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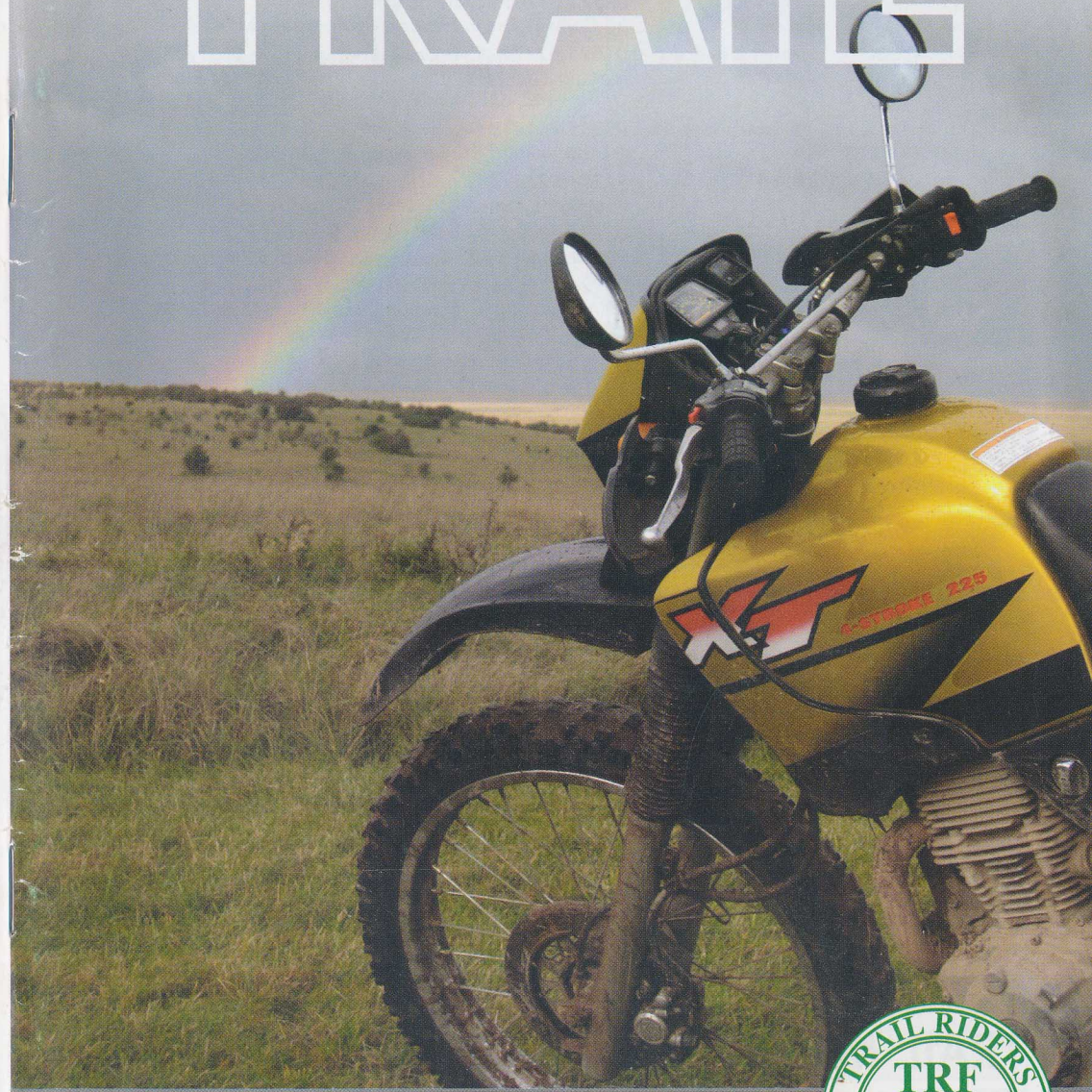
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TRAIL



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

MARCH 2011 No. 391 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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STATIONERY & LEAFLETS

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

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TRAIL MAGAZINE ADVERTISING

Display Ads: For Advertising Rates please contact Fred Ellison, 01254 823893 editor@trf.org.uk

Members Classifieds: FREE OF CHARGE Enclose membership number.

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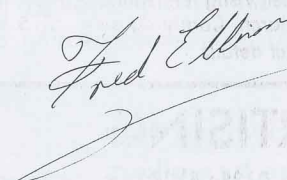
To keep your magazine interesting we need:

- RUN REPORTS
- RIGHTS OF WAY
- NOTICES
- BIKE & RIDING GEAR WRITE UPS
- COVER PHOTOS
- YOUR VIEWS ON TRAIL RIDING RELATED TOPICS

Copy Deadline is the 1st Tuesday of the Month.

Although we will always try our best to include any RoW or other important items, this cannot be guaranteed.

Thanks in Anticipation,



Trail Editor

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WANTED:

RUN REPORTS
RIGHTS OF WAY ISSUES
LONG TERM REVIEWS
PRODUCTS OR BIKES
COVER PICTURES
or anything you feel would be interesting

COVER PHOTO:

From Sean Comber, Loddon Vale TRF.

COPY DEADLINE:
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All contributions to THE EDITOR
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Moor Lane, Wiswell, Clitheroe
BB7 9DG editor@trf.org.uk

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••• PRESS RELEASE •••

THE TRF IS READY TO RUMBLE!

The Trail Riders Fellowship Ltd has got off to the best possible start to the New Year, with new membership numbers up by 28 per cent. And the TRF, which protects the rights of motorcyclists to use unsurfaced roads in England and Wales, has already pledged £50,000 to protect lanes under threat from hostile legal actions in 2011.

An appearance on BBC TV's Countryfile show late last year led to a surge of interest in the organisation, which promotes

responsible motorcycling in the countryside.

Chairman Andy Gerrard reports: "With paid membership growing daily and an additional generous flow of cash into our fighting fund from well-wishers, the TRF is now better-equipped than ever to face the challenge of keeping rights of way open for all to enjoy. We will continue to work with our colleagues in the various motoring, walking and equestrian groups to this end."

TRF PLEDGES MORE THAN £50,000 FOR RoW WORK THIS YEAR

At the recent national Executive meeting Andy Gerrard, TRF Chairman, stated that over the next year the organisation will spend at least £1000 per week researching, claiming and defending our rights to access the countryside.

Other users should be reminded that:

A footpath is only for use by walkers

A Bridleway is only for use by horses, cyclists and walkers

A Byway is for everyone to use



PROTECTING GREEN

Membership Director Report

Renewals are still slowly trickling through. We ended 2010 with 3,391 members, which was 101 less than the previous year, approx 3% down and all things considered is probably better than originally anticipated due to the financial restraints many have incurred this last year.

Membership was made up as follows as at the end of 2010:

Single: 2880, Joint: 338,
Complimentary: 11,
Honorary: 10, Life: 152

As at 18th February there were 1315 members from 2010 who have not yet renewed.

Rolling Membership

Was launched on 1st December (a month later than previously advised). The figures indicate that this was the right decision made earlier in the year, as since being launched new members are up compared to last year.

Dec 2010	91	Dec 2009	65
Jan 2011	152	Jan 2010	120
Feb 2011	85	Feb 10	71

(to 18/2/11)

Membership in General

A full breakdown of the membership can be found http://www.trf.org.uk/members-area/documents/cat_view/46-trf-files/108-membership-figures.html

My plans for the year ahead

• My main brief for 2011 is to increase the membership by 25% (increase membership to around 4,300).

As we only advertise currently in TBM, and without incurring additional advertising costs, we can only achieve this with the help of the membership. Members speaking with their local bike shops and enquiring if they would be happy to display some 'joining' leaflets to help promote the TRF would be a great starting point. A full selection of display material is available as advertised in TRAIL.

Remember for each new member who joins via your local group meeting you could earn your group £5.00 per new member - if you'd like more information regarding this please let me know (at the moment we only have one group who take advantage of this scheme).

- Look at re-producing/re-vamping the handbook.
- Turn the shop into a multi million pound fighting fund business!!
- Continue to liaise with groups as and when required and deal with mailings relating to RoW.

If you have any membership queries please drop me an email at memsec@trf.org.uk

Debbie Hutchinson

TRAIL PDF

As most of you will be aware we have for the last couple of years asked the question on the renewal form, if you'd be happy to receive TRAIL by way of a PDF file, for the 200 of you who have said yes then this will be your last printed copy of TRAIL, you can of course change your mind at any time by emailing memsec@trf.org.uk to change your preference.

