of this agenda.
 11. Election of Principal Officers
 - 11.1 Chairman, Vice Chairman, Secretary, Treasurer, RoW Officer, Public Relations Officer, Editor, Membership Secretary, IT Officer
 - 11.2 Confirmation of officers co-opted by the executive. BMF liaison, LARA Representative, Equestrian Events Liaison Officer, PO Box Manager, CCPR Representative, BBTC Representative, Keeper of Stationery, Keeper of Display Equipment.
 12. Meeting Dates 2011
23rd January, 10th April, 17th July, AGM 9th October
 13. AOB (At Chairman's discretion)
- Target finishing time 16:30

Matters Duly Submitted for Consideration.

9.1 Proposal that the TRF adopt the principle for Trust status application with the charities commission.
Proposed: Andy Gerrard Seconded: Robin Hickin
An initial application has been submitted to create a TRF Trust. This has been applied for on the basis that:

- The trust has Aims and Objectives acceptable to the charities commission and in line with the objectives of a Rights of way organisation. i.e. "Provide and maintain all Rights of way access to the countryside for all users".
- Hold the main funds of the TRF.
- The Trust would consider applications for resources within its aims and objectives as a charity (as dictated by law).
- There would be 5 Trustees appointed.
- Trustees would be a responsible person who applies to do so also being a TRF member.
- TRF Members would be members of the Trust.
- Trustees would nominally have a responsibility for raising funds to support their objectives but will practically allocate this to TRF Ltd to do so.

(Note - current dealings with the charities submission have requested the aims and objectives are to be re-drafted and re-submitted based on a ROW organisation rather than a specific user group)

9.2 Proposal that the role of all co-opted offices cease and to be reconsidered by the principle officers at the next executive meeting
Proposed by: Don Oakley Seconded by: Simon Bingham

9.3 Proposal that between the TRF AGM in October and the commencement of the following year in January that the elected executive committee formulate an objective 'Forward Plan' for the TRF with particularly relevance for Rights of Way matters.

Proposed: David L. Giles Seconded: Charlie Morriss

We used to have an annual Forward Plan which gave direction and structure to the TRF and it's Executive in meeting the objectives for which it was formed in the light of current circumstances. For whatever reason, perhaps in part due to the apparent complexity of becoming a Limited td Company, this has been missing in recent years and the members have lost an agreed yardstick by which to judge the effectiveness of the organisation in terms of its purpose and the performance of its officers. I believe this is to be regretted, particularly in such key issues for the TRF as matters of Rights of Way where I feel we have become reactive rather than proactive.

We appear currently to have no cohesive strategic plan for dealing with the major threats facing us, for example TROs

This year we have had a sub-committee meeting in camera to propose a new way forward for the TRF. The current membership therefore has no idea of what is about to be proposed. The following proposal is therefore an attempt to ensure that at least certain fundamental actives will occur in a structured and accountable manner.

David L. Giles

Proposals to amend the Memorandum & Articles of Incorporation

10.1 Propose that the TRF put in place a new management structure within TRF Ltd making a change to the titles and number of Executive Officers with immediate effect. (Amending article 2.2 of MOA of TRF to have 5 Principal Officers)

Proposed: Andy Gerrard Seconded: Robin Hickin

They will run the TRF day to day within the resources allocated and Memorandum of Association agreed and currently operating for previous 4 years.

5 Executive officers will be appointed (amendment of 2.2 in the MOA)

Their responsibility will be to construct the application for resources to the Trust (when and if applicable) and the day to day running of the TRF.

It is expected that they will also become Directors of TRF Ltd (if they wish to).

Positions will be remunerated and will be:-

- Managing Director (Role similar to the current Chairman) - Annual Remuneration of £3000.
- Technical Director (Role similar to the current ROW head) - Annual Remuneration of £3000.
- Membership Director (looks after membership) - Annual Remuneration of £3000.
- Financial Director (Responsible for budget, accounts, fiscal & corporate governance) - Annual Remuneration of £3000.
- Communications and Marketing Director (Responsible for PR, Advertising, Marketing, Communications) - Annual Remuneration of £3000.

These Executive officer roles will be accountable to TRF AGM as is the current position for Principal Officers and in the Long term the charitable trust.

Budget approved by the Trust long term, in the interim by current articles.

The majority of the decisions would be within the Executive as per current articles for non budgeted expenditure.

Contracted services (must not hold Executive officer role or Trustee role)

	Current annual spend estimate	201/2011 spend estimated
RoW Contractors	£20,000	£50,000
Legal Services Contractors	£20,000	£40,000
P R Contractors	£10,000	£20,000
Accountancy Services/Company Secretarial Services	£3,000	£5,000
Membership Secretary	£3,000	Nil
Office Administrative Services	Nil	£12,000
Newsletter	£50,000	£12,000

- The Executive officers will be aided in their work by Group reps and other representation but not subject to their approval.
- Group representative Liaison/ information/feedback/issues meetings will be held as per current articles (guide quarterly as is current practice).
- ROW communication will be as and when required with separate meetings (guide quarterly).
- Groups will continue unchanged.
- Regions will continue unchanged.
- All Honoraria would cease.

In the event that 10.1 is not approved, 10.2, 10.3, and 10.4 are proposed

10.2 Proposal to Remove Principal Officer role of IT officer

Proposed by: Don Oakley Seconded by: Simon Bingham

10.3 Proposal to Remove Principal Officer role of Membership Secretary (to be replaced by a part time administrator role)

Proposed by: Don Oakley Seconded by: Simon Bingham

10.4 Proposal to Remove Principal Officer role of Bulletin Editor (making it a function of the outsourced contract for production and printing)

