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TRAIL



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

FEBRUARY 2012 No. 402 EDITOR: FRED ELLISON



Patron: Lord Fairfax

A FLAWLESS RIDE ON ANY TERRAIN.



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EDITOR

It's the middle of February and we have had the ice and snow, warmer weather is with us - great! Get the blankets off the KTM and organise some trail riding. Guess what? The weekend is forecast back to ice and snow and I have put the blankets in the bin! O.K. the bit about the blankets is a bit of a fairy story but I am going on a three day trail ride heading up towards the North Yorkshire Moors. Mad or what? But there's not just me doing it. Most trail riders can't resist a challenge. Do we all get a partial lobotomy on joining the TRF? Answers on a postcard to the Editor.

Of course if you can find time to share your adventure with the rest of us that would be even better.

Many of you will know what the funny Greek-looking square thing is. For those who don't it is a QR Code which is like a barcode for a smart phone - scan it with your smart phone and it will take you directly to the TRF website. An amazing wonder of modern technology. Henceforth you will find it at the bottom of this page.

Fred Ellison

Editor



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WANTED:

- RUN REPORTS
- RIGHTS OF WAY • NOTICES
- BIKE & RIDING GEAR REVIEWS
- COVER PHOTOS
- YOUR VIEWS ON TRAIL RIDING RELATED TOPICS
- or anything you feel would be interesting

COVER PHOTO:
from Aleck Coulson

COPY DEADLINE:
1st Tuesday of the Month

All contributions to THE EDITOR
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Keepers of Stationery:	Debbie Hutchinson	Leaflets & Membership Forms
	Fred Ellison	Letterheads & Compliments Slips
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Cambridge Trail

Executive Weekend

It's too soon to think of it as an established tradition as we have only done it once before but we continued with our plan of a travelling road show with the executive meetings. The idea is that we take the meeting to a different venue so, maybe, those groups who are close to the meeting place and who would not normally send a representative will find it convenient to do so. In addition, anyone attending can either just come for the meeting or, if they can get their pass signed, they can make a weekend of it with a guided ride out in the local area on the Saturday and an overnight stop with the almost obligatory few beers and a meal to ease you into the meeting the following day.

Mike Irving, chairman of the Cambridge group put his hand up at the November AGM and invited us to sample the delights of his neck of the woods. It has to be said that the number of people travelling to ride out was less than the previous occasion in Devon, perhaps in the mistaken belief that it was all pretty flat and ergo too easy. More of that later!

Before all that, there was some other business to attend to on Friday. We had picked up a new member, Allan Seedhouse, at the Motorcycle Live exhibition last November. Allan's particular interest and slight ulterior motive for joining lay in the fact that he had just taken on the role as importer for the Portuguese bike manufacturer AJP and was keen to promote the brand. After a few weeks of phone calls and emails, MCN were really helpful and agreed to do a feature on the bikes, promote the TRF and in return, Allan would fund some advertising for us in MCN - everyone a winner we hoped!

We had suggested to MCN a trail ride around Thetford thinking it was convenient for them as they are based at Peterborough and thought that someone new to trail riding (it being fairly unthreatening terrain) would make it an interesting angle. Accordingly, Liam Marsden, one of MCN's web designers and Mykel Nicolaou, their photographer, were primed to meet at Walker's Snacks near the Mildenhall roundabout at 10.00 on Friday morning. Joining us were Tony Lacey who would lead,

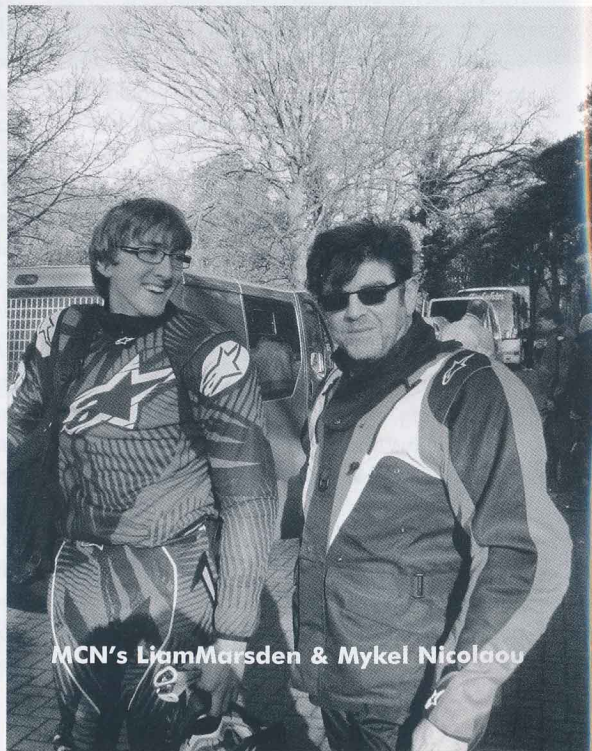
Chairman Mike, who managed to drag himself away from his business empire and Kevin Houghton who came at the last minute having decided he would much rather be riding than working.

A last minute fly in the ointment occurred late on Thursday night as Allan dropped the bombshell that, although he would be bringing 4 bikes with him, only one was registered. Sod's Law; he had all his bikes stolen the week before and, although they had eventually been recovered, they were fairly trashed so he had worked all hours to get some new ones assembled, only to be let down by the DVLC who refused to register them in time. Still these things are character building and Mike obviously decided he needed to do some work on his so kindly agreed to lend Mykel his BMW 450 whilst he would boldly ride his GS1200! Significantly, he was late and last to arrive on Friday so perhaps secretly hoped we would have left without him.

Anyway, at last we dragged ourselves away and onto the first lane, both Liam, Mykel and Mike looking a bit tentative to start off as it was a bit snotty by Theford standards. In case you haven't ridden there is mostly flat (as you would have expected) and sandy so remains pretty easy to ride at any time of the year so this lane was a bit out of character. Soon though we were onto the more typical lanes north east of Icklingham, a mix of gravel and whooped out sand with the odd slightly rutted trail around the edge of woods, and everyone started to relax. In the end, as we spent quite a lot of time getting the photos, we didn't get all that much riding in by normal standards, covering just under 50 miles but it was a great day. Liam, who was a young lad with the cool, laid back attitude of youth, determinedly undemonstrative was grinning by the end of the day and Mykel who was clearly a bit nervous not having

ridden off road for 20 years and suffering with a bad back was really enjoying himself and left determined to get a bike and join up. He's from Aylesbury so hopefully the Wiltshire group will see him at one of their meetings sometime.