To those who renewed online and didn't get the opportunity to 'tick the little box' and are also happy to receive TRAIL in this way, please email memsec@trf.org.uk to change your preference.

NOTICE BOARD

SAVE OUR FORESTS PETITION

You may wish to sign the petition to save the forests owned by The Forestry Commission from sell off. Various forests give access for enduros, m/c trials and mountain biking.

<http://www.38degrees.org.uk/page/s/save-our-forests#petition>

Dave Loney

FORTHCOMING EVENTS

TRF Executive Meeting: 22nd May.

Legal Challenge & TRO Dissemination Event: May or June 2011.

TRF AGM: October 16th provisionally.

Devon TRF:

2nd & 3rd April 2011 - Teign to Tamar: Contact Debbie Hutchinson debbiehutchy@btinternet.com or 07966 438907 for more information.

3rd June - 5th June 2011 - The Adventure Travel Film Festival. See page 19 for further details.

17th July 2011 - Hazelwood Farm. See page 22 for further details.

West Midlands TRF: all details on the WMTRF Forum

15th - 17th April 2011 - Isle of Man Run.

20th April - An evening with Austin Vince.

10th - 12th June - South Hams Camp & Ride Weekend

Exmoor Forest Ride Day:

17th April 2011. Email mark@bagborough.co.uk for an entry form.

2011 BMF Show Dates:

14 & 15th May 2011 - BMF Show - Peterborough Showground.

11 & 12th June 2011 - Look out for announcements of the venue.

9 & 10th July 2011 - Border Union Showground, Kelso, Scotland.

10 & 11th July 2011 - Lincolnshire Showground, Lincoln.

Wiltshire TRF Wessex Wanderer Weekend 2011:

21st & 22nd May 2011. See page 21, February's TRAIL for entry form and details.

Northumbria TRF: Bikes, Bevies & Banter 2011

4th and 5th June 2011. Ring Neil on 07939 038180 or Nic on 07931 838587 for further information.

Trail ride for the Mentally Handicapped

Saturday 25th June 2011. 13:00 hrs at Gwyddon Forest, Abercarn, South Wales.

Charity Trial

Sunday 26th June 2011. 10:30 hrs at Gwyddon Forest, Abercarn, South Wales.

MAKE SURE YOUR EVENT IS LISTED

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

RoW REPORT

TRF are pursuing two cases in the High Court, actions against the what we believe is the illegal imposition of a TRO on a route obstructed by the Land Owner. After ten years of trying to get the ROAD (UCR) reopen to the public Warwickshire County Council (WCC) in it's misguided wisdom to approve a permanent TRO preventing use by motorised vehicles on the 15th November 2010 (passed at committee 20/10/2010).

We have presented papers to the High Court and listed no less than ten grounds against WCC in their handling of this case and the political interference by an elected member. This came to light when Freedoms of Information requests were finally sent to objectors the day before the meeting to approve the TRO after almost six months of pressure to obtain them.

We anticipate a positive outcome to this High Court Action but as with most things this can not be guaranteed.

The second case is one of map size accompanying a DMMO application in Dorset. This has to do with the technical aspect of how 1:25,000 is interpreted in the scale of maps and the use of digital mapping to provide maps of this scale. This issue has already been challenged through the order making process, when Dorset County Council (DCC) proposed that the application was non-compliant as a result of map scale. A subsequent appeal to GONE as was, has not been satisfactorily settled up to now. At this time we have received a response from DCC and one of those notorious opposers to vehicular use has joined DCC to fight the case.

Other issues:

1) Walna Scar DMMO

A new order has been proposed by LDNPA for Walna Scar after the Quashing of the Boat order by the High Court late last year. The quashing of the order came as a result of a legal challenge to the Planning Inspectorates handling of the PI and subsequent conclusion of status. This challenge was made by PHILIP GRAHAM PLUMBE, Crondall House, Crondall Road, Crookham Village, Fleet, Hampshire GU51 5SY.

High Court of Justice Quashing Order case no. CO/8586/2010 was published on 12th August 2010 which left the Authority with no option than to make a new order.

2) Legal Challenge & TRO dissemination event, May or June 2011

As a result of the experience gained through the legal challenges currently initiated by the TRF and others from anti vehicular bodies it is thought that some form of dissemination of the lessons learnt and some procedural guidance be offered to members. This is so that we, (members of the TRF), are better prepared to mount challenges to unjust actions of LA's and others in the courts to ensure that the public's rights and the rights of our members and the public are protected and upheld. Date and venue to be notified in April edition of Trail but if you are interested and want to pre register your intention to attend then email row@trf.org.uk. We will also hold alongside this an introductory event to ROW for group ROW officers and those interested in becoming involved in ROW issues in their area.

Robin Hickin

UCR'S

CASE REPORT

A Milestone Judgement

Fortunes, Ayres & Heselden v. Wiltshire Council and Taylor Wimpey.

Claim number 6BS30497. Approved judgment handed down on 12 October 2010. HH Judge McCahill QC. [Over four months after the judgment was handed down, it has not yet appeared on BAIIII, despite numerous enquiries and requests. The neutral citation is therefore not known.]

This was a case with enormous implications for highway authorities and the public's rights over 'unclassified roads', and has yielded a judgment 351 pages long, with what appears to be a reasonably straightforward outcome. Had the claimants (Mr Fortune and others) succeeded, then the result would probably have been the loss of public motor vehicular rights over all, or almost all, unsealed unclassified roads in England and Wales. The evidence put in was large in volume and very wide-ranging. This report looks only at the 'list of streets' issues. So far as we know (at 24 February 2011) there has not been any application directly to the Court of Appeal for leave to appeal against this decision.

Rowden Lane lies on the southwest fringe of Chippenham and can be found on Ordnance Survey Landranger map 173, running from a junction with the A4 at GR 909725, and running southeastwards towards Rowden Manor. The lane starts as a minor tarmac road, mostly serving houses, and becomes a bridleway (formerly

a RUPP) further along. For what it is now worth, this bridleway was found to have been a public vehicular road, and part of a longer through route.

The claimants are householders who live on Rowden Lane, Chippenham. Taylor Wimpey (a property development company) was granted planning permission to build 138 houses adjacent to Rowden Lane, and the status of the road was a major factor in the viability of the development, and this status gave rise to the issues before the Judge. The action sought to establish whether:

1. Rowden Lane is only a bridleway.
2. Rowden Lane is a public vehicular road, and,
3. If so, is it publicly repairable?
4. How wide is the highway right in Rowden Lane? Is it confined to the metalled portion, or does it extend 'hedge to hedge'?
5. If Rowden Lane is or was a public road with vehicular rights, has s.67 of the Natural Environment and Rural Communities Act 2006 (NERCA)

operated to strip away any public rights?

It was common ground between the parties that Rowden Lane was and is on a list held by Wiltshire Council, but the claimants argued that this list was not in the form required by s.36(6) of the Highways Act 1980, and as a consequence any public right of way with mechanically propelled vehicles had been stripped away by s.67 of NERCA.

For the purposes of the claim, Rowden Lane was described in sections A, B, C & D, starting from the A4 end. Section A, about 70 metres in length, was described by the claimants' expert Professor Williamson as, "... maintained as a public road by the local authority. It has the appearance of a suburban street, with pavements, kerbing and street lights." After a site visit the Judge 'agreed and adopted that assessment'. The claimants asserted that section A was only a bridleway.

Section B of Rowden Lane is about 400 metres long, metalled, with grass verges bounded by hedges or walls of the properties fronting or backing on to the road. At the end of section B is a cattle grid, followed by sections C and D, which have a less well-made surface. Section C was formerly a road used as a public path (RUPP) and was reclassified into its current bridleway status under the Special Review provisions. Wiltshire Council adduced what the Judge called a "mass of historical evidence", together with user evidence up to 2002, and oral evidence of modern vehicular user of Rowden Lane. The date 2002 is significant as this is when the word 'private' was painted on to the road at the junction of sections A and B.

Judge McCahill considered what is, for most observers of the case, the key issue: have public rights for mechanically propelled vehicles been extinguished by NERCA 2006? He looked at the

Winchester case. The claimants had argued that none of the 'lists of streets' held by, and put forward by, Wiltshire Council meet the actual requirements of s.36(6) of the Highways Act 1980, and therefore are not good to engage the exception to presumptive extinguishment provided in s.67(2)(b) of NERCA 2006.