Proposed by: Don Oakley Seconded by: Simon Bingham

Meeting of the TRF Executive

Sunday 25 July 2010

Heritage Motor Centre, Gaydon, CV35 0BJ

MINUTES

1. Chairman's introduction and report
2. Apologies for absence
Dave Tilbury (Southern Contractor), Adam Hedley (Cornwall), John Mills (North Wales), Paul Clark (West Midlands), Leo Crone (Teesside)
3. Notice of AOB:
 - 3.1. Bursary funding for Wiltshire on the Chute case
 - The Wiltshire group would like the executive's financial backing in contracting Alan Kind to attend a PI where there is doubt over abuse of the process by the local authority.
 - The Wiltshire group have managed to open up 3 TRO'd byway and now they need funds.
 - Andy believes that £1000 would cover Alan to attend one 4-day PI.Andy proposes that national TRF bursary funds £2500
Seconded by Robin Hickin
All in favour
 - 3.2 Funding of Lane Maintenance (Robert Wilson, Cumbria)
 - Robert Wilson feels that in Cumbria and the Lake District National Park, the maintenance or unsurfaced routes is becoming a big issue. They believe with the aid of the 4x4 groups, they have enough man power but they need funds for materials.
 - John Gardner would want a guarantee that the local authority is not going to TRO a route subsequent to maintenance paid for by our members. Andy said that the TRF would work with maintenance schemes as long as there is **demonstrable** benefit to our members.
 - Robin Hickin suggests that the Cumbria group contact Mark Margetts of CRAG to see how organised the maintenance projects in Wales.
 - 3.3 The new government's request for people to highlight inappropriate legislation (Robert Wilson, Cumbria, and John Williamson, Dorset)
 - The government has created a new web-site and are encouraging the public to identify the legislation they most want to change. There are 3 sections on this web-site for registering suggestions. The public are asked to support/vote for the suggestions and this leads to certain groups becoming more popular than others e.g. the smoking lobby. Anything which represents a cost saving will appeal to the government.
 - The web-site does not work on everyone's computer system.
 - Robin and Andy are going to review the current threads (21 at the time of the meeting) referring to RoW legislation and the NERC Act then recommend the one that trail riders should support.
 - Andy reiterates that members should raise their points about legislation, citing how it affects the local area, with their local MP because he/she is duty bound to respond. He also noted that Dave Tilbury has written a helpful piece which has been published in Trail and on the TRF's web-site.
4. Approval of minutes of meeting on 25th April 2010 Trail No. 382
Approved
5. Matters Arising
 - 5.1 From 25/04 meeting
 - 5.1 Rules Sub Group
Please see attached report, but in terms of charity registration, the proposal is with the Charity Commission. We cannot make any further progress until a further report has been submitted detailing the work we do to support the proposals and they give the go ahead.
 - 5.2 E-shop/online shop
Arnold talked to Barclays and then Adrian regarding set up and interface of EPDQ system. Target date to complete and launch facility 1st October. Proposed sales budget of £10k (£3k net profit) for 12 months following. Costs agreed at £52.87 per month for facility with Barclays.
 - 5.3 TRF's 40th Anniversary
A pitch at the Tail End Show:- no details as yet
The Dirt Bike Show. A stand has been booked and paid for. Volunteers will be sought to set up and man the stand. A show of trail bikes through the last 40 years is still hoped for.
 - 5.5 PDF version of Trail
PDF file size reduction will make it easier to email, Adrian to discuss with Fred. £100 gateway cost supported and approved. Debbie agreed to liaise with Fred and take ownership to forward to relevant members.
A PDF version of Trail is available in Members area. An archive will be retained.
6. Appointment of Accountancy Services
Oxford Business Accountancy has been appointed and principal officers are receiving management accounts.

7. Rights of Way (Robin Hickin)
 - 7.1 Fortune vs. Wiltshire CC:- no update as yet
 - 7.2 The Sarn Helen 4:- case is ongoing, solicitors appointed, £1400 in fees paid so far.
 - 7.3 Sewstern Lane & Lincs CC:- The TTRO is in place with appropriate signage
 - 7.4 The Northern Situation
Has the TRF response the NYCC UCR document been submitted? Leo Krone is going to write a response on behalf of the NY LAF.
Slaley Forest Byway Management Plan:- Responses are being managed by Alan Kind and the relevant groups
Gorbeck Road: A permanent TRO has been proposed contrary to officer's recommendations. There will be a further opportunity to object

AOB

- AOB.1 CCPR Quality Standard Officer: availability issues means we no longer have time at present to continue working towards this standard.
- AOB.2 Insurance: a discount scheme is now available with Doodsons.
Member benefits are now shown on the website
- AOB.3 Regional rights of ways workshops: no dates as yet
- AOB.4 Website advertising
Agreed test rate of £150 for 3 months advertising on website (stats provided and supported by Adrian). Five advertisers are on effective "rolling banner equivalent" on the home page. Arnold will approve payment where relevant and Adrian to make live. Adrian will discuss with Graham Till following his request for standard rates. Test only at present with no link to Trail. Adrian will liaise with Simon and action website forum members taking over day-to-day IT requirements.
- AOB.5 Annual Membership
It is proposed to make TRF membership annual from the date of joining. A target date of 1st October to implement facility at a cost of £500 is proposed. Ad hoc research indicates this will generate over 100 new memberships as a potential benefit. Also addresses an issue with stepped payments and the bank.
- AOB.6 Advertising & PR
It is proposed a new advert to be designed and updated. An initial budget of £500 to start the process has been approved. The existing TBM ads will continue, but new adverts could be utilised for wider advertising purposes. A budget exists already and is shown within management accounts.
- 5.2 Matters arising from meetings prior to April 2010
 - 5.2.1 John Gardner will raise the idea of the Brian Thompson memorial bench with the next Northern region meeting.
 - 5.2.2 Robin has not been contacted by any local group requesting a copy of the latest edition of the Blue Book (of RoW law). Adam Hedley requested a copy, so Polly suggested that he purchase one and that he request a refund. Since we get a discount of about 30% for bulk purchase, Debbie will send an email to all group reps asking if they would like a copy.
 - 5.2.3 The public prosecution in the magistrate's court case for riding on Sarn Helen has been rescheduled for 26 August.
6. Rights of Way
 - 6.1 Derbyshire (Richard 'Jack' Hall asks to speak at the meeting)
 - PROWI was found by Jack, Ian MacPherson and John Ward in the year 2000. The connection with the TRF was kept quiet to make the organisation politically more acceptable.
 - At that time, there were only 3 byways in Derbyshire out of a total of 300 legitimate vehicular routes.
 - The group organised themselves and raised funding which was matched by the TRF. Subsequently they submitted 250 claims.
 - The CroW Act changed the use of green lanes and the evidence used to support that use. After NERC, their batch of claims was split into 2 groups making it even more difficult to succeed on about half the claims. The Winchester case put the pre-NERC claims in jeopardy too. In an attempt to placate the staff at the local records officer, the PROWI members had not copied the evidence held at the council offices. The majority of the claims were made in the name of one person and he started receiving requests, from Derbyshire County Council, for evidence on the lanes in March 2010. The deadline for the submission of evidence was July 2010, at which point any claim which had not received a response would be dropped by DCC.
 - PROWI obtained an extension and now have until October 2010 to gather the copies of the evidence. However, there is a prohibitive amount of work to do and the restrictions applied by DCC make it very expensive too. They were quoted £5000 for sub-contracting the task for 1 lane. They have found a researcher who is already working on other projects in the county archives, so he is able to reduce fees. DCC continues to make it more awkward to push through a successful claim.
 - PROWI has been a successful organisation and they have 18 byways out of the original 250 claims. The number of public inquiries is increasing, so far on 9 lanes and averages at 4 days per lane. Although Tim Stevens and Alan Kind have provided support at inquiries it is a significant burden for voluntary organisation. On the whole they have won every case, and they win on the moral high ground. Their work

has also set precedence for the whole country.