That got us warmed up for the next day, well Kevin and me anyway as the others couldn't make both days - splitters! Steve Neville (Kent), John Williamson (Dorset) and Patrick Robinson (Oxford) had driven up for the day and we were joined by 3 other Cambridge members; David 'Taff' Lloyd, Steve Wild and Richard Sugden who was our leader for the day. The number swelled to 9 shortly afterwards as we picked up John Wraight about 1/2 hour in and then to 10 towards the end of the day when a guy called James (who was looking wistfully at a lane on an immaculate DR350 which he had just bought and didn't know where to ride) tagged along. I'm told that he joined up almost immediately afterwards and has already attended a



MCN's Liam Marsden & Mykel Nicolaou

meeting - see, you are all our best sales people for the club.

Richard led us off north from Pidley turning right onto some lanes just south of Chateris and for the rest of the day we stayed in that region, getting as far over as Ely but mostly just doubling backwards and forwards between the two, covering lots of miles but not getting far from base.

Did I say something earlier about the perception that the lanes would be easy! Yes, you look at the map and the contour lines are almost non-existent with several kilometres between them and the lanes are mostly arrow straight around the edges of fields so you could be forgiven for thinking that. Well at this time of the year, you would be wrong! Most of the time I had no idea which, if any, of my wheels had got grip with the back end trying to swap places with the front - I was pretty pleased with only two falls in the day. To add to the 'enjoyment'; a lot of the lanes had deep dykes running alongside so there was the added frisson of not only falling off but also, if you were unlucky, of drowning as well. I suppose I had at least had some practise in those conditions living on the clay soils of Melton but John Williamson (Dorset you remember) spent most of the morning with a red face, muttering "I hate ruts". Fortunately by the end he had overcome his hesitancy and dislike and was thoroughly showing off. Incidentally, Patrick had come on a little classic Suzuki SP370 with a trials rear and dispelled the notion that the full latest enduro spec bike is what you need to ride trails.

Having got back in the light (just) we packed away the bikes and those of us who were staying (except John who had come up with his long suffering wife, Pauline, in his camper van) checked into the Pidley golf club reception. We were put into the cabins around the lake, very comfortable, warm and lots of lovely hot water - a great set up. There was a good atmosphere in the bar and it was

just perfect to get a drink, a decent meal and just chat to your mates. Mike had gone to the trouble of arranging for Sam Manicom to appear as a guest speaker which topped off a brilliant evening. A raffle, sponsorship for the evening and ticket sales hopefully ensured that some additional funds topped up the group's bank account.

Well that was about it except for the Exec meeting the following day, details of which will be available through Polly's excellent minutes. Attendance was a bit sparse which was a pity. I think everyone who made the effort to come had a good time and perhaps we will see a few more people at the next one on weekend of the 21st and 22nd April which, all being well, will be hosted by the East Midlands group.

Group representatives and anyone else who fancies it, please make a note of the date in your diary and look out for more details in March's Trail.

Jack Knight

The article appeared in MCN on 08/02/12



FROM THE TREASURER

GENEROUS CONTRIBUTIONS TO THE FIGHTING FUND

Gloucester Group have sent in £3000 being monies earned from Horse and other events in the last year and £250 was received from an individual member as well as the numerous small amounts added on by members when they have renewed their subscriptions – Thanks to everyone.

AND – we have just received £7250, a contribution toward our legal fees from Herts. County Council as a result of our recent successful legal action.

APPEAL FOR FUNDS

This is an appeal on behalf of Bill Riley who has worked since 1985 and is still working on Byway claims in Wiltshire – a county probably unique in the number of Byways now recorded. The present position is that 181 DMMO Claims are currently on the register with Wilts CC, and 60 are the work of Bill. Some 50% of all claims are supported by reference to Finance Act evidence.

BOATS are still being confirmed in Wiltshire, but the Maps are in very poor state and whilst Bill has arranged some £12000 of funding toward a total cost of £15000 and arranged for Wiltshire and Swindon History Centre to carry out their preservation he would now like to see the project finished (he is now 76).

Local Groups and TRF Exec have pledged substantial sums (over £1000), however as always more is needed and it would be excellent if other Groups and Members could also help and this is an appeal for those missing few thousands!

I have a lot of additional information on this valuable work for those who want to know more.

Your donation could be as little as £5 or as much as £500!!

Please make cheques to TRF and send to me: Arnold Brewer Treasurer TRF Bill Riley Appeal, 2 London Road, Headington, Oxford OX3 7PA.

Arnold Brewer

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.

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, handwritten or otherwise.

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

NOTICE BOARD

BMF LOBBY DAY

BMF Mag and the MCIA have organised a Lobby Day at Parliament on March 7th. 40 BMF riders will take part. YOUR support, as a BMF member or affiliate member (ALL TRF members are affiliate members), is encouraged to write to your MP. A draft letter which can be modified (along with other details) is available on the BMF website.

If you ask a related question in your letter such as "what are your views on...?" you should receive a personal reply.

Thanks in anticipation, Fred Ellison, Editor

BRISTOL TRF FUN TIME TRIAL

For all you greenlaners who fancy getting a bit more out of your bikes, Bristol TRF is hosting a "Fun Time Trial" on the 26th of May. For £20 you can ride from 12 noon until 4.30pm on private land.

This event is running in conjunction with North Somerset MSC and is being held under ACU regulations so a trials license will be compulsory and is included in the price. To get the regs please email me, Dean Allen, at chrisiecallen@gmail.com and I will email all the relevant details to you.

This event is not a race, however there will be observed sections, probably 6, and you will be expected to mark yourself honestly. There will be an easy and hard route at each section for all abilities! There are no tyre restrictions!

There will be a catering van on site.

For those of you travelling who wish to make a weekend of it there will be ride outs the next day.