The Judge noted [paragraph 1028] that, "between 1 April 1974 and 1994, [Wiltshire Council's] records of highways maintainable or maintained at public expense were held in different ways. Some consisted of plans or maps, while others comprised lists of highways." [Paragraph 1029] "Rowden Lane was shown in a book of maps, kept up to date by [Wiltshire Council] ... There was a key to those highway records ..." [Paragraph 1030] "The legend to that key showed different colours for different rights of way e.g. 'Highway (Classified roads)' 'Public highway (Unclassified roads and paths)' ..." [Paragraph 1031] "Owing to its length, Rowden Lane was shown on two of these maps, coloured as a 'Public highway (unclassified road and paths)'."

[Paragraph 1033] "In 1994 [Wiltshire Council] decided to create a computerised highway database ..." [Paragraph 1036] "The information on the database included, for each road, its numerical road type, its name or description, its database unique reference, operational area, road number, section number, whether maintainable or maintained at public expense or not, classification according to a code of practice, urban speed limit of 40mph or less, and its eastern and northern coordinates for start and finish points."

This information was also made available to the public in spreadsheet form via Wiltshire Council's website. Judge McCahill then considered whether the map, the database, or the website, can be a s.36(6) 'list' for the

purposes of s.67(2) of NERCA. Wiltshire Council asserted that the database was and is 'in writing' and is 'available for inspection by the public.' The Judge noted [paragraph 1052] "Such was the importance of this issue to the parties that counsel asked me to resolve it, even if I reached the conclusion that there was no public vehicular highway on ... Rowden Lane."

The Judge looked at the background and purpose of NERCA in considerable detail and said [paragraph 1073] "This analysis of the role and purpose of ss.66 and 67 NERCA leads me to conclude that s.67(2) NERCA should not be given a restrictive interpretation. On the contrary, Parliament having extinguished certain public vehicular rights of way merely because they were not shown on a definitive map, on which many of them simply could not be recorded, a purposive interpretation should be given to the exceptions, especially when the burden of proof is cast upon the person seeking to establish that a particular unrecorded vehicular right of way has not been extinguished. Moreover, it seems to me appropriate that, if NERCA starts from the premise of abolishing such a wide category of vehicular highways (and beyond the mischief at which the Act was directed, namely unrecorded BOATs), the exceptions to this extinguishment should not, in the absence of clear and compelling language to the contrary, be construed narrowly."

[Paragraph 1074] "Nevertheless, given the blanket extinguishment of so many public motor vehicular rights of way, and the limited number of exceptions, it is important, to know with some degree of clarity, whether a vehicular right of way has been extinguished or not."

The Judge then turned again to the Winchester case to consider whether the

strict compliance requirements held necessary for a definitive map modification order can be carried across into s.67(2)(b) of NERCA. He held [paragraph 1101] "Accordingly, I do not regard Winchester as underpinning a principle of wider applicability, namely that unless there is strict compliance with an exception contained in s.67(2) then the public right of way for mechanically propelled vehicles in question is extinguished. It is necessary to look at the terms of each exception in the context of the underlying purpose of the legislation." Next came the essential characteristics of a s.36(6) list, and at the characteristics of Wiltshire Council's list, and what it provides to the public. Mr Laurence QC had advanced the argument that unless the list of streets contained all the highways maintainable at public expense (including public paths), then it could not be a list for the purposes of s.36(6). If this argument succeeded, it would destroy the s.36(6) validity of just about every list of streets in England and Wales. The Judge then set out five reasons why Wiltshire Council's database constitutes a s.36(6) list for the purposes of s.67(2)(b) of NERCA. These two extracts are (perhaps) the most compelling:

- [Paragraph 1119, reason 4] "However, where the starting point is that any public vehicular highway not recorded on the definitive map is extinguished, it seems wrong to construe an exception based upon the entry of a highway on a s.36(6) list (compiled for a completely different statutory purpose) so strictly as to render it inapplicable merely because minor highways are omitted from that list. Whilst I accept this is not in logic a complete answer, it certainly fortifies my view that, as a matter of construction, there is nothing in s.67 which requires me to give to a s.36(6) list the narrow interpretation advanced by Mr Laurence."

- [Paragraph 1119, reason 5] "In my judgment it is the availability of a publicly available list of highways which is the reason for the exception. The Act sought to eliminate unrecorded byways open to all traffic, but saved from extinction a way which was otherwise recorded on a public document required by statute to be kept. Because of the relative mismatch of purpose between the object to be achieved by NERCA and the specific s.36(6) exception, I am inclined very strongly against a narrow interpretation of the exception, having regard to the purpose of the legislation and the purpose for which the s.36(6) list was required to be kept."

[Paragraph 1126] "All parties accept that a s.36(6) list must be in writing." [Paragraph 1128] "S.5 of, and Schedule 1 to, the Interpretation Act 1978 define 'writing', unless a contrary intention appears, as follows: 'Writing' includes typing, printing, lithography, photography and all other modes of representing or reproducing words in a visible form, and expressions referring to writing are construed accordingly." [Paragraph 1129] "This is not an exhaustive definition of what 'writing' means."

[Paragraph 1131] "NERCA 2006 is a modern statute to be construed against a background which includes the existence of modern technology ... I would regard words and data recorded in a computer language on a computer hard-drive as being written ... I see nothing in the statutory definition which precludes an intermediate process producing the image or document containing the words."

[Paragraph 1134] "I find as a fact, on the balance of probabilities, and hold as a matter of law, that [Wiltshire Council's] Exor database of highways maintained at public expense, which can be rendered visible to the public either by printing off a copy of it

or by displaying it on a computer screen, constitutes a list in writing for the purposes of ... the Highways Act 1980 and s.67 NERCA 2006."

[Paragraph 1148] "I agree with Mr Laurence that the highway authority can only have one qualifying definitive and master s.36(6) list at any one time ... This does not, however, preclude multiple originals of the list if in identical form to the master list."

The Judge then considered whether Wiltshire Council's books of maps of maintainable highways (known internally as the 'Burgundy Books') can be a 'list' for the purposes of s.36(6). Mr Laurence had argued six points against, starting with "A book of coloured maps is not a 'list' in writing of streets maintainable at public expense." Judge McCahill held [paragraph 1157] "In my judgment, the Burgundy Books also purport to be a list of highways maintainable at public expense. They contain both major and minor highways, and their purpose is self evident. The Burgundy Books may need correction and the legend may need clarification, but subject to the qualifications I have expressed above, my provisional view would be to regard the Burgundy Books also as constituting a qualifying s.36(6) list."

Judge McCahill concluded the issue of the width and status of Rowden Lane in paragraph 1161: "I am satisfied, on the balance of probabilities, that sections A and B of Rowden Lane have, for hundreds of years, been a full vehicular highway across its entire width measured from hedge to hedge. This status is not affected by the provisions of the Natural Environment and Rural Communities Act 2006, and, in particular, s.67 thereof."

Alan Kind, LARA

MAKE YOUR TRF GROUP THRIVE...

There continues to be a huge discrepancy between the performance of TRF groups across England and Wales. Devon Group leads the way in terms of membership and activity, and while this is in part down to the wealth of riding opportunity in the area, it is also worth noting that the group has embraced the internet with its own website, and is welcoming to new members who are consistently engaged not just with riding opportunities but also with other activities including lane clearing etc.

Some other groups could do far more to engage with trail riders in their areas.

Here are some ideas:

- Put TRF leaflets, over stamped with local contact details, in appropriate motorcycle shops.
- Engage guest speakers, and promote their presence at your club night as a recruitment opportunity. Before and after your guest speaker's 'turn' include messages about the TRF in your welcome and thanks. Point out to the road bike riders that they could be next in terms of the 'Quiet Roads Initiative' and the introduction of urbanisation into the countryside including one-way systems in villages and 20 mph limits on all C roads.
- Welcome potential new members, rather than hiding the maps. Rather than launching into personal criticism of them, explain what the TRF does and the environment that it operates in.

- Engage with the new members: organise rides for novices and/or big trail bikes. But make it plain from the start that the TRF is more than a riding club. Engage them with a local issue, even if it means virtually writing a letter for them to 'top and tail' and get them involved in horse events, research or lane maintenance.
- Away days or holidays riding out of area or even abroad play a significant role in retaining members year after year.
- Avoid cliques: the 'chosen few' or 'club within a club' are fatal to the health and growth of a TRF group.