- In addition to claiming lanes, PROWI have also been involved locally in the TRO process. They have built up good relationships with the local councils and the Peak District National Park. Many of the LAFs in the area include PROWI representatives too.
 - PDVUG was created by PROWI because the RoW work load was too great for them to keep up with the public relations work.
 - PROWI started with a fund of £200. In the last 10 years they have raised £14,500 matched by local TRF and national TRF. Currently, there is about £2000 left in the bank. They have spent on average £50 per lane which does not include public inquiries costs. The 4x4 groups and PDVUG have yet to contribute any funds.
 - PROWI are struggling to get more people involved and the volunteers do not have time to keep everyone informed. Out of 250 local people a small handful are willing to help.
 - Don Oakly praised Jack for his presentation and managing PROWI so well. He asks that they are clear when they are acting on behalf of the TRF and when they are not. He notes that we are all concerned with protecting green lanes. He would also ask groups to share their experiences and best practices.
 - Andy said that the TRF will do everything it can to help PROWI.
- 6.2 'Stepping Forward' the Natural England report. (Requested by Adam Hedley, Cornwall)
<http://naturalengland.etraderstores.com/NaturalEnglandShop/NECR035>
The report contains some interesting proposals e.g.
- maintain the definitive map modifications cut-off date of 2026
- exempt some routes from the cut-off e.g. UCRs
- applicants should not be required to provide copies of evidence. It was pointed out that it was unfair to expect members of the public to provide copies of archive documents.
- written representations would alleviate the need for public inquiries and save money.
The report was commended to government as a whole and also re-commended to the new government. Some of the recommendations would require legislation and so will be subject to hi-jack. In the current financial climate, the government is not minded to act where it costs money. Any TRF member writing to the local authority regarding a PI should refer to the document. The public inquiry inspector can only consider points relevant to the application.
- 6.3 National monitoring service for TROs (requested by John Kitching, East Midlands)
- All TROs should be in the local papers and it is the only single source of information. Various statutory bodies receive notification and it depends on the type of TRO. There is very limited recourse to prevent temporary TRO.
 - Richard Hawker suggests using Google Earth to put a flag on any lane subject to a proposed TRO. Photographs along the route and attached to Google Earth could help members write informed objection letters.
 - Robin Hickin believes that local objection to proposed TROs carries more weight than any national objection. However, in the event of a lack of local objectors the TRF needs its members to object nationally.
 - Andy reminds all members to write to their local authorities asking to be informed on any proposed TROs. The TRF members should post any information on relevant TROs to all members via the TRF web-site. The officers need to address the areas where we don't have members.
 - Although many local authorities list TROs on their web-sites, they can be awkward to locate.
- Andy: proposes that the TRF has a national monitoring service for TROs
Passed: 1 objection and 1 abstention
Action: Robin Hickin to manage the implementation of a TRO monitoring service on the TRF's web-site.
The Wiltshire group can give information on their Wayfarer setup and experiences.
- 6.3.1 Automatic mailing
Automated emailing is available on the TRF web-site.
- 6.3.2 Objection templates etc.
- There is documentation available on the web-site detailing TROs and how to object to them. Dave Giles has written several excellent letters to his local authority and they show all the required details. However, they also show how difficult it is to write a template letter.
 - Dave Giles believes that the ordinary member should write TRO objection letters in their own way and it will be counted as 1 objection. He believes a template letter will be lumped together with all other similar letters and counted as one. Don Oakley has seen that local groups who get everyone to submit a letter, be it hand written, get their views taken on board.
 - Robin will be booking a workshop on TROs in October, possibly at the Black Country Museum.
- 6.4 Support for RoW workers (Stuart Bosworth, West Midlands) and the Warwickshire TRO where justification no longer relevant
- In 2000 a permanent vehicular TRO was made on a Warwickshire lane. The TRO was supported by a structural survey on a bridge.
 - Subsequently, Robin Hickin requested an exemption for motorcycles on the grounds that the weight of a motorcycle is the same or less than a horse. The structural survey indicated that the bridge could take up to

a ton. The local authority stalled on making a decision saying they needed to draft a TRO policy.

- The exemption was granted after Robin made a formal complaint to the ombudsman. However, after strong local objection on grounds of safety the exemption was not completed. The local council is worried that non-locals will use the route. It would appear that after taking all the available legal steps and getting the local authority to adhere to procedure, the local authority has still managed to avoid re-opening the route to motorcycles.
 - The Warwickshire TRF group want to know what step they can take next. They have contacted the TRF contractors and consequently, Alan Kind asked what specific point of law the group want to challenge. Robin Hickin believes that the local authority is in breach of section 130 of the highways act, where the council has a duty to assert and protect, because the original order was not relevant. Exempting motorcycles would be a variation to the original order and a variation does not have to be published. There is no government minister responsible for ensuring the local authority follows procedure. The local government ombudsman is the only government official with whom we can seek redress.
 - This is not the first time TRF members have used the recognized democratic processes only for the local authorities to ignore the outcome.
- Action: Robin will work with Stuart to present a case to Alan Kind.

7. Membership & PR Issues

7.1 Automatic renewals & 7.2 Rolling Annual Membership

- Don Oakley would like the TRF membership annual from joining date. The current membership database will cope with this and a brief survey showed that members would still be interested in joining.
- The TRF can offer payment via Direct Debit, instalments and PayPal from third party agency. The cost is 35p per transaction plus £35 per month. After discussion the executive agreed that a monthly subscription would be £4 per month i.e. £48 per year.
- Benefits could include a reduction in the number of members who don't renew because they can't pay the full year at New Year. Debbie is confident that the membership system will cope with stopping Trail when members fail to renew. There is already a mechanism for collecting donation, so these can continue.
- The member has to give the TRF notice to stop the direct debit. The TRF needs to send out a warning of renewal 2 months in advance of the renewal date. The TRF is the organisation which must write to the member's bank to stop the direct debit.

Proposal: Don Oakley proposes that membership is annual from date of joining.

Harry Nicholson seconded

Subject to agreement at the AGM

Carried by the Executive.

This will need to be agreed at the AGM because it is in the Memorandum & Articles.

7.3 Increasing membership

- There was a drop in renewals during February and March 2010.
- Groups can ask Debbie for a local membership list. Many groups use this to target people in their area who haven't renewed.
- Many people believe that the typical TRF member is an old man with a beard and a pipe. People have unrealistic expectations of what their membership fees can buy them.
- A number of the local groups are very successful at retaining members. These tend to be the ones like Devon and Manchester who organise frequent ride-outs and communicate openly with everyone in the trail riding community. Local groups should strive to avoid being cliquy. Where members fall out with their local group, they should still be encouraged to maintain their TRF membership and thus support the work of the organisation.
- The TRF should attempt to get advertising on all related web-sites. Simon Bingham asked Martin to get a quote from the UKGSers for advertising on their forum.
- Andy reiterated that the aim of the TRF is to protect green lanes. The social and ride-out side of the TRF is a consequence of bringing together people with a common purpose. If it weren't for the RoW work of TRF members the would be even less unsurfaced vehicular routes to use.