For this please contact Ian Trever Brooking on 07771 516897 or email ian.brooking@me.com.

For all other enquiries please contact Dean Allen on 07989 466204, no voice mail please.

With enough interest this could become an annual event for TRF members to get together from all areas and have some fun. This is a non-profit making event. Hope to hear from you soon. Regards Dean Allen

KINGSLEY BOAT 29 & HEADLEY BOAT 36 (CRADLE LANE) PROPOSED TRO

Your response is required

I am writing to you further to your response to HCCs intention to impose a Traffic Regulation Order against motor vehicles on Cradle Lane, advertised during October last year. We received a very high level of response to this formal consultation with 184 objections to the proposal and 58 expressions of support. Owing to the very strong feelings on both sides of this debate, HCC has considered all the points raised very carefully, weighing them against the Council's TRO policy and the provisions of section 1 of the Road Traffic Regulation Act 1984.

There is clearly a lot of concern from non-motorised users of this route about the impact, in terms of both surface damage and noise, from motor vehicles using this lane. However, the fact remains that this route is recorded as a Byway Open to All Traffic and motorised users have a right to use such routes, unless restricted by TRO. TROs can only be imposed where other measures to manage the problems that exist have proved ineffective and there is sufficient justification to apply a restriction under both Council's TRO policy and the provisions of section 1 of the Road Traffic Regulation Act 1984.

It is clear that excessive and inappropriate use by four wheel drive vehicles has caused significant damage to this route in the past and, given the narrowness of the route and the fragile clay subgrade, it appears to be generally accepted that the use of four wheel drive vehicles on this route is unsustainable. However, there has been much debate about whether a responsibly ridden motorcycle actually would do any significant damage to

the surface of this lane in light of the high standard of the recent repairs; no evidence has been presented to suggest that they would.

A meeting was held in January 2012 involving the local County Councillors, representatives of Headley and Kingsley Parish Council and representatives of the motorised users that would be affected by the proposed TRO. At the meeting three options were considered;

1. **Reopen the lane to all motorised traffic.** There has been a significant amount of local objection to this option from non-motorised users of the route and local residents. Officers are of the view that the level and nature of motorised use previously seen on this lane is not sustainable and would result in a reoccurrence of the damage previously seen. It is unlikely that funds could be made available to carry out further repairs in the foreseeable future.

2. **Impose a permanent restriction against motor vehicles with three or more wheels to protect the surface of the lane from further damage, and a seasonal restriction on two wheel motorcycles to preserve the character of the lane, as proposed.** A very significant level of objection was received to this proposal from motorised users. Whilst it appears to be generally accepted that use of this route by four-wheel-drive vehicles is inappropriate owing to the narrowness and character of the lane, Officers are of the view that the restriction of motorcycles does not adequately comply with the Council's TRO policy. In particular, there is currently no evidence to suggest that motorcycles will have any significant impact on the surface of the lane following the extensive repairs that have been made, and there is a possibility that less restrictive options to manage motorcycle usage might be trialled.

3. **Impose a permanent restriction against motor vehicles with three or more wheels to protect the surface of the lane from further damage, but impose no formal restriction on two wheel motorcycles. Set up a local team to monitor the impact of motorcycle usage of the route, and work with motorcycle user groups to promote responsible behaviour.** Officers are of the view that this option complies with the Council's TRO policy in that it represents the least-restrictive solution that will effectively resolve the issue of significant damage being caused to the surface of this route. This TRO will be combined with a robust system of monitoring the condition of the surface of this lane in consultation with the parish councils and the relevant user groups to accurately assess the impact of the various user groups.

At the meeting it was agreed that Option 3 (above) would be an acceptable solution to all those present.

In light of the above, it is now proposed to seek a permanent TRO against motor vehicles with three or more wheels to prevent further damage to the newly-repaired surface. A robust system of monitoring the condition of the lane will be put in place to accurately assess the impact of the other user groups on this lane to inform future reviews of the TRO.

Vicky Bowskill, 01962 846891

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Winchester SO23 8ZF*

<http://www.hants.gov.uk/countryside/row/>

A TRF SUCCESS STORY

How Surrey TRF Successfully Fought the West Horsley TROs

Surrey TRF have recently led a very successful fight against two proposed TROs in West Horsley, Guildford. It all started back in

summer 2010 when a campaign being driven by a local Parish Councillor found its way to Surrey County Council's Guildford Local Committee. The Councillor had started a petition for the TROs, citing damage along with the usual prejudice and spurious reasons.

Over the years we had built up a good working relationship with Surrey County Council Rights of Way (RoW) department and therefore we received an informal notification of their intentions asking for our feedback ahead of the formal process. Surrey RoW department did not agree with the proposed TRO, and it did not meet Surrey CC TRO policy. This demonstrated how unfair and unjust the proposed TRO was. However, the Councillors who had the last say were intent on making the TROs, so it made us realise that we still needed to generate as many objections as possible to be successful.

We formed a small team of about six people who were very keen to take an active part in fighting the proposal. Our strategy broadly involved three tactics: first, to raise awareness and get as many objections in as possible. Second, to research and gather **evidence** that could be used to rebut the reasons for the TROs; and third, to take the fight to the Councillors **face-to-face**.

We generated over 1000 letters of objection, we were able to make very powerful and persuasive arguments against the TRO, and we engaged face to face with the Councillors making the final decision which helped dispel their ignorance and educate them about legitimate and legal trail riding. The Council made some minor repairs to the byways. On 7th December we expect the calls for the TROs to be finally dropped. Overall our campaign was hugely successful, and despite the SCC RoW department recommending throughout that the TROs were not made, without our campaign the Councillors would have gone ahead and two byways would have been lost forever. We also think our campaign has drawn a line in the sand – for now at least.

So what did we do? Here is how we fought the West Horsley TROs.