In summary

PROMOTE your group.

WELCOME prospective new members.

ENGAGE with new members: don't let them think even for a moment the TRF is for people who 'just want to ride'.

MAINTAIN involvement in the group with a variety of tasks and activities through the year.

SHARE tasks, expertise, and responsibilities. Positions within the group such as chairman or RoW officer should be rotated to develop skills and experience in depth through the group. This will consolidate knowledge and make the group less vulnerable to the loss of a key person.

Richard Simpson

... AND HOW THEY DO IT IN GLOUCESTER

Gloucester distribute a 'Welcome' to new/prospective members of their group.

Welcome to the Gloucester TRF

The Trail Riders Fellowship is a national organisation that was founded in 1970 with the aim of keeping the unsurfaced road network of England and Wales open for responsible motorcyclists to use. The Gloucester Group of the TRF was established in 1972 to give the organisation a local voice.

Greenlaning in Gloucestershire

There are a wide variety of unsurfaced roads in Gloucestershire and the surrounding area: reflecting the local geography and history. You will find everything from wide Roman roads that can be ridden using a large 'adventure' bike to steep drover's routes and greenways that provide a real challenge to the lightweight trail or enduro bikes that most of us run.

Until 2006, there were three types of unsurfaced rights of way that were open to trailriders in the county: Byway Open to All Traffic (BOAT), Unclassified County Road (UCR) and Road Used as a Public Path (RUPP). Around half of the routes we used were RUPPs. The passage of the Natural Environment and Rural Communities Act during the year abolished RUPPs, reclassifying them as Restricted Byways (RB) and in many cases extinguishing their vehicular rights.

As a result there are now only around 100 or so significant lanes left in Gloucestershire with established vehicular rights, and it is the job of the Gloucester TRF to protect these rights, and where possible restore them on the routes that we have lost.

Where you come in

Gloucester TRF welcomes responsible motorcyclists. Our members are happy to introduce riders of quiet, road-legal machines to the county's surviving network of green lanes. Unlicensed riders, illegal bikes and loud exhaust systems are not welcome, as their presence on Gloucestershire's green lanes is a significant justification for further restrictions of our right to ride. The TRF's Code of Conduct is observed on our rides and we ask all participants to respect it.

Great days out

Members of Gloucester TRF regularly organise away days and holidays, in locations ranging from Wiltshire to France.

Meetings

Gloucester TRF meets on the first Wednesday of every month at the Wagon Works (Winget) Club in Tuffley Park, which is off Tuffley Avenue in Gloucester. It is free to join the Gloucester Group if you are a member of the TRF. We can help you mark up your maps, get you up to speed with local and national issues, and offer advice on all aspects of trail riding.

Lane maintenance

Gloucester TRF respects the rural environment and the people who live and work in it. Every Autumn we tackle a 'problem' lane: perhaps one where hedges or woodland have encroached and made it difficult to use. We carry out this work in conjunction with other user groups and at a time when it will not harm local wildlife.

Horse events

Gloucester TRF is a major player in the equestrian world, as our members provide mobile support at a large number of important horse events in and around the county. Taking part in these events raises money for the work of the group in keeping rights of way open for all and demonstrates to the public that responsibly-riden motorcycles mix well with other countryside users.

The TRF works at two main types of horse event: horse trials and endurance.

At horse trials the TRF team circulate around the jumps on the cross-country course, collecting score-cards and returning them to a central point. The relatively easy terrain makes score-collecting an ideal introduction to trail riding: however an eye has to be kept out for competitors' horses, which are circulating the course at race speed.

Endurance events involve setting out in several small teams of two or three riders to mark up a route through woods, park and farmland, which can be up to 100 miles long in total. The route is re-riden and checked just before the event starts, and the TRF members remain

on hand for the duration of the event to deal with incidents that can range from course markers disappearing to horses getting lost in the woods, and then demark the course immediately after the last horse has passed.

The horse event season runs from March to October, and Gloucester TRF is active most weekends during this time, with new riders always welcome.

Campaigning

Gloucester TRF is engaged with local and national Government in the campaign to protect our green roads for all to use. We ask all our members to get involved in this: and activities range from writing letters to politicians and officials, to attending meetings and inquiries. There are a large number of expert campaigners within the group, and plenty of help is given.

Joining

Just come along to one of our meetings and we will make you welcome. If you can't make a meeting then contact a member on one of the numbers given below.

Richard Simpson

WWW.TRF.ORG.UK

TRF WEBSITE & FORUM

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

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

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Byways & Bridleways Trust Press Release

Electric Personal Vehicles on Bridleways and Footpaths

The Byways and Bridleways Trust urges caution and consideration before the law is changed.

Lord McColl of Dulwich has introduced a Private Members Bill in the House of Lords – the Electric Personal Vehicles (Use on Highways) Bill – which sets out to change the law so that 'self-balancing electric personal vehicles' can lawfully be used on footways (pavements) footpaths, bridleways, and restricted byways, without any driving licence of insurance requirements.

The Byways and Bridleways Trust is very concerned because this Bill contains no power restriction on these vehicles, and no requirement that drivers should have to give way to walkers and horse riders, as pedal cyclists already must on public bridleways.

There will be no offence of careless driving or dangerous driving for inconsiderate or dangerous driving of these machines.

Modern motor and battery technology already makes possible the 'souping up' of electrically assisted pedal cycles (although such machine would not be lawful to use on the road without registration and many other requirements) so that they are

capable of high speeds and able to traverse rough ground.

The Trust are all for improving rights of way, but like the forest sell-off, has this actually been thought through? As it stands it could open the door to the sort of anti social behaviour that was behind some of the draconian measures introduced under the Natural Environment and Rural Communities Act.

The Trust calls on the Secretary of State for Environment, Food and Rural Affairs to intervene and ensure that this Bill does not pass into law without proper consultation and extensive safeguards for the existing, and vulnerable, users of footpaths, footways, and bridleways.

Contact Alan Kind, Editor of Byway and Bridleway (the Journal of the Byways and Bridleways Trust) for more information, on editor@bbtrust.org.uk

Subscribe to the Trust's journal, Byway & Bridleway, for current interpretations of statute and latest information on all byway & bridleway topics. www.bbtrust.org.uk

Byways & Bridleways Trust

The Easy Way to Premix Your Oil

All you two smoke guys, are you sick of guessing your oil quantities at petrol stations, or confused with all the measuring methods you have seen? Here's a foolproof and clean method.

1. Get one of those new squeeze bottles you get sauce in. They have a clever 'non drip' rubbery nozzle and a cap. I think Heinz do a sauce bottle, but I have found the Branston Brown Sauce bottle to be a good size (and the oil hasn't rotted the seal either).

2. Empty out the sauce and wash and dry the bottle.

3. Double check your mix ratio, and find an accurate way of dispensing one litre's worth. We have a local farmer's shop which sells large syringes for a few pence.

For mine (50:1) = 50 litres of Petrol to 1 Litre of oil.

So divide by fifty = 1 Litre of Petrol to .02 Litres of oil, x 1000cc = 20cc of oil per litre.

4. Dispense one measure into the bottle and mark the oil level on the bottle, a CD pen works great.

5. Dispense a second measure into the bottle and mark the new oil level on the bottle, continue doing this until the bottle is full. Put the cap on the bottle.

6. OK, you now have your measures, but the marks won't survive the trails, so get a sharp

pointed knife (like a scalpel or Stanley knife) and (using the blade sideways) scratch along the line. These scratches will soon fill with muck and stay very visible.

7. Now to fill up. Estimate how many litres you may need and minus one. Remove the petrol cap, flip the cap on your oil bottle and turn it upside down, (the oil doesn't run out!). From the current oil level, count down your estimated number of measures you need and hold your thumb on that line.

8. Squeeze / pump the oil into the tank until the level reaches your thumb (you can miscount this way).

9. Now fill up with petrol, this way the force of the petrol pump mixes the oil rather than adding after filling and shaking the bike violently. Check the amount of litres on the petrol pump and top up the oil if you need a bit more.

10. Before you close the lid on the oil bottle, squeeze a bit of air out so it's under a bit of vacuum, this way if the day warms up, it won't expand and ooze oil in your bag.