Actions:

- Andy asked Richard Simpson to publish our successes publicly to encourage members to maintain their subscription and attract new members.
- Andy asked Richard Simpson to promote the TRF with the new Adventure Magazine.
- Richard Simpson has some new images which he is going to publish
- Andy asked Richard to come up with a policy to re-energise the members and take into account the Devon model. Andy asks members to feed back their experiences to Richard.

7.4 Advertising policy/plan

- We spend £130 per month on the TBM advert
- We agreed a one-off cost to re-design the advert. The designer is getting back to Fred Ellison in the next few days. It would be nice if the adverts promoted the TRF's work.

8. Legal Services

8.1 A stated protocol and a case officer

8.2 Costs, expenses and limits

- In the last year, a number of high profile cases have come to court either by other parties or directly where they affect our members. Historically, we have treated these on an ad hoc basis. We realise that we need to treat these in a more organised fashion and the find suitable people to support the issues.
 - So far this year, £13000 (from the fighting fund) has been spent on 2 cases. Can the organisation take this cost year-on-year? Members demand that the TRF make a stand. This year, the fighting fund has only received £8000 in donations.
 - Stockdale Lane is a prosecution under road traffic act 1984 for riding on a bridleway. The actual status was undetermined; the CPS lost the case file, so the case was dropped. The official recommendation is now that it will not go to BOAT because of the Winchester effect. So we won the local battle, but not the war.
 - There were costs for the solicitor and our expert witness. Hopefully the TRF will get a partial award for these.
 - The Brecon Beacons National Park (BNPP) have a policy where vehicles are not appropriate in the park. Consequently, the park's rangers apprehend vehicular users and report them to the police.
 - There was a campaign of prosecution in October 09 and 12 people were summoned by the police.
 - Sarn Helen is a hard bedrock route, in South Wales, which is sustainable. It has been used by vehicles from the start, it is on the definitive map and statement as a RUPP, up to Nov 2007 POWYS considered that it has vehicular routes. POWYS is reviewing their routes but they have not yet published this. Many people have used Sarn Helen despite the local pressure to stop using it. Currently, there is a pending prosecution on 4 riders. Robin's opinion was that, since the offence is a section 34b "riding elsewhere than on a road" where there is an option to take a fixed penalty of £30 on the spot or with-in 28 days, the riders should pay the fine. Pleading guilty to this offence does not set a precedent and thus will not affect lanes in other parts of the country. However, the members from Kent said they didn't want to pay on principle. The police consider that this is a test case. When the TRF wins the case, the police will stop getting involved on this route.
 - We struggle to find a suitable solicitor to represent our members on RoW and highway prosecutions. In Wales, we were advised to use local solicitors for their local knowledge and contacts. However, after taking the case on, the local solicitor decided they had insufficient legal knowledge and advised engaging a barrister - which is costly. The TRF officers were apprehensive about spending large amounts when past cases in Yorkshire showed that the TRF was able to resolve the issues.
 - The TRF has developed relationships with a couple of barristers and solicitors. They know the TRF and what we are trying to achieve. Our in-house expert has a personal relationship with these people.
 - Members can't insure themselves against breaking the law.
 - Do we retain solicitors who can work on our behalf and pay for this service? Given our recent successes, is the current ad hoc process adequate? How will it stand up as the management team of the TRF changes?
 - Any solicitor retained by the TRF cannot be engaged by an opposite party.
- Proposal: Dave Giles proposes that we ask Alan Kind if he is willing to act as an intermediary, if he says yes then we engage him under contract.
Seconded by Keith
Carried, all in favour.
Actions:
- Members give Robin the names of any sympathetic and knowledgeable solicitors.
 - Andy to ask Alan Kind to act as the TRF intermediary

9. Other Officer Reports

9.1 Dave Giles: LARA

- The LARA forum is up and running. LARA is short of money and its principal officer is working only 1 day per work. Dave believes that the TRF regions should make some further contribution to LARA and the local TRF groups could support LARA by joining the forum
- Mark Holland asks how successful the ACU has been since splitting from LARA. The ACU have decided to lobby government on their own account. They still publish a list of "off-road" events and they have retained the service of Alan Kind on an ad hoc basis. The TRF consider their attitude to be very selfish.
- The MCIA was the other large organisation which left LARA.
- The countryside stewardship scheme is changing to the higher level stewardship scheme. The change in funding to the land owner could have a detrimental effect on the holding of sporting events on private land.

10. Date of Next Meeting

9.1 AGM : Sunday 10 October 2010 at Gaydon

9.2 Executive (January 23 2011)

Swingarm Bearing Replacement

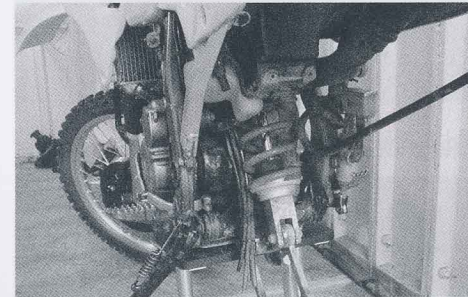
A Walkthrough Guide

I won't tell you how to remove the swingarm, if that's a problem you may be best leaving this job to a dealer.

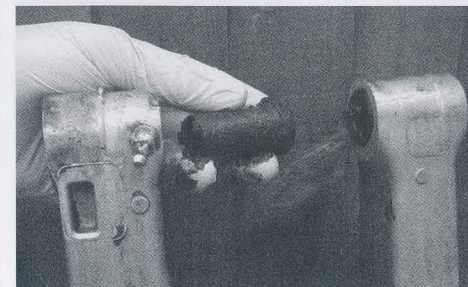
I left the linkages on (as the linkage bearings had been replaced earlier).

If the pivot shaft is tight be careful not to peen the threads over when knocking it out because if you do the shaft won't pass through the bearings/spacers.

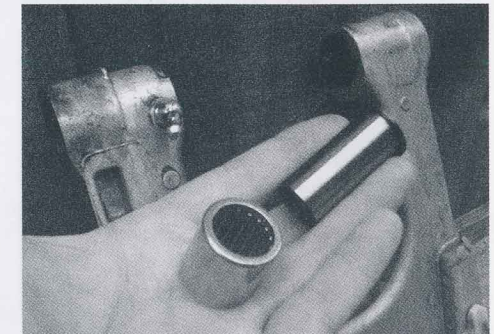
I just backed the nut off a few turns & hit it with a copper hammer to get it moving - came out OK.



Once the swingarm was off it was apparent where the problem was, one side was black grease, the other was rusty brown.