1. Getting as many objections as possible

- We held virtual and face to face meetings to discuss and co-ordinate the response and discussed at length at club nights urging everyone to object.
- We drafted official TRF and Surrey Byways User Group responses objecting to the TRO.
- We created template objection letters, and bullet points of information, so that members could easily copy and paste into their own words.
- We posted the details and template objection letters on as many forums as possible: including TRF Forum, Surrey TRF Forum/Web site/Face Book, Surrey Byways User Group and many other motorcycle forums.
- We issued alerts to all Surrey TRF Forum members, mass-emailed all Surrey TRF members, as well as other local TRF groups, local motorcycle clubs, friends & family.
- We sent out a mass-text message to all Surrey TRF members as well.
- We printed off pre-prepared letters, copies of the objection letter and volunteers attended any biker based meeting of significant numbers to get as many people as possible to fill in objection letters and we then delivered them to Surrey CC.
- We also canvassed individual riders at favoured meeting places eg Box Hill, Newlands Corner etc to gather support, and also gained some support from horse riders who use motorcycles for many of their events as marshalls.
- We had leaflets and posters printed, and we displayed and handed them out at biker cafes and local bike shops.
- Advertised the TRO and how to object in Trail and TBM.
- We had an article published in a local biker magazine
- A member published a YouTube video

'protecting green lanes' – you can still watch it here: <http://www.youtube.com/watch?v=T5LTUOt55gs>

• A special TRO website was created to serve the purpose - www.saynototro.com. It still exists, and can be used for other TRO's, its free just send info on to site owner for inclusion.

2. Research and gathering evidence to rebut the reasons for the TROs

- We got hold of all the Council documentation about the TRO: the official Notice, Statement of Reasons and the Reports by the Rights of Way Officers. We read all of these thoroughly, to check the process being followed was correct and to understand the reasons behind the calls for the TROs.
- We checked the Local Authorities' Traffic Order (Procedure) Regulations 1996 and discovered errors, which forced a lengthy delay and re-vote/re-draft of the original order, all of which bought time because by then one of the lanes had been repaired thus defeating the anti's case. It is important to scrutinise every word on the published order, and scrutinise and check up on the legal procedure as any discrepancy can invalidate the order.
- We made freedom of information requests to the Parish and County councils, to find out more information, which we could use to counter the spurious reasons for the TRO. For example, "to prevent danger" we found there had been no recorded accidents other than a lady slipping on the mud.
- With the calls coming from the local Parish Council, we scoured their Parish Council minutes, where it became clear that one individual Parish Councillor was driving the campaign. (And of course, it will come as no surprise that we discovered she lived on one of the byways in question – Fullers Farm Road!).
- We searched the Surrey Council online document archive, and visited the archive centre, and unearthed historical records on the route's status and previous efforts to TRO it in the eighties. No surprise that we found the Councillor driving the latest campaign was

involved in that previous effort too.

3. Taking the fight to the Councillors

- We wrote to the councillors individually, and one member individually met councillors face to face.
- We attended Surrey CC local committee meetings where we met the councillors responsible for making the decisions. We had to get to grips with the complex rules on speaking up at the meetings. Having done that we spoke up against the proposal in the informal question session and we asked carefully crafted written questions which required written responses.
- One member asked a question about the voluntary work the local TRF had done. In response to this the County Councillor leading

the call for the TRO was particularly flippant. However, the penny began to drop amongst some of the other Councillors, that the TRO would significantly impact on legitimate users, with some then saying, how hard the decision had become.

• A complaint was made about the Councillor's flippant remark, which was perceived to demonstrate lack of impartiality and disrespect.

Conclusion: Hard work, attention to detail, belief in true/real facts and persistence triumphed over bigotry and mis information.

South London & Surrey Group

FORTHCOMING EVENTS

Southern TRF - an evening with Mick Extance

Thursday 15th March 2012. See page 22 for more information.

Somerset TRF Exmoor Forest Ride Day

Sunday 1st April 2012 See page 28 for more information.

Devon TRF Teign to Tamar Saturday 14th - Sunday 15th April 2012. Contact

Debbie Hutchinson - 07966 438907 or debbiehutchy@btinternet.com (email preferred) for more information.

Wessex Wanderer Weekend 2012 Saturday 19th - Sunday 20th May

2012. See page 17 for further details.

Bristol TRF Fun Time Trial Saturday 26th May 2012, 12 noon - 4.30 p.m.

For more info see page 7.

Northumbria TRF Bikes, Bevvies & Banter 2012

2nd & 3rd June. See page 23 for more information.

Teesside & North Yorkshire TRF Forest & Heather Trail

Riding Weekend Friday 3rd - Sunday 5th August 2012.

For further information contact Richard 07834 632040 or visit www.nytrf.co.uk

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Send any details to The Editor editor@trf.org.uk,
Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, BB7 9DG.

The Rise and the Demise of Trail Riding according to The Welsh Beggar

First I must give you the obligatory warning that this article contains lots of "F" words. If such words are likely to offend you do not read on and for God's sake don't enter any web site that requires you to confirm you are 18+. It may also offend some people who use their feet as their prime mode of transport on weekends.

In the beginning man's life was dominated by four things. Freedom-Fighting - Feeding - Fornicating. He was free to roam the land where he fought wild animals for food to feed himself but he fornicated for the sheer fun of it. (Loads of f words there). Sometimes if he was fed up with fighting wild animals he would stroll over to the next cave and fight the neighbours for their food and no doubt would celebrate with a bit of fornicating as well. (Even more F words). And so the Footpath was born.

In time, man moved out of his cave and into villages. Some found they were better able to feed themselves by farming and some continued to hunt. But because the fields were now cultivated, man's freedom to roam was starting to be curtailed. The fridge was yet to be invented so any surplus food was taken to the villages nearby to be swapped for other things (including, probably, a bit of fornicating). So the Footpaths came about.

As man improved his ability to farm and hunt, the surpluses became too big for him to carry on his back to market and so he used pack animals. Then the farmer became lazy and rode rather than walked to the market. Then some clever so and so invented the wheel, which led to the cart. To placate his nagging

wife the clever so and so then put seats in the cart which led to the carriage.

However the clever so and so was not clever enough to invent satellite navigation so the pack animals followed some of the footpaths and so the Bridleway was born. The carts then used some of the bridleways and the Cart Road was born. Finally the carriages followed the cart roads and the Carriageway was born. And so it was for hundreds of years. Collectively they were known as Rights of Way and everybody was happy with it apart from a few grumbles over maintenance and how to pay for it.