This all sounds a bit complicated when written out, but it's a breeze once you have done it a couple of times. Or get a four Stroke!

Happy trails,
Miff (Graham, NY & Teesside)

Mor Rocks Oh!!

AF- RI-Caaa rang out 24/7.

Bands, Snake charmers with Cobras, monkeys, sellers of everything you could think of. We sat in a rooftop cafe drinking in the atmosphere.

The souks are where you need the guide. A myriad of narrow streets with no reference points and very little natural light. The craftsmanship on display was amazing whether you wanted something in metal, wood, leather, cloth or antiques from around Africa, there was a shop for everyone. One shop displayed old cameras from the early nineteen hundred to the present time, another tribal masks. The variety was unbelievable. A shopper's Paradise!!

For lunch we went to a Restaurant: Palais Chahramane. This was a Palace of outstanding beauty, in the midst of squalor, replete with local musicians, all designed to remove the lower half of your wallet, at least in Moroccan terms. At £30 a head for a three course lunch, the experience was well worth it and that's coming from a Yorkshireman.

We met our motorcycle tour guides, Sal (driver and logistics), Chez (leader and mechanic), Keith (sweeper, draughted in after the boss, Ian, broke his collar bone and had to fly back to the UK to have it reset) and got kitted out at Redtread Towers and jumped aboard our Honda CRX 450s.

Harry emerged from the dressing room to cries of derision, from the rest of the group, wearing his Moroccan sporran. He had

found the sheepskin saddle cover, "guaranteed" to soften the ride, on the internet. It certainly broke the ice and guaranteed some wry comments over the next few days.

Two of the party of nine failed to make the flight from Holland, even though their bags arrived OK. They became known as the "Non-flying Dutchmen" from that moment on. A day and a £180 taxi ride later, they joined the group, a Scot, a Belgian and five Anglaises, at Zagora.

The first day was a gentle but dusty ride down the Palmeries, through numerous villages to Zagora.

One bike dropped a valve and Chez (no problemo) worked like a Trojan to replace the valve before we launched into the wilderness and stony piste of the interior on our way to Merzouga the next day.

Harry enjoyed giving out pens and writing pads to the numerous children who appeared out of nowhere everytime we took a break. Of course you can not do enough for these children but at least we provided a brush with humanity, that may have brightened their lives, for a while.

Most of the people in the interior were scratching out an existence, in this barren and arid land. Artisan wells and "dry river beds" provided the only source of water, for the splash of green, that allowed the growing of crops in these isolated communities.

You have to be there to appreciate just how vast the space is across these plains. You can

fly along at sixty and not seem to make any progress towards the horizon, then the mountains will appear and grow before your eyes. We would ride a few hundred yards apart to allow the dust to either settle or blow away. Just like on the Paris Dakar, riders were strung out in a line, each creating a plume of dust, to mark their presence.

In the middle of nowhere there was always an "Oasis" Cafe to provide a lunch stop.

The only downside was eggs. I nearly called this the Oeuf Tour. The most common language being French, then Berber, then Arabic.



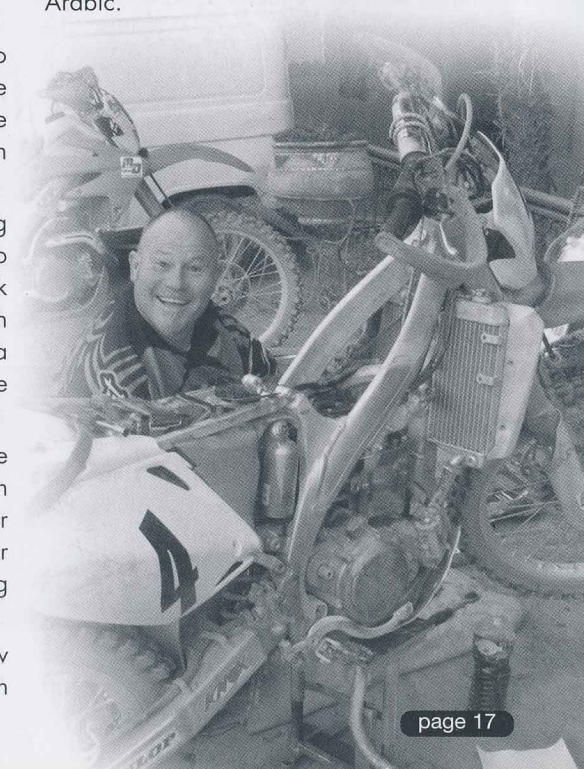
Flying into Marrakech is an experience in itself but the four hour minibus ride, over the Atlas mountains to Ouarzazate, via the Tizin-Tichka at 7000 foot, was greeted with awe and queasiness, in equal proportions.

There is an option of a two stage flight into Ouarzazate - depends if you like take offs and landings.

Harry 1 and I spent a day in the Imperial City as tourists, before joining Redtread: Morocco on their five day, off-road, desert break.

We hired a guide from our Hotel: The Atlas Ansi, an excellent hotel near the airport and all the attractions. His name was Mostafa Dafar, a local man who took us round the sights and, as is usual, all his relatives' shops, in the Souks. Highly informative and unpestered by other "sellers", who are everywhere you turn. Mostafa is on the official tourist guide list. www.Marrakechtouristguide or mostafadafar@hotmail.fr for personal terms.

The main square at Djemma el Fna was buzzing. All life was there and the sounds of





Every lunch it was eggs in one form or another and salad. If I never see an egg again I will be happy i.e. for Spam read eggs in Morocco.

The consolation was the hotels and the evening meals, they were very good, usually a buffet choice of Lamb, Beef or Chicken plus local, in season, vegetables, sanitised to a certain extent for the Western palate. The real Moroccan dishes, full of spices, are served in the local restaurants.

We arrived at Merzouga at dusk. A magical time when the normally pale dunes took on a golden, orange glow. The highlight of the tour for me.

On day three we headed across the piste towards Tazzarine.

The Enduro boys soon disappeared into the landscape leaving only a cloud of dust behind. Some were there just for the ride.

Harry and I were there to take in the scenery in a more leisurely fashion.

You could have ridden a thousand motorcycles abreast on this piste and failed to make an impression. Fortunately as I funnelled into the lunch stop, aiming for an outcrop, that you could make out on the horizon, I spotted something in an outcrop

of small dunes. It turned out to be one of the other riders. He had crashed out, was badly winded and did not know whether it was Easter or Christmas. He was lucky I spotted him because Harry and I were at least a quarter of a mile apart when we passed him. Just shows you need a "Buddy system" in the outback. No one was looking out for this guy, except me, as it happened. The TRF ethic coming out.

Once the 4x4 had arrived, some twenty minutes later, he had recovered enough to travel so we got him to the café and then to the Hotel. Next day he had made a remarkable recovery, just bruised ribs and a wrist tweak.

Day four we headed for the 7000 foot mountain track of the Tizi-Tazazert. A rocky climb, with spectacular views, to the café at the summit.

The local drink (nicknamed Berber Whiskey: this being a non-alcohol Country) was a brown liquid, tasting of sugar. An acquired taste!! As was the mint tea.

The descent from the mountain was awesome, with the snowcapped Atlas, in the background and the everchanging rock formations, in the foreground. We weaved our way through the hills and into a dry river bed for a tricky ride to the tarmac and the Hotel in Boumaine Dades.

Drums were beating. Berber Women were howling out a greeting as we arrived at the Hotel ending with a rousing chorus of AF-RI-Caaarr.

Great atmosphere. This Hotel had a Jacuzzi and a Massage Parlour, just the place for Hairy Bikers after a hard day in the saddle.

At eight o'clock seventeen KTM riders arrived at the Hotel. A party of Germans. What a torrid time they had experienced. They set off

from Marrakech at eight in the morning, got onto the piste and it started to tank down. Baked hard, the water level rose quickly and the ground turned to red mud, just like a stage on the Paris - Dakar had, a few years before. There was no grip, the mud was baking on the radiators and the fork seals went on eleven of the bikes. Oil contaminated the front brakes and they had to travel the rest of the journey to Boumaine Dades by road, over the Atlas Mountains. 230 miles. They were not happy bunnies.

When I left the party early, for bed, someone asked Harry where I was. He replied that I had gone to set fire to the KTMs.

By that time they all knew my opinion of the "Orange Tide" as a weapon of choice. Only kidding!!