The pivot shaft just runs through a bush & this bush sits inside the roller bearing. All the wear was on the outside face of the bush & the rollers.

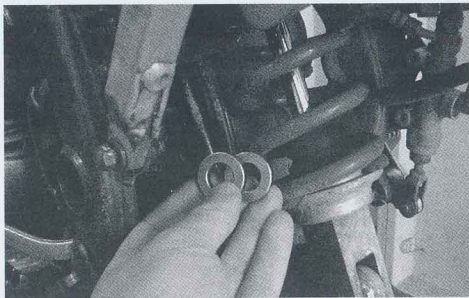


Here's the new kit, All Balls part No. 28-1047 - about £45.

Those 2 thick gold washers actually go into the engine casing, the rest go into the swingarm.



Just about see where these go, I left these as the pivot shaft was a good fit through the engine with no movement at all.



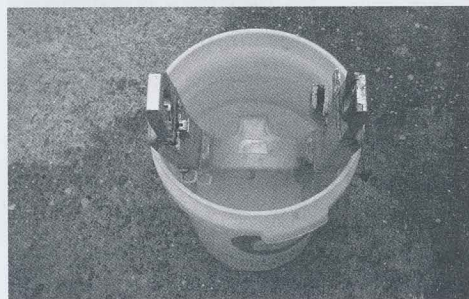
OK, now the fun part - getting the bearings out. There's a few ways to go about this, here's what I did.

Straight away I attempted to go right in & just attack the bearings with a hammer & drift - No way - too tight.

This method worked for me:

Fill a bucket up with hot water & put the swingarm in.

You may think that's not going to get it very hot but believe me when you take it out you can't hold it for long without it burning.



Find a suitable sized washer/socket large enough to cover the roller bearing but small enough to pass through the swingarm (dimensions supplied later).

I found a thick washer just perfect for the job. (shown here against the old bearing).



Once I got the swingarm out of the water, quickly support the base with something to act as an anvil & drive the bearing out.

Came out quite easy.



Clean everything up & pop the new bearings in the freezer.

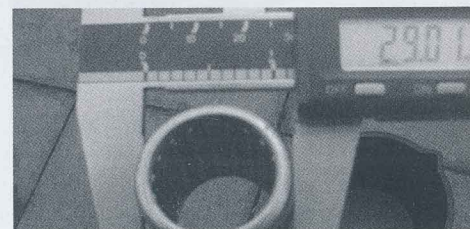
Here are some dimensions for a suitable 'driver'.



Old bearing ambient temperature.



New bearing just out of the freezer.



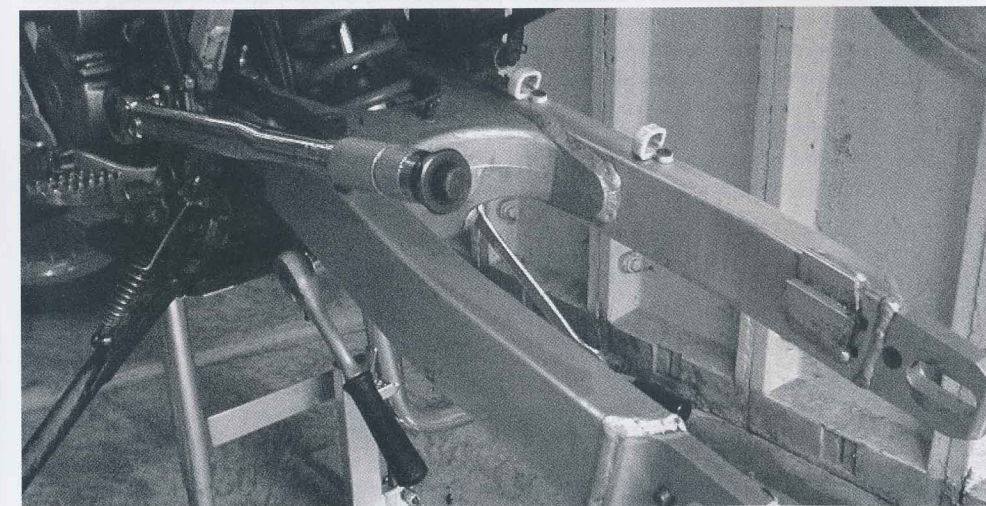
Cold bearing/hot swingarm - goes in a treat Anvil, washer, punch.



Fit the bearings with the writing to the outside.



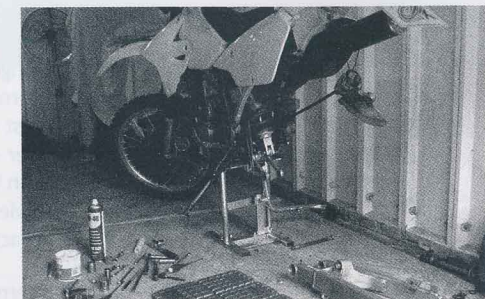
Taking my time, plenty of coffee breaks & with no problems easy done in 4 hours.



Grease everything up, push in the seals & spacers. I put the shaft back in to check everything was lined up OK & was rotating freely.



Clean the area it's going into.



Refit & torque everything up.

Phil Taylor

Byways & Bridleways Trust

Press Release

A Simple 'Templating' System for Path Orders Would Save Thousands of Pounds.

The Byways and Bridleways Trust Calls for Urgent Action.

The incredible network of public footpaths, bridleways and byways in England and Wales is a tremendous benefit to the nation's health and heritage. Just like the NHS, Armed Forces, and Education it costs money to run, but there is no excuse for wasting taxpayers' money when saving it is easy to do.

Every week local authorities across England and Wales send out dozens of notices and orders concerning the recording and management of public footpaths, bridleways and byways. These notices and orders must comply with standard forms set out in Statutory Instruments, but every week a number of orders are badly drafted. Mostly the errors are small and have little adverse impact on the right of way to which the order relates, but the Trust estimates (from first-hand knowledge) that on average each week there are two orders so badly drafted that they attract objections from the public.

Enquiries of colleagues in local government is that the cost of remedying one defective order (whether by the making of a new order, or through the Secretary of State correcting the defective one) is £1,500. At two a week, the cost to the taxpayer of putting right careless errors is over a quarter of a million of Her Majesty's good English pounds.

There is a simple solution available: the provision of one central source (website) from where any authority intending to make an order can draw down a template and advice notes (much like Her Majesty's Revenue and Customs provides) thereby reducing considerably the risk of inadvertent error.

The Trust wrote to defra asking that this system be implemented quickly, both to reduce the needless workload on councils, the public, users' organisations and land managers, and to save this huge waste of taxpayers' money.

defra has declined to take the lead on this, insisting that it is a task for the currently moribund Rights of Way Review Committee. This is simply shuffling off the problem to someone else, and will not deliver a solution in any reasonable time, if at all.

The Trust calls upon the Secretary of State to appoint a senior civil servant to make the change happen. No more excuses.