Everything was fine until another clever so and so called Otto invented something to replace the horses. It was noisy, smelly and loud and he called it an "engine". Fitted between wheels it became generally known as a Vehicle and they generally used the carriageways or whatever other rights of way they could traverse without getting bogged down or shot at. From the very invention of motorcycles we motorcyclists used unsurfaced rights of way. Trail riding is therefore as old as motorcycles themselves. Even the early TT Races were over unsurfaced tracks! As the number of vehicles grew rapidly (and they still continue to do so) the more busy roads needed more and more maintenance to keep them in useable condition. Then in the mid 1930's an Irishman called "Mac" started to pour a mixture of tar and gravel over the carriageways to improve the surface until someone else could invent proper suspension. It was from this point on that some/many people started to wrongly believe

carriageways without a surface were not a carriageway at all and really this was the point when our troubles began. During the 30s, 40s, 50s, more and more rights of way were covered with tarmac leaving only the remote, rarely used tracks as they had been for centuries. From about the 60s these "original" tracks became the favoured tracks of the modern day trail rider. They rode slightly modified road bikes which were quiet, caused little disturbance and were thus usually tolerated by property owners and other users they sometimes came across. It was not uncommon for farmers of remote properties to even enjoy a chat with them. More and more riders took to the trails for a break from the rat race society and the clever Japanese started to manufacture proper trail bikes for the growing market. Trail riding was on the rise.

So what went wrong? What has led to our demise? Is there a demise?

Well it was not only the trail rider who hit the hills so as to get away from the rat race. So did more and more city dwellers who took to rambling the countryside to enjoy its 'peace and tranquillity'. Around the same time the sports of enduro and motocross took off and these riders also often took to the tracks for a spot of practise & pleasure. But these rode out and out competition bikes and they raced rather rode them. Both the bikes and the riders looked aggressive. The bikes became very fast, very loud, long travel suspension and knobbly tyres damaged the tracks. To be fair to the true competition rider it was the wannabe - don't have the bottle to race - mountain Muppets who did the damage but in the eyes of Rupert Rambler we were/are all the same. The other countryside users became intolerant of this new breed of trail user (I refuse to call them trail riders). The Ramblers in particular started to flex their power. They are well organised, wealthy and have considerable local and national political power. Among them are wealthy city folk who have retreated to the countryside and brought their city values/intolerances with them. They regularly mount well funded legal challenges to Rights of

Way that the general public, including we trail riders, have enjoyed without hindrance for decades. Finally they managed to sneak in some legislation through the back door which has had a devastating effect on trail riding.

Now it is easy to blame all our woes on the ramblers but my view is that to a large extent we let it happen. For years we happily rode RUPPs exploiting their legal uncertainty and did very little to claim them as BOATs. In my neck of the woods there were a few individuals who devoted a lot of time and effort on legal claims but generally we (and that includes me) all kept our heads below the parapet rather than fight to establish our rights. My guess is that this is the situation everywhere. But where were ACU/ AMCA etc when it became clear to all but a deaf mute that NOISE was a major problem. Try to explain to a Rambler the logic that sets a noise limit of 94db for motocross bikes which race 30 at a time on full throttle whereas the limit for a trials bike which ride one at a time, mostly at tick over is 84db. It is they that have the power to tell manufacturers to dramatically reduce the noise for the future of all of us. And where were the manufacturers not to recognise they were destroying their future sales by leaving future riders with nowhere to ride their bikes and all for the sake of a bung up the exhaust. I know exactly where I would like to shove that bung!

Our other spectacular failure was to elect leaders who were so naive as to trust a politician's word when he assured them our future was safe in their hands. The N.E.R.C. legislation was supposed to be nothing to do with vehicular rights but some devious politicians managed to sneak in an unrelated clause at the eleventh hour which established a new legal definition of a motorised vehicle and our goose was cooked before we realised it.

But is it all lost? Let's all hope that, like the famous obituary, the rumours of our demise prove to be greatly exaggerated. It will need a concerted effort by the silent majority to get off our arses and support the valiant few who are fighting on OUR behalf.

Mike Rees



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- You will not seek to claim against the TRF, their organisers or officials, the landowners, or other bodies or individuals connected with the event in respect of any damage to your property regardless of the cause, including any damage caused by the negligence or breach of said bodies or persons.
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OVERLAND MAGAZINE

WH Smiths seemingly will always have room for one more magazine no matter how well its subject matter is already covered - witness the row upon row of fishing magazines with yet another smiling fisherman staggering under the weight of a pouting, fat bellied carp - and it's true: let them have 200% of its purchased price and they will squeeze you in. The logic of this arrangement is hard to fathom and must surely be the rocky road to penury. Of course the whole edifice is supported by advertising which is why those people who sell the advertising space are so damned persistent. All of which makes the decision to produce a new magazine with minimal advertising that is not available through the traditional high street route seem either extremely brave or inspired.

Paddy Tyson and Nich Brown are the two guys who have taken this gamble. They have now compiled, edited, printed, publicised and distributed 2 editions of Overland to date. They have drawn on the collected thoughts and jottings of the who's who of adventure riding; the godfather of round the world travel; Ted Simon, Sam Manicom, Lois Price, Austin Vince, Simon Gandolfi and many others whose names are unfamiliar to this long distance virgin but perhaps mean more to those steeped in the world of those for whom changing your pants more than once a week is considered an unnecessary luxury.

The format is traditional coffee table fare; well-designed, semi matt cover, lavish photography and easily digestible articles averaging 6-8 pages - but that is selling it short. The articles are all well written and the format of having different contributors, each with their own narrative style gives a variety and freshness to each one.

Issue 1 featured rides in Angola, the Alps, the Sierras in Spain, Guatemala, Vietnam, North America, Siberia, New Zealand and issue 2; Iceland, Namibia, Iran, Scotland, Morocco, Mexico, Pay de Basque and Turkey. My favourite article is the one where Australians Peter and Kay Forwood bought their Harley 17 years ago and a couple of years after set out on an odyssey which has seen them cover nearly 1/3 million miles and visit all 193 separate, autonomous countries recognised (at the time) by the United Nations - still on the same Harley! You wouldn't go to your grave thinking you could have done more with your life after that, would you?