The final day saw us ride across an undulating landscape with lots of small washout, zed bends and gorges back to

Ouarzazate.

Overall, a trip to suit everyone. They saved the difficult terrain until last, when we were, at least, within a day's drive of a hospital, which seemed a good idea.

One dropped valve, four impact punctures, a faulty valve, several minor offs from the speed merchants and a good time was had by all.

I was looking forward to the drive back across the Atlas Mountains but with about two thousand bends and a rough road surface, the journey was endured by a couple of the guys, rather than enjoyed. Still the flight was smooth and we arrived at Manchester to be greeted by a miserable, drab, dank day.

Blighty don't you love it.

Happy Trail Riding wherever you are.

John Robinson T&NYTRF Group



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From Friday 3rd June to Sunday 5th June 2011

An opportunity to come and meet like minded individuals to 'chew the cud', share your biking and travelling experiences and enjoy the social aspect of the TRF. It is hoped to be an annual and social weekend that will be fun for all the family, in addition to the activities* available at Knapp House, the film making workshops* and fantastic showing of some amazing travel adventure films, members of the Devon TRF will be available, if you want to bring your bike, to take small groups out for a run* around the beautiful lanes of North Devon. Limited number of places available and must be booked and paid prior to arrival.

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£48.00 Includes entry to all films on Saturday and Sunday, camping on Saturday night and **INCLUDES** half board meals (dinner on Saturday night and breakfast on Sunday morning).

(Breakfast and an evening meal are available on site but must be booked at the time of making your booking. Alternatively, you can self-cater on site or do the rounds of the local eateries.)

To book your place for this inaugural event complete the booking form & post (or email if paying by card) to: Debbie Hutchinson, TRF/Film Festival, Marcliff, Bakers Hill, Exeter, EX2 9TE (Please be sure to return your booking form well in advance of the weekend to avoid disappointment and allow for your booking confirmation to be returned with directions.)

If you'd like more information please email debbiehutchy@btinternet.com or call 07966 438907 (emailed preferred)

* charges apply

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I wish to book onto one of the session workshops as highlighted below (session time will be advised nearer the time)

1. Camera work - ten simple rules to raise your game.	
2. Cameras Galore - sooooo many makes, which one to choose? We know, we'll tell you!	
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4. Directing - Produce documentaries not home movies, it's simple when you know 'the code'	
5. Shooting an interview - Three steps to perfectly capturing that local character.	
6. Super 8 - Under-rated and under- used, everything a money shot.	
7. Editing - If you can edit, you can direct and shoot. Vital session!	
8. Blogging on the road - Five tips to keeping it all posted 'on the run'	
9. Narrative - Taking your film to the next level.	
10. Helmet cams and minicams - all the rage but over-used, find out when and why.	

Each session is an hour-and-a-half, costs £20 .00 per person, equipment is provided & groups will be no bigger than ten students

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If booking for a 'ride out' you will be asked prior to the ride to sign a disclaimer that you are fit, healthy and your bike is road legal

Sam Manicom

"From Tortillas to Totems"

Book review by Steve Taylor

Joined by his partner Birgit, this is the fourth book in the series and final part of Sam's epic journey around the planet. "Tortillas to Totems", documents the awesome expanse that is North America.

Picking up the story where "Distant Suns" finished up, the book picks up the thread in the developing Mexico and includes a very well documented account of the ancient Mayan civilisation, then travels through into the mighty, so you might expect, giant that is La'merica.

Having previously read a couple of his offering, I quickly found myself once again at ease with the narrative, Sam naturally drifts back and forth between factual information and his personal take on both the historic and the political. But the overwhelming fact remains that this is a motorcycle adventure and I find Sam's personal ramblings and thoughts informative and acceptable but by no means over oppressive.

Via The Sea Of Cortez is Baja California, an amazing peninsular just attached to Mexico, the journey then crosses into the new world, a land of milk and honey, or so you might think. Due to an in built British propensity to bash all that is the USofA, I would have expected a certain amount of anxiety and excitement with crossing the border, and indeed this did come out through the pages.

Without giving too much away, I wanted Sam and Birgit to be both appalled but overwhelmed and surprised with America.

Other than a few touristic transit journeys, I've not been, but I do have a longstanding desire to witness and understand this giant of a continent. The book has only encouraged the desire.

Being pretty much an, "off the beaten track as long as it's not far from a nice hotel" sort of traveller, I expected a certain amount of guilt due to my cultural ignorance. After all, a tourist trip from the safety of the air conditioned bus barely compares with real travel, although I did once get totally blown away actually walking two feet on the ground around Mombasa in Kenya, (escorted of course)!

Sam surprised me; he seems very open and respectful to travellers full stop, regardless of how much or how little the budget may be. As a result, Sam's attitude to my travel class put me at ease with the book and may even have encouraged a little more thought to go into my future travel plans.

As the push on north continues with a few unexpected detours to the east and back, the ever present need to save, and make money, sees the art of free camping refined to perfection. Extended breaks and return visits to canyon vineyards employ other skills along the way, and as the weather turns cooler food needs to be protected from black, brown and grizzly bears, and the body protected from the glacial temperatures. The pair climb to dizzy height on the bikes and visit both the landmark tourist sites along with other spectacular

places found along the way by sticking to the basic principal of exploring everything.

In short this book is recommended, in fact all four books are recommended. They make essential reading for both motorcyclist and traveller alike. You don't have to travel as Sam does or even take the same route, But to acknowledge a little of his method and reasoning you might just push your own boundaries and find yourself in a better place for trying.

"Tortillas To Totems motorcycling Mexico the United States and Canada sidetracked by the unexpected". By Sam Manicom with Birgit Schunemann, is published by Sam Manicom and is available at www.sam-manicom.com

It's supposed to be easy isn't it?

"After all, the USA and Canada are first world and full of things far too familiar. Mexico though, that's a bit of a different ball

game, surely. The thing is, you have to add a "disaster magnet" and a small feisty German girl into the equation. Combine them with the culture shock of heading into North America from more than 6 years of motorcycling through third and second worlds, and you have the makings of an unexpected adventure.

And what was that about budget? Surely that's going to go straight out of the window! You just can't travel North America on the cheap. Can you...? Oh, and what was that someone said about 'off the beaten track'?

Sam's "Tortillas to Totems" talk is full of canyons, cowboys, idyllic beaches, bears, mountains, Californian vineyards, gun-toting policemen with grudges, glaciers, dodgy border crossings, an off road embarrassing moment or two, and some of the most stunning open roads that a traveller could ever wish to see".

Steve Taylor, Devon.



THE FORUM

The Place to air your views and encourage lively debate.

THEFT OF BIKE

Regarding the theft of my beloved trail bike.

Trouble is that I have no garage and have to leave my bike on the street. The insurance company Aviva would not pay for the U lock or the disk lock which were cut off. (And paid miserably for the bike and also knocked off £200 for the excess.)

Since both can be cut with an angle grinder that does not seem to be the answer and just a nuisance to put on and off.

Maybe a Thatcham approved immobiliser and alarm. But that costs about £350 (professionally fitted essential) and I would not spend that unless the insurance company covered it. I'm asking if they will.

What are your thoughts?

Gordon Dalgarno

PENSIONER SUBSCRIPTION JANUARY TRAIL

It turned out that there was an oversight regarding the pensioner discount, this was easily checked.

Thus sending my £35, if S.P. had done this he could have become a harbinger for common sense and saved his breath "literally speaking". :~)

Ron Pranglen, Loddon Vale

RIDER SKILLS EVENT

The Safer Roads Partnership in West Mercia are organising a Rider Skills Day on 8 May at the Worcester Warriors Rugby Ground at Sixways in Worcester.

Local clubs, dealers, retailers and trainers are invited to take part and support the event. It's a free event and the focus is on skills development, safety and training for all types of riders. The Institute of Advanced Motorists will also be organising free assessment rides on the day.

Katy Jenkins

Communications Manager

Safer Roads Partnership in West Mercia

T: 01905 331248 M: 07891 096407

www.srpwestmercia.org.uk

INSURANCE CONCERNS

I am writing to you and others to express our concerns regarding trail riding holidays in Spain that have been promoted by your and other group members.