For more, please contact our Editor - editor@bbtrust.org.uk



Friday evening saw the campsite filling up with riders and their families, from all over the country. The change of venue proved an outstanding success with a Pub/B&B/Restaurant on the doorstep, providing all our needs, in a beautiful, tranquil setting. Not to mention the live band entertainment on the Saturday evening when the place was heaving. The weather was also kind: warm, light winds with occasional showers.

Run leaders were plentiful after a three line whip and the promise of a free TRF Tee shirt and full English breakfast.

Rachel was far too generous with the food, riders were having difficulty mounting their bikes after they had finished their breakfasts.

Fortunately the logistics of feeding eighty people at 7.30 proved difficult so we were slightly late setting off on our various runs. At least it gave the sausages (2), beans (half a tin), bacon (three rashers), mushrooms (loads), tomatoes (two), toast, scrambled eggs and all the coffee or tea you could drink time to go down a bit further. All for £6 a head.

Poor young Pete, who distributed the breakfasts, worked his butt off, I swear he was two inches shorter by the time he had finished running from the kitchen to the dining rooms, with all those meals.

Eight group leaders, lined up in the field, at morning assembly, took on board up to six riders each and set off in three directions.

I had a group of five, in the tourist class and headed to Scarborough via Rosedale.

Exiting Rosedale head I spotted a pristine, white, BMW 1200 GS. The rider had a yellow luminous vest on and was talking to another motorcyclist at the side of the road. I thought Police! I waved as I passed, not dwelling too long on the details. At the second gate in Northdale I looked back and saw "the yellow vest" talking to the group at the first gate so I waited for him to arrive. It turned out to be a Netherlander (preferred title: not Dutch). Josh, (later to be referred to as Vincent van Bike) was an engineer, in his early fifties, on a tour of Britain. He asked if he could tag along since he was also going to Scarborough.

He had done some off-roading during a ten year stint in Oman. I will know when to quit he said, I do not want to drop this bike, it is too heavy. It was loaded with full luggage and a tent.

I said meet us at the top of Rosedale Bank on the Egton Road and I will lead you on some easy, stone, roads and grass lanes to Scarborough.

I introduced him to some local cuisine, homemade steak pie and the equally

delectable Chicken and Mushroom pies at Ford the Butchers in Glaisdale. Nothing like your supermarket pies with nothing but coloured gravy and the occasional lump of grizzle, these pies are world beaters, packed full of real meat. We all had a good chinwag while I took in a pint of the nectar (full cream, milky, milk to you). Then it was off across Stapes Moor, Brown Howe Road arriving in time to catch sight of two steam trains leaving Leversham Station.

Blackdale was an easy ride, in the dry conditions, as were the forest tracks down to West Ayton where we fuelled up and headed for the coast.

Josh took the road to Hackness while we did Cockrah House which is difficult for a Trail bike with its downhill, off camber and greasy surface running alongside a fifty foot drop through the trees, if you get it wrong.

We met up again in Hackness and rode the forest track round Broxa then backtracked to pick up the lanes across Harwood Dale.

I told Josh the next lanes were far too difficult for his 1200. He said he was delighted with the lanes we had covered, in fact, he said it was the highlight of his visit and he took up our invitation to join us back at our campsite in Farndale, after he had visited Scarborough and Whitby.

By the time we had worked our way across the Forest in Harwood Dale, ridden the lanes across to Sneaton, the lads were ready for an ice cream and drinks at Beacon Farm.

Only Dunn Bogs left I said. Oh! No! Not Dunn Bogs was the cry.

It's OK, they have dried out, for the first time in ten years that I can think of.

After half an hours break, basking in the sunshine, some of us were starting to seize up.

As predicted, the Whitby lanes were easy and we made a fast exit back to Farndale via Lealhome Rigg, Oakley Walls and Westerdale, arriving at the campsite at five thirty. Brilliant ride, good company.

Harry 1 and I were staying in the B&B accommodation at The Feversham Arms so after a shower I went to the campsite to see if Josh had arrived. No worries there, he was well established, chatting up some of the girls, can of beer in hand.

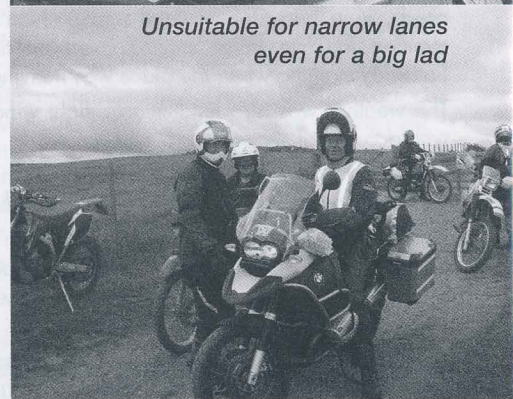
We are eating at seven if you would like to join us



Morning Assembly



Our happy bunch with Harry's new Husky



Unsuitable for narrow lanes even for a big lad



Unsuitable for towing it starts to weave at 60mph plus...

over in the pub, which is what Josh did.

Josh was a really interesting guy, who worked for BP, had travelled all over the world and had some interesting tales to tell. This cultural exchange highlighted the similarity of our everyday concerns (Grumpy oldish men, sprung to mind) and our mutual interest in motorcycling.

Needless to say his English was far better than our Dutch.

Josh said he was heading South the next day to see the Humber Bridge so we presented him with a TRF tee-shirt as a reminder of his brief encounter. He was over the moon and left a happy man.

No major incidences were reported from the runs. Danny was unfortunate enough to break a bone in his hand as he trapped his hand in the hand guard in a slow speed get off at a gate. Hope it heals quickly Danny.

Saturday night included a prize draw, with more prizes than we had ever had before.

Many thanks to Keith and Paul for organising the draw and all those who donated the prizes. Over £300 was raised for Club funds, thanks to those who bought tickets.

Special thanks to the seven year old girl, with a fantastically loud, voice, who helped relay the numbers to the three rooms that held the ticket

holders.

After the draw, the rock band performed until midnight, then they brought out their acoustic guitars for an after hours session.

The more sensitive of us retired early before "grievous bodily harm of the earholes" started to set in, round about eleven thirty.

Sunday dawned, the cocks crowed and the smell of bacon wafted up from the kitchens. Another beautiful day.

All the runs went to plan, those who had done the southern lanes on the Saturday headed for the northern lanes and vice versa.

We hope to be back at Farndale for next year if Rachel and Richard, of the Feversham Arms, are willing to host us again.

A big thank you to Danny and Richard Dodds and his family for the majority of the organisation.

Thanks also for the visitors who supported this weekend and the run leaders without whom the event could not have taken place.

Keep your eyes peeled for next years event, to be advertised in Trail, and get your name down early, it will again be limited to fifty riders.