If I sound enthused, it is because I am. Like most of us, I will probably dream on, perhaps doing something but more likely, continuing to be subsumed by the need to hold down a job to pay the mortgage, bring up the kids etc. I will probably continue to live my adventures vicariously through these pages but for others, the tales between its covers may prove to be the inspiration for your own trip.

The price of £6.00 and the fact that it can only be ordered direct from www.overlandmag.com means that it will probably remain a minority interest publication but if you have already looked at Dolly the sheep fondly, not as just another one in a long string of casual affairs, but as the source of a comfy, haemorrhoid soothing saddle cover, it could prove the catalyst to indulge yourself and head for the distant horizons.

If not, well you can but dream, can't you?

Jack Knight

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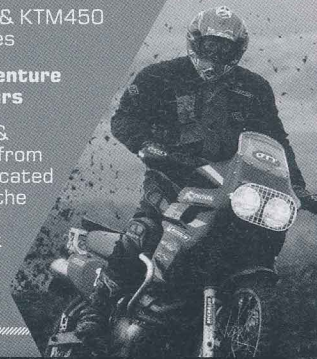
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TRF EXECUTIVE MEETING

Sunday 07 August 2011, The Dolphin Hotel, Bovey Tracey, Devon

MINUTES

1. Chairman's introduction and report

Andy thanked the Devon Group for hosting the meeting and the trail riding on Saturday. This is the first of the meetings outside of the central England. So far, it looks like a success and we're hoping to take the meeting north next time.

Andy introduced the TRF principal officers.

Andy Gerrard: TRF chairman, Jack Knight: PR and Communications, Robin Hickin: Technical/RoW

Debbie Hutchinson: Membership, Polly Cody: secretary (voluntary post)

John Gardner, TRF financial director, was unable to attend but has provided a report.

Richard Hall, Derbyshire, thanks the Devon group for the day out on Saturday and would like to do similar in other parts of the country. It was a good opportunity to exchange experiences and see that nationally we face diverse problems. We must all be aware that what happens today in one part of the country may be rolled out nationwide. Steve Taylor, Devon, welcomed the appreciation.

2. Apologies for absence: Dave Giles, Arnold Brewer, John Gardner, Mark Holland

3. Notice AOB

3.1 Report from Dave Giles regarding 1st meeting of National Peak Park. The management of vehicles was covered in the meeting and this affects how vehicles will be managed in other UK national parks.

3.2 Reappointment of accountants.

4. Matters arising

4.1 Advertising in other media

- Advertising is very expensive

- Our advert in TBM is sponsored by 6 companies making it more cost effective

- Jack discussed advertising with TMX who charge £31+VAT for a small 2 column advert in their weekly publication. Jack believes this is too expensive but it may be worth taking a speculative run of adverts. Robin says the best way with TMX is through good news stories in the editorial.

- Jack and Richard Simpson looked at web advertising and Richard is waiting for a response from Adventure Bike Rider. They quote high traffic on the web-site but no guarantee of quality. Richard has already gained 7 pages of editorial with Adventure Bike Magazine. We can get editorial in the BMF magazine by sending material through Richard Simpson.

- Robin comments that John Dickinson is a good supporter of trail riding. He recently published an article on YDNP with Leo Crone.

- Andy noticed that local papers are very keen on local spin positive stories. Ross Fisher suggested approaching local publications with local socially responsible activities.

- Fred Ellison believes we should target MCN because not all future trail riders come from competition. Steve Harkiss (Devon) noticed that his road riding mates don't have a clue where to find out about trail riding. Richard Simpson has published a "How to start Trail Riding" article in MCN

- Martin Smith has found we can advertise with UKGSers, but he had difficulty implementing it. Debbie asked Martin to contact Addie on the web-site to get the thumbnail on our web-site.

4.2. Introductory members pack

This project has stalled due to changes in the law and the structure of the TRF. Several local groups have

already produced their own starter pack including Devon and Dorset. Jack Knight has written a "welcome to the TRF" for new members including:

- Trail Riders Fellowship Code of Conduct • Legislation • RoW research • Club runs
- Basics: gates, junctions, accidents, other user, how to choose a bike, bike setup, kit, tools, travel to runs, maintenance, techniques.

Jack is going to put this on the web-site. Andy says that the document needs to be a loose leaf so that parts can be updated as required.

The web-site is the ideal place to maintain this documentation.

Phillip Spink says that this month TBM has a list of training schools which are attracting many road riders. He suggests liaising with the trainers to put together an introductory pack

Action: Jack Knight to contact training organisations with TRF leaflets.

4.3 Mission Statement.

The "Protecting Green Lanes" motto on the TRF roundel is a strap line. There is an existing mission statement in the first line of the Memoranda & Articles. Although Jack Knight mistrusts mission statements and doubts if one would add anything to the organisation.

Jack thinks that our TBM advert doesn't say what we do and perhaps it should.

Andy considers this item is complete.

4.4 Walna Scar

A further order of restricted byway has been made and Steve Pighill believes this will go ahead after the public inquiry. The authority was apologetic about declaring the route a restricted byway but they had no option based on the evidence.

Richard Simpson suggests that we publicise the fact there is vehicular evidence on it. The inspector may suspend the inquiry. There are plenty of people fighting the case in Cumbria and all the information is in the public domain.

4.5 Sarn Helen

The case was dropped by the CPS without reason. The entire route is on the List of Streets as a UCR. Powys has delegated responsibility to Brecon Beacons National Park (BNPP). People are still riding Sarn Helen as are the 4x4 groups.

Richard Simpson has obtained a copy of the police policy. On the BBNP web-site you can download a statement asking for clarification from the police. The local police have no policy regarding the route. They will be meeting the local authorities and the user groups in September to resolve the situation. Alistair Knox, head of highways in Powys, hoped that the courts would provide guidance. Robin notes that the council believe that vehicular rights have been extinguished.

Robin used Freedom of Information Act to request a list of all the vehicular routes in the area but the local authority refused on the grounds that a review had not been completed - 7 years after the NERC Act when it should have been completed in 2007.

Dave Mullet, Devon, passed on the thanks of the TRF members who were subject to this prosecution.