It has come to our attention that some companies in the South of Spain are operating without insurance for riders. The bikes are insured as private bikes and not hire bikes or even company property. This means that any accident is only covered as 3rd party and could leave the rider with a

hefty repair bill. Some companies have been suspended from trading as the bikes are not even Spanish registered. It would seem very short sighted to take the word of an operator that the client is covered. Requesting insurance details and fax copies of insurance

documents would, I suggest, be prudent prior to travelling. It might be also be worth informing your members of this so as to avoid any nasty surprises and their promotion of uninsured riding.

The Legal Eagles

Missing from recently printed glossary of terms:

PROWI Peak Rights of Way Initiative

PDVUG Peak District Vehicle User Group

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 UMBRELLA UNDER WHICH THE TRF IS COVERED



perkins
slade
Intelligent Insurance

Summary of Liability Cover

Insured: British Motorcyclists Federation
Period of Cover: 01 January 2011 to 01 January 2012
Retroactive Date: 01 January 1985
Activities: All activities recognised / authorised by the British Motorcyclists Federation

CIVIL LIABILITY INSURANCE

Cover is provided by Royal & Sun Alliance Insurance plc (RSA).

RSA is authorised and regulated by the Financial Services Authority (the "FSA") and may effect and carry out contracts of insurance.

Policy Number RTT254775

Cover

This covers legal liability for damages and legal costs arising out of Third Party loss, injury or damage, in connection with the activities described above and notified to the RSA within the period noted above. Cover includes public liability, professional indemnity, liability for damage to leased and rented premises, member to member liability, indemnity to principals and liability arising out of goods sold or supplied including refreshments. The cover is written on a claims made wording, which means that the cover will respond when the claim is made, not when the incident occurred. All incidents that may give rise to a claim in the future should be notified to RSA through Perkins Slade Ltd, at the time of incident.

Limit of Indemnity	£5,000,000	any one event
	£5,000,000	any one period of cover for Products / Pollution / Directors & Officers
	£2,500,000	any one period of cover for Abuse
	£ 250,000	Legal Defence Costs

Principal Exclusions

Liability arising out of:

- [i] Criminal Acts
- [ii] The ownership, possession or use of any mechanically propelled vehicle, aircraft, hovercraft or water-borne craft.
- [iii] Product Guarantee or recall, repair or replacement.
- [iv] In connection with damage to any data.
- [v] Medical malpractice.
- [vi] Damage to own property.
- [vii] Abuse in respect of the individual accused or alleged to have committed abuse or have permitted abuse
- [viii] Incidents prior to the retroactive date

Restricted cover applies in respect of legal actions brought in a court of Law within the USA or Canada

EXCESS CIVIL LIABILITY

Cover is provided by Zurich Insurance Company.

Zurich Insurance Company is authorised and regulated by the Financial Services Authority (the "FSA") and may effect and carry out contracts of insurance.

Policy Number LC581764

Limit of Indemnity £5,000,000 in excess of primary £5,000,000 layer

EMPLOYERS' LIABILITY

Cover is provided by Royal & Sun Alliance Insurance plc (RSA).

Cover

The insurance indemnifies the Insured for legal liability for damages and legal costs arising out of death or bodily injury caused to employees in the course of their employment with the Insured. Cover is provided to the committee for the time being of affiliated clubs only and does not extend to include their subsidiary companies or affiliated companies/groups involved in any activity not recognised or approved by the British Motorcyclists Federation. The total amount payable under this section shall not exceed £5,000,000 in respect of any one event arising directly or indirectly out of Terrorism.

Limit of Indemnity £10,000,000 any one event

The above is intended to be a summary only, a full copy of the cover wordings are available on request from Perkins Slade Ltd

In the event of a claim:

You must report every claim and any incident that is likely to give rise to a claim in the future. Incident Notification Guidelines are attached to this document to assist you. Please contact Perkins Slade Ltd on 0121 698 8040 and complete the necessary report/claim form as soon as possible to avoid prejudicing your claim. **Do not admit liability; do not make an offer or promise to pay.**

INCIDENT NOTIFICATION GUIDELINES

It is important that all incidents that may give rise to a claim are reported to us as soon as possible after the event. This will enable Insurers to carry out investigations at an early stage whilst information relating to the claim remains fresh in the mind. This will also ensure that you are complying fully with your policy terms and conditions.

In order to achieve this, we ask that you notify us immediately of any incident that involves:-

- a fatal accident.
- an injury involving either referral to or actual hospital treatment.
- any allegations of libel/slander.
- any allegations of Professional Negligence i.e. arising out of tuition, coaching or advice given.
- any investigation under any child protection legislation.
- any circumstance involving damage to third party property.

An injury is defined as:-

- any head injury that requires medical treatment [Doctor or Hospital.]
- any fracture other than to fingers, thumbs or toes.
- any amputation, dislocation of the shoulder, hip, knee or spine.
- loss of sight [whether temporary or permanent.]
- any injury resulting from electrical shock or burn, leading to unconsciousness or requiring resuscitation or admittance to hospital for more than 24 hours.
- any other injury leading to hypothermia, heat induced illness or to unconsciousness which requires resuscitation or admittance to hospital for more than 24 hours.
- loss of consciousness caused by asphyxia or by exposure to a harmful substance or biological agent.

Please note the above list is not exhaustive and if you are unsure as to whether an incident should be reported, then please do not hesitate to contact Perkins Slade Claims Department for further advice.

We would remind you that in NO circumstances should you admit liability or agree to pay for any damage caused as this may prejudice the position of Insurers and COULD result in the withdrawal of any indemnity.

Finally, please note that this is a Liability Policy where Insurers decide if negligence attaches to you. Therefore any payments you make to any third parties will not necessarily be reimbursed.

INCIDENT RECORDING GUIDELINES

We would recommend that a designated person within your organisation is made responsible to record any reportable accident. Records must be kept for at least 3 years. Names and addresses of any possible witnesses should also be recorded.

Current legislation does not specify the format of an accident register but the Accident Book BI 510 obtainable from HMSO is frequently used and is approved by the Information Commissioner for D&A Compliance.

The register must contain the following information relating to all reportable accidents or dangerous occurrences:

- date and time of accident
- as regards a person at work - full name; occupation; nature of injury; age
- as regards a person not at work - full name; status [e.g. customer]; nature of injury; age
- place where accident occurred
- a brief description of the circumstances
- method by which the event was reported.

REPORTING INCIDENT TO HEALTH & SAFETY EXECUTIVE

You may also have obligations under the RIDDOR 95 regulations to report incidents to the HSE. For further information and to obtain a copy of the "RIDDOR explained" leaflet log onto the HSE website www.hse.gov.uk.



presents

Hazelwood Farm – Sunday 17.7.11

Starting at midday, this course runs through private farmland and comprises of woodland and fields, and is suitable for novice and experienced riders alike.



Entry is £15.00 per TRF member
(remember to bring your membership card)
and £20.00 for non members

Entry can be purchased prior to the event by sending a chq made payable to 'Devon TRF' to TRF, Marcliff, Bakers Hill, Exeter, EX2 9TE, please include a SAE if receipt required.



BBQ and hot & cold drinks
available throughout the day

Directions: On the A380 approaching Torquay, take the ring road towards Paignton and Brixham. At the end of the dual carriageway turn right and drive past a petrol station. At the top of the hill turn left towards Totnes. In approx 200 yards turn right and follow the TRF signs.

All of our riding events are strictly non-competitive and only road legal, quiet bikes displaying a current tax disc will be admitted to our events preferably with rear trail tyres.

! If your day will be spoilt by waiting behind another rider until it is safe to pass, please do not come to our events !

Please visit www.trfdevon.org.uk and click on "events" for more details of these and other upcoming events!

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

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

Five2 2011

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, 8.00 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 Borough Arms, Bodmin.

CUMBRIA & CRAVEN Roger Harris, Tel: 01539 725198 2nd Tues, 7.30pm, The Gilpin Bridge Hotel & Inn, Bridge End, Levens, Nr. Kendal LA8 8EP (on A5074 at junction with A590).

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, The Griffin, Market Weighton, 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 Tony Davenport, Tel: 07538 195212 1st Tues, Black Bull, Hall Lane, Mawdesley.

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079 4th Thurs, 8pm, Lincolnshire Poacher, Bunkers Hill, Lincoln.

LODDON VALE Sean Comber, Tel: 07763 870244 2nd Thurs, Inn on the Park, Woodley, Reading.

MANCHESTER Phil Kinder, Tel: 07809 647293 2nd & 4th Mon, 9pm, The Fletcher's Arms, Denton.