Happy trail riding
John Robinson T&NYTRF Group

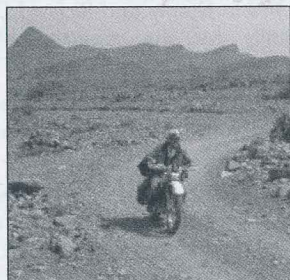




is proud to announce the return of

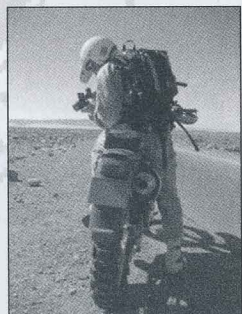
Austin Vince – Friday 12.11.10

Austin Vince, member of Mondo Enduro, advisor to Ewan McGregor and Charley Boorman, and round-the-world motorcycle adventurer, will be returning to Devon TRF on **Friday the 12th of November 2010** to share in his own inimitable way his experiences of navigating the globe on two wheels.



Starting at **8pm**, this event will be held at the **Dolphin Hotel**, Station Road, Dolphin Square, Bovey Tracey, Devon, TQ13 9AL, and is **open to members and non-members** of the TRF. Cost per person is just **£5***, **over 18's only**.

Austin's events are informative, hilarious and very popular – book early to avoid disappointment! Austin will also be bringing with him a selection of books & DVDs for autograph and sale.



**Tickets to be booked in advance: payments to Debbie Hutchinson, Devon TRF, Marcliff, Bakers Hill, Exeter, Devon, EX2 9TE, quoting Austin Vince event. Cheques payable to "Devon TRF Group". Enclose SAE if receipt required. We expect this evening presentation to be popular with both members and non-members and therefore have a maximum capacity of 100 places. Updates will be available in the monthly Devon TRF newsletter, our web site and the Devon TRF Infoline (see below).*

Please visit www.trfdevon.org.uk and www.mondoenduro.com for more details of this and other upcoming events!

Check the Devon TRF Infoline for changes on **07890 643084**

Each event raises funds to support the Group's rights of way work.

Flyer 3 2010

Head Bearing Replacement

A Walkthrough Guide

New bearings/seals - £29.99.

Slacken the top yolk nut off first before getting it up on the stand, remove wheel/forks & support bars.



I honestly thought the hardest part was going to be removing the bottom bearing from the stem but that came off quite easily. The trickiest bit was knocking the outer races out. I had to constantly re-dress the punches as the hardened race easily put a round edge to the punch & it kept slipping off.

Nice feeling once the race moved enough to get a good purchase on it.

Bearings out.



Not attractive.



I thought the oil in the frame was melting the grease because I would get grease ooze out the bottom onto the yolk.

I now know why this was happening - this is the condition of the seal as it dropped out.



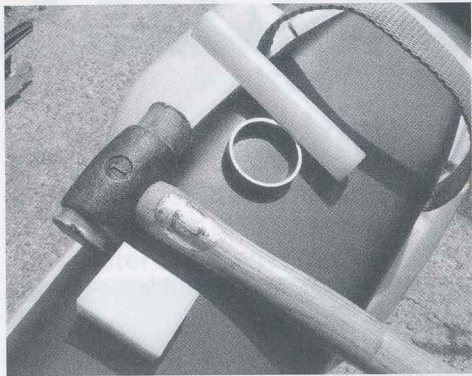
Doing this little job just reinforced why I dislike letting other people do work for me.

Here's the condition of the top bearing - note the punch marks where the last monkey knocked it into the frame.

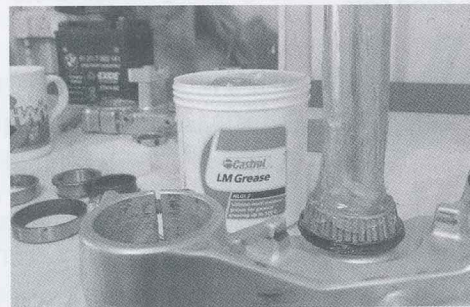
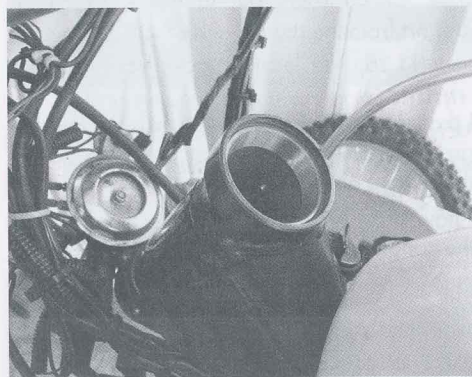
Can't really see it in this photo but the race was distorted enough to effect the rollers.



New races straight out of the freezer & here's what I used to knock the them in. I used the old inner race to knock them home flush.

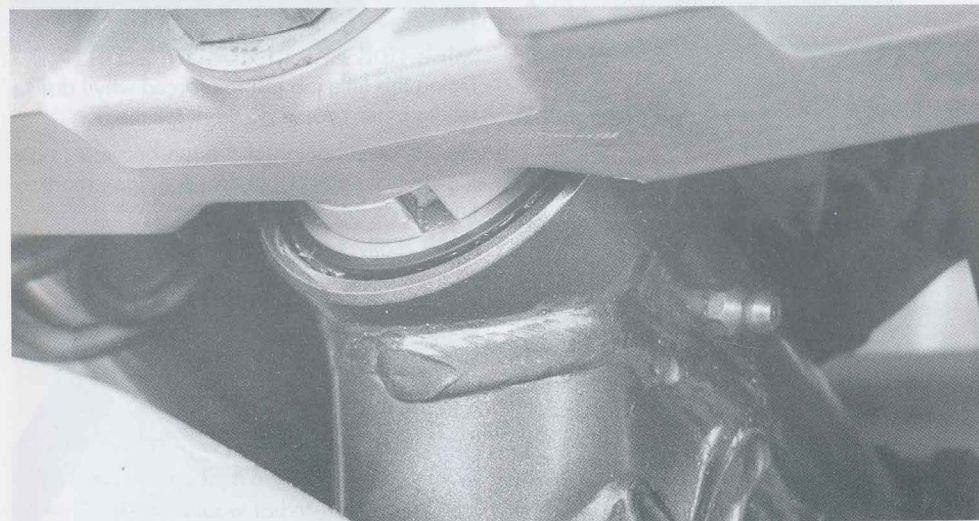


Bearing packed with grease (pushed in from the bottom with the palm of my hand until I could see it coming out of the top) & seal fitted before knocking on the bottom bearing.



All done, just need to put a few miles on it & finally adjust the bearings again.

Phil Taylor



POSTBAG

DEVILS ADVOCATE

I have been involved with the Derbyshire and South Yorks TRF for a few years now and have always tried to do my bit to help support the hard work and effort that has gone into the ongoing work into protecting our right to use the network of old carriage roads that we **all** enjoy.