Defending this case has cost the TRF £9000 so far. That is only the legal costs we paid out and hope to recover. It doesn't include the internal costs by Robin, Alan Kind and others. There is also the loss of earnings by the members involved.

Robin's advice is to ask for a fixed penalty notice if you are stopped by a police officer on any route and challenged over its use. You have 28 days to object and it is small fine.

Steve Taylor pointed out that locally in Devon; most of the routes are UCR.

- The TRF has been seen wide and far that we will put our money where our mouth is to defend our members
- Local authorities were surprised with the level of our expertise and they were unable to find solicitors which could defend their point.

4.6 East lane TRO, Hertfordshire

A TRO had been raised based on health and safety concerns. The aim of the TRO was to stop fly tipping; however, it was badly structured by the local authority's assistant highway engineer. The route is very useful for crossing the M25. The TRF offered to drop their action if the TRO excluded motorcycles. Hertfordshire failed to attend the court case and its cost them thousands. It cost us £4000 to get to the high court and we expect to get 75% back.

In recent discussions with other neighbouring authorities they have been more cautious as a result of the TRF action.

The case also highlighted the recalcitrance of the local authorities.

4.7 Dealing with TROs

On 23 October 2011, in Southam, there will be a RoW seminar on dealing with TROs. Robin will put an advert in Trail and with other motoring organisations. He will also cover the future of RoW with-in the TRF. In the past it has been about making DMMO but these will no longer be available. Inappropriate designation of RB and TROs are restricting the available routes.

The expertise with-in the TRF is aging and we need younger people to pick up the baton.

4.8 Warwickshire CC Compton Scorpion

WCC RoW department has almost been disbanded and are thus awkward to deal with. They are going to make a TRO excluding motorcycles hoping that the TRF will not object. We review these TROs on a case by case basis e.g. in Bedfordshire, use of the clay routes is indefensible in the winter. We have to make sure we object so that the committee making the order can't just slip in an order to ban all (vehicular) users. We need to beware that people use photographs of damage assuming it to be vehicular but may be due to horses.

Members should also make sure that the TROs on the lane should have the appropriate paperwork to support it. Temporary TROs often lapse, and after 18 months the public can ask the secretary of state to force the LA to repair the route. The ultimate weapon on a UCR is a "road out of repair" challenge, but it is preferred that we negotiate a solution with the LA such as volunteer effort to repair the route.

Permanent TROs can be lifted if the original reason no longer exists.

Maintenance cannot be a reason for a permanent TRO.

4.9 Local Events /Advertising

Covered in Debbie's report

4.10 BMF Show

Lincolnshire group has agreed to do the Tail End show at the Lincolnshire Show Group.

Jack has revised the TRF displays. He has a new pop up stand and will buy some smaller ones for smaller pitches and to give better coverage across the country where events fall on the same date. Jack is going to keep the displays going forward.

Jack attended an agricultural show and found people to be very supportive even those opposed to what we do. Richard Simpson has written 2 pieces for our members to send to the organisers of horse events so that we can raise our profile at the events. Ross puts notices on the backs of the toilet doors at the horse events to raise our profile with the participants. He has found it brought in some donations.

4.11 Matched funding notice in Trail

Fred would like some clearly defined criteria to publish in Trail. Usually, the activity should have national implications. In some cases, where the local group is lacking in funds, the national organisation may fund an activity completely.

Andy says never be afraid of approaching the national exec for funds.

4.12 List of Streets (LoS)

Robin made a request in Trail and individually to local group officers for list of streets. However, only about 6 groups have a LoS which is pitiful response. We need to improve our coverage. We know what is there so that we can defend it. We need to know which LAs have a LoS and which have failed to do their duty in

maintaining a LoS. If the LA wants to remove routes from it, they need to follow a legal process.

Richard Simpson suggests that the TRF provide LoS to those authorities that don't have them. Phillip Spinks says that Derbyshire has a map.

There is a big argument about what constitutes a "List".

4.13 Meetings

4.13.1 with Endurance GB Mark Weston

Jack will be meeting him shortly.

4.13.2 Jack has contacted the Ramblers and pointed out that we have many areas of common ground. In Warwickshire the Ramblers make DMMO byway claims

4.13.3 Jack met a member of the Yorkshire Green Lane Association at a social event. They had an interesting discussion and Jack offered to present at one of their meetings. Devon Green Lanes association encompasses all user groups and they all work together.

4.13.4 Jack has spoken to the British Horse Society but is having difficulty making contact with their representative. Karen Hinckley, supposed spokes person for BHS but actually a GLEAM member, is currently doing a law degree at Sheffield University and specialising in RoW law.

4.14 Thank you letters

TRF groups have been asked to copy thank you letters from event organisers to the TRF officers. The Derbyshire Group have a letter form the Duke of Devonshire.

5. RoW Update

5.1. Shute Public Inquiry

We didn't win, it cost more than estimated and it continued for 5 days.

5.2 Derbyshire CC rejection of claims from the register

Richard Hall says the group has been working through the back log and many of the claims are back on the register. They have received £2500+ funding from the surrounding TRF groups.

The Derbyshire Group have chased the claimants and successfully managed to get them to take the process forward by contacting the secretary of state over the LA duty to determine the claims. Peter Burke, Manchester, points out that the LA doesn't have to apply the Winchester decision.

5.3 Wiltshire County Council

We won but it still cost us

5.4 Dorset judicial review map scale - ongoing

5.5 3 section 56 orders

High Peaks and Potteries, the LA and RoW departments are giving our member, Peter Burke, the run around. Derbyshire group asked Alan Kind to write letters regarding the management issues and subsequently the LA have changed their approach to making TROs. It was pointed out to the LA that safety is not a valid reason for a TRO and they are looking at management of the routes. There is a dramatic change of attitude when Alan Kind is involved and the LA are surprised at the level of the TRF's expertise.