MID WALES Tony Rooney, Tel: 01239 698349 Last Thurs, 7.30pm, The Crown Inn, Rhayader except July & December.

NORTHUMBRIA Nic Gilbert, Tel: 07940 133871 1st Wed, 8pm, The Staffs Club, Blaydon, NE21 4JB.

NORTH WALES Neil "Timpo" Thompson, Tel: 07980 555874 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 Ridgeway VW Garage.

PEAK DISTRICT Alan Gilmore, Tel: 01332 553246 1st Thurs, 8pm, The Joiner's Arms, Church Road, Quarndon, Derby.

RIBBLE VALLEY Peter Ashurst, Tel: 07817 928329 2nd Tues, 8.30pm, Brown Cow, Chatburn, Clitheroe (off A59).

SOMERSET Fran Bunce, Tel: 01278 662605 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 Christian James, Tel: 01446 410073 1st Thurs, 8pm, Ty Nant Inn, Morganstown, Nr Radyr CF15 8LB.

SOUTH WEST WALES Terry Brooks, Tel: 07910 050001 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, kingy@virtualpeaks.co.uk Tel: 07966 289778. This is a virtual group at www.virtualpeaks.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.

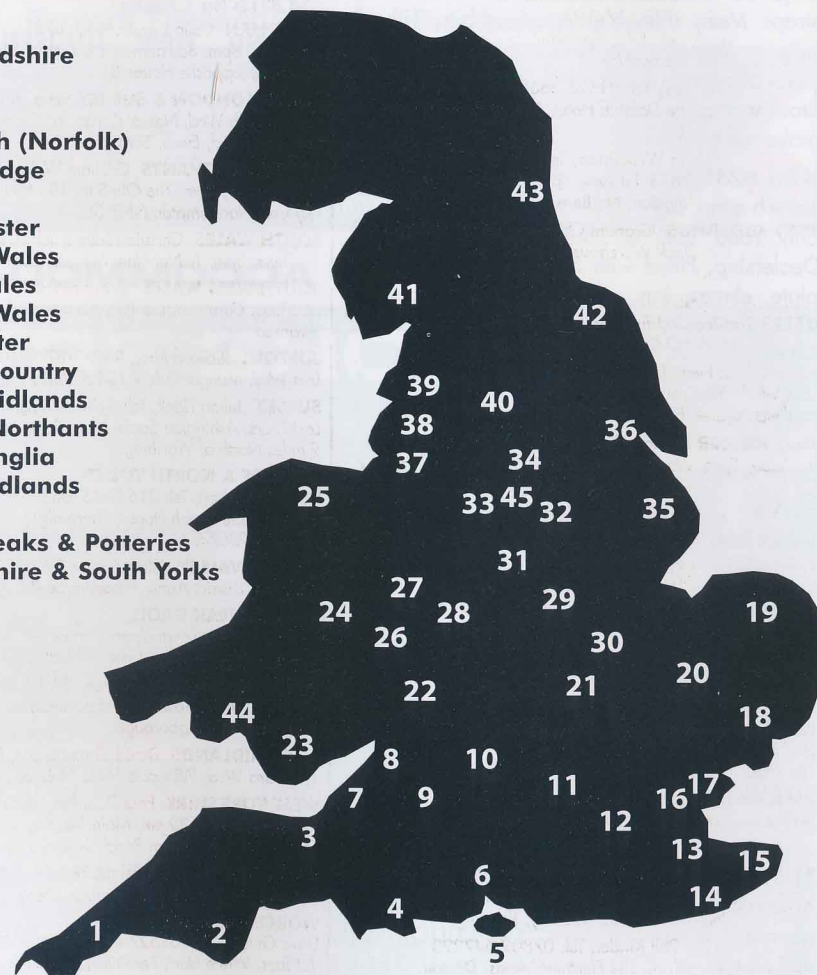
WEST YORKSHIRE Paul Dearden, Tel: 07901 381629 1st Thurs RoW 7.30 pm, Main Meeting 8.00pm, Cue Gardens, Stadium Mills, Stadium Road, Bradford BD6 1BJ.

WILTSHIRE Vic Price, Tel: 01380 724651 1st Tues, The Bell On The Common, Broughton Gifford SN12 8LX.

WORCESTERSHIRE Dave Gunster, Tel: 01527 456095 Mob: 07960 422523 1st Tues, White Hart, Fernhill Heath, Worcs.

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 CRM MK1 F reg. Refurbished in red & white with recovered seat. Mechanically sound. Fitted with Renthal bars & handguards, Acerbis disc & fork protectors. Reasonable tyres/chain/sprox. Some spares. Need garage space. £750 ono for quick sale. Tel: 07863 298867 (Derbys).

YAMAHA WR450 March 09 reg, superb cond, green lane use, v. well maintained, 1 owner. Yamaha sump guard & rad braces. FMF mega bomb header, fork air releases, recovery straps. Many shiny blue anodised bits, with all orig's. Yamaha owners manual. Email lisnev@hectorhouse.fsnet.co.uk for pics. Nev, Stockport area, tel: 07966 108847. £3895, make me an offer!

KTM 625SX 2003, one owner, 8000 miles, superb cond. Light trail riding first 12 mths then only road use, all major services at KTM Dealership. Fitted with Scott Oiler, Alloy Bash plate, electric fan, adjustable fork preload & KTM mini rack. Comes with trail & supermoto wheels, long & short side stands, centre stand, high & low paddock stands, KTM tail pack & tool bag, spares, tubes, manuals etc. MOT Aug, Tax end of Oct £2950 ono (Norfolk). Email neil@neilpetty.net Tel: 07971 987172.

DAVE COOPER HEAVY DUTY GALVANISED BIKE RACK £45.00 ono plus carriage, or can pass onto you at a trail run by arrangement. Call Tony 07765 696597.

LIFAN GY200 Brand new. Unregistered but with Cert of Conformity. Smooth balancer shaft engine, twin piston calipers. Good spec & v. cheap spares. Got to be worth £595. Rodger, Lancs. Tel: 07799 460641.

SUZUKI DRZ-S 400 2006. 12,000 miles. Full Arrow exhaust system (orig inc in sale) with

Members Classifieds: 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, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG.** Tel: 01254 823893 Fax: 01254 887999 editor@trf.org.uk

professional dyno & rejet to suit. Black plastics. Renthal bars. Suzuki hand guards. Wide pegs. LED rear light. Cosmetically scruffy but well maintained (oil changed every 1,000 miles & air filter after every ride). T&T. £1750. Supermoto wheels available at additional cost. Tel: 01362 822041 (Norfolk).

YAMAHA WR250F 07 Alloy Frame Model. One owner, road reg'd, low miles, green lane use. Original plastics. Hand guards. Exc. cond. Taxed & Tested. £2950. **Sherco 450 Enduro** 08 Model Road Reg'd. V. low miles, green lane use. Hand guards. Sherco Bash Plate. Exc. cond. Taxed & Tested. Highly Rated Easy Rider TBM Test Feb 2010. £2950. Tel: 07831 542015 (nr Chester).

BRAND NEW UNUSED BARBOUR TROUSERS waxed cotton in the following waist sizes: 76, 81, 82, 86, 91, 92 £65 also pair of Kett waxed cotton trousers size 34 waist £65. Kett waxed cotton jacket (medium) £100. Both brand new & unused. All plus P&P. Chris Hurworth 01494 446198 (Bucks).

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.

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Thai bike tours offer adventure tours to suit all styles of riding and all levels of ability and for virtually any duration you choose






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Website: www.thaibiketours.co.uk

Bike Tours with UK & Thai Guides

TRF SHOP

The long awaited TRF shop went live on Monday 21st February.

More products will be loaded over the coming weeks, however having only taken delivery of the stock at the beginning of February its been a quick learning curve to make it live.

A selection of products are as follows: An assortment of mugs in a variety of designs are available in either black, green, white or grey all of which are available to view on the website. See opposite for other items available to purchase. Branded clothing will be along shortly.

And remember all profits from each sale go towards the Fighting Fund.

Happy Shopping!

Should there be a volunteer amongst the members that wishes to take over looking after the shop and is able to store the goods, replenish when required, source new items and deal with the packaging and posting when sold along with making a profit - please let me know.

Happy to take (constructive) suggestions with regards to items to sell - please email shop@trf.org.uk.

www.trf.org.uk/shop