As we all know full well, time costs money, and although we as volunteers are prepared to do what we do for the greater good of all, for some this is not the case as they expect (and rightly so) payment for services rendered. Unfortunately because of the current situation we have in the Peak district and the political pressure that has forced the authorities involved to dismiss all the current claims wherever possible this has inevitably led to the call for more donations from all the user groups in this area to keep the ongoing work, to protect the claims, financially viable.

Another direct result of this political pressure has also resulted in the need for more volunteer time in researching the additional material and evidence required to support the claims, in particular going to the records office and visual lane surveys and reports.

Now this is where the "Devils advocate" title will become apparent. As a committed TRF member who realises the need for more volunteers, I attended a PROWI meeting where ALL user groups that have shown an interest in this area were asked to attend as the information and requests for help from all the groups are going to be vital in the ongoing

fight to keep the claims alive. In this meeting it was becoming more and more apparent that it is only members of the TRF that have been involved in the majority of the work that has been required to gather the evidence and also in raising the funds needed.

I know the TRF is fighting to keep the routes open for all users but in this area where support from the drivers of 4x4 vehicles is very poor to say the least. I know from my own personal experience of attending and giving user evidence at 2 recent public enquiries that it was only TRF membership who were prepared to stand and be counted, so do we now as motorcyclists stand on our own to ensure that we can continue to use the routes with width and weight restrictions in place. As all of the major routes that we all use are going to be subject to TRO proposals and as one of the major reasons being damage to the surface would this not make sense? In my opinion it does not seem right that we in the TRF are paying for, in time and effort, the right of other users to use these routes without an equal contribution (time and money) into the work involved in keeping the claims "Live".

What do you think as motorcyclists about the above?

How as 4x4 users do you feel about the lack of support and response from fellow drivers?

What do you think would happen if all the volunteers who have helped process the DMMO applications for the benefit of all user groups decided to give it all up because of the lack of support! What would happen then to

legal status of the routes and who would pick up the fight?

Should we pay someone to act on our behalf to liaise with the order making authorities?

Should we pay for someone to do the research and obtain the evidence needed to support the claims?

Where and who should the funding come from?

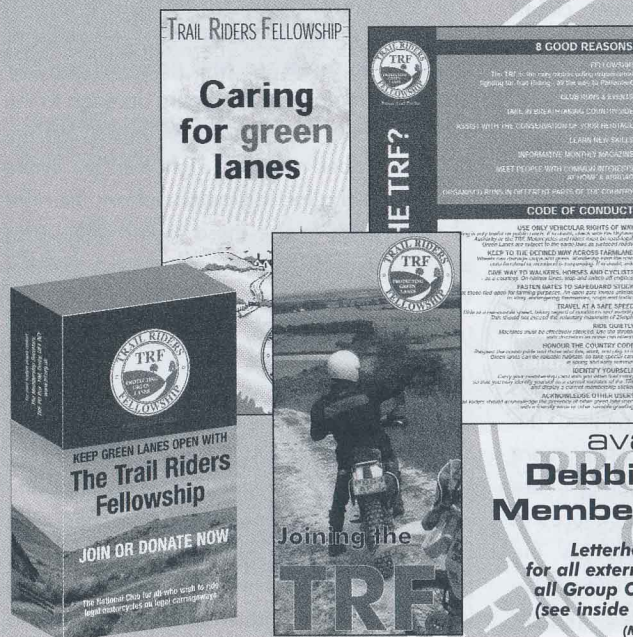
Already we are in a minority group and we are making ourselves smaller by not being prepared to become actively involved. We have a responsibility as user groups and the membership within these groups to look for a

way forward into getting the order making authority to fairly manage our network. **NOT** to take it away from us in an unhindered way by manipulating the already unfairly biased legislation.

Will anyone with an opinion on how we can keep these routes open and how best we can motivate and encourage more people, user groups and businesses that profit from our recreational activity to become actively involved, please get in touch, don't be shy this topic needs your input.

Mick Ellison
Derbyshire and South Yorks TRF

TRF LEAFLETS & DISPENSERS



available from
Debbie Hutchinson,
Membership Secretary

Letterheads and Compliment Slips
for all external correspondence available to
all Group Officers from Fred Ellison, Editor
(see inside front cover for contact details).

(Membership number required)

MEMBERS CLASSIFIEDS

YAMAHA TTR 250 Feb 1999, sound condition throughout. Well maintained, rear swinging suspension, rebushed parts cost of £300, new sprockets & chain. £850 lain on 07768 415311.

KTM 300 EXCE '07, 12 mths tax & MOT. Some useful extras, new bearings, chain, sprockets, fork, service, mousses. Steady over 50's rider. £2800. **Beta Alp 200** Suzuki engine '03, some extras, road or trail tyres. £1250. Tel: 07790 396877.

YAMAHA WR250F 2005 Excellent order & done less than 10,000 kms. Taxed until end of June & new MOT. £2100. Tel: 01208 881128.

YAMAHA TTR250 '04. Good condition, MOT, on SORN. Barkbuster, handguards, tool bag, good MT21s. New rear wheel bearings, fork seals & battery. £1750. **Trail Bike Magazine back issues 1-163**, 1-150 in binders, bookshelf clearance, proceeds to TRF Fighting Fund. £120 Tel: 01625 613600 (Cheshire).

SUZUKI DR250 Djebel 1998, 17,500 miles, T&T, March 2011, rack, topbox, electric &

kickstart, heated bars, £650 ono. Tel: 07912 024919 (Uxbridge, London).

HONDA CRM 250AR 1999. Just serviced/ T&T. New front rim & tyres. Recent pads, handguards. TBM says "Finest Trailbike ever". Good used cond. £1500 ono. Tel: 01926 491567.

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: www.radnor-revivals.co.uk or telephone 01597 840308 for a brochure and information.

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

DISPLAY ADVERTISING

Black & White	Colour
1/4 Page £36	1/4 Page £72
1/2 Page £66	1/2 Page £132
Full Page £110	Full Page £248

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, Waiting 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 Doug Jaram, Tel: 01482 659516/07950 415223 2nd Tues, 8pm, Bay Horse Inn, Market Weighon, York YO43 3AN.

ESSEX Cliff Eves, Tel: 07515 330423 2nd Wed, The Cross Keys, The Green, Hatfield Peverel, Essex CM3 2JQ.

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 1st 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: 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 Noble, 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, Nescol 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 Christian James, Tel: 01446 410073 1st Thurs, 8pm, Ty Nant Inn, Morgansdown, Nr Radyr CF15 8LB.

SOUTH WEST WALES Last Tues, Corner House Pub, Commercial Street, Ystalyfera, Swansea.

SUFFOLK Richard May, Tel: 01787 374073 1st Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SUSSEX Julian Flack, Tel: 01306 740586 1st 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, 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.

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