5.6 Chapel Gate

The Chapel Gate route had a temporary TRO for repairs until December 2010. Derbyshire CC (DCC) published that the temporary TRO was renewed when they hadn't even requested a renewal. Since the temporary TRO had been in place 18 months the renewal was refused. Subsequently, some repairs were made and then DCC requested an "experimental TRO". DCC and the Peak District National Park (PDNP) did not work together on the case. PDNP didn't expect DCC to make the repair to the route, and thus leave it unusable forever. However, DCC have repaired the route to bridleway level. In Richard Hall's opinion, the weather conditions in the area will cause the repairs to wash away. A previous tarmac repair attempt washed away with-in 5 years. Richard Hall asked the council for their criteria on the success or failure of the repair. The PDNP thought they could make a TRO because they thought DCC would never make the repairs.

This brings up an interesting issue for TRO and the legislation under NERC. NERC gave NPs the right to make TROs without taking on board the opinion of the LA. The Gap Road in South Wales has a TRO with exemption at certain times of the year; this does not give the NP the right to change this TRO. The TRO implies that there are still vehicular rights at certain times of the year. The signs have been removed from the routes, with the knowledge of Powys CC.

The TRF nationally are aware of many local issues and have legal opinion on those issues. We have been proactive about potential problems and getting legal opinion on those problems. We cannot circulate the opinion.

Powys CC are unable to provide the status of any of their routes in the Brecon Beacons NP. They say they haven't completed the review, so under the freedom of information act they cannot provide the information because it is incomplete and confusing.

Over the last 12 months, the TRF has spent £32100 on legal challenges made by the TRF. To date, we have recovered £31800 giving a deficit of £300 on the fighting fund. Around £20000 was recovered from the other party. If we lose a case we have to pay our own costs plus those awarded to the 3rd party. In the high court this is around £1000, the appeal court £250000, the Supreme Court at least 1/2 million.

The change in legal aid has been interesting. The avenue of claiming due to cases in the public interests has been greatly reduced; hopefully this will reduce the vindictive nature of some of the cases. GLEAM is using people's household insurance to push cases.

5.7 Operation Black Book, Peak District National Park (PDNP), Peter Burke

Operation Black Book is a police operation, which has been running since 2007, targeting the use of legal and non-legal green lanes. They go out and sit on green lanes twice per month and educate people as to where they can and cannot go. They also go out with the non-sympathetic groups and try to dispel their misconceptions about us. The policeman involved retires in September and the police no longer have the funds to run the initiative. The local TRF group, GLASS, and PDNP Authority have pledged funds to be matched by the local police to continue the initiative. The funds pay for a policeman 2 days per week, plus administration and an office at Bakewell police station. The current officer, Kevin Lowe a local police officer for 28 years, will continue in the role as a police civilian worker and he will still have access to the facilities. The initial funding is a one-off payment and he is confident of being self funding with-in 6 months. Peter Burke is convinced that Kevin Lowe is an effective conduit of communication with the anti-vehicle groups. Kevin Lowe will have radio contact with the regular police and will be able to alter them to hooligan riders. The objective is to stop illegal activity and monitor use. All the vehicles using the routes are asked to stopped and be checked. It has been found that the majority of users are legal. If this operation doesn't go ahead or he doesn't get the sponsorship, what is the contingency plan?

Fred Ellison believes that if the funding is not forthcoming it negates all the goodwill achieved in the last 4 years. Richard Hall is in favour of the initiative because it appeases the police in tackling the hooligan element and it diffuses the anti-brigade. Andy notes that it is very difficult to ascribe a monetary value to the initiative to it. What are the repercussions of not doing it? It could put us back to square one. Andy feels that as an organisation we have benefitted when we only put in some volunteer effort. He believes that it is worth giving the £2000 requested. We can go to other areas and show that this technique reduces conflict. Jack Knight thinks that in view of the amount its worth supporting but he doesn't believe that our problems come from illegal use. Debbie asks what guarantee we have that Kevin Row will complete the initial 6-month contract. Jack says this could be a local issue and on all other local issues we have supported on the basis of matched funding. Phillip Spink asks if there is conflict of interest in the use of data collected in the initiative. He doesn't want the details of legal users collated.

The PDNP is one of the most under pressure parks in the country.

Andy asked if anyone was against the project and no one was.

5.8 Tread Lightly UK! Presentation

Robin has been asked, as current project manager at Tread Lightly (TL), to give a presentation to the TRF. Robin is primarily involved with practical physical projects e.g. training volunteers.

TL is well supported by organisations nationally and it has been well received with-in Wales. It is an educational charity first and foremost: users, authorities including the police, national parks, and local authorities. Working in partnership is the key issue. Robin presented the main activities of TL.

Protecting:

TL is not interested in rights to use route. However, it is interested in maintenance and repairs, in encouraging users to protect and preserve, and in helping landowners & agencies to facilitate protection.

Education:

TL endeavours to educate motorised users, including landowners, to behave responsibly and to see our perspective by emphasizing the difference between responsible and irresponsible use and by demonstrating the responsible attitude of the majority.

Partnership:

TL is helping local authorities and national park authorities to maintain and preserve the routes by using volunteers to overcome budgetary deficits, by conserving the character and condition of the routes, by encouraging environmental awareness, by developing habitat sensitive solutions and by influencing motorised users to be environmentally aware.

In Summary, TL seeks to establish working partnerships with all interest groups to improve the environment.

Current projects include:

- Salisbury Plain way marking and enforcement including the agreement of permissive routes to join up the network across the plain.
- PDNPA - operation Black Book works with-in the community to reduce complaints from users and Kevin Low is contacted with respect to whether the routes is definitively not vehicular
- Way marking in Wales - Powys, Ceridigion, Carmarthenshire.
- Way marking in Suffolk and Kent
- Pheasant Pen repair of blocked drain which is the cause of erosion.
- Ambassador training in Warwickshire, Derbyshire and South Wales. Currently there are 30 TL ambassadors.

Whilst working with the Forestry Commission, we have found that they have no idea about vehicular RoW. They are open to providing alternative routes. The Forestry Commission found that if they put in dedicated routes for mountain bikes then they had more control. They are not about prohibition. TL also liaises with DEFRA and the Welsh Assembly Government (WAG).

TL has a Business Plan for 2011 - 16 including way marking projects, gaining sponsors, finding trustees, recruiting another project manager, training ambassadors, recruiting volunteers, obtaining grant funding, creating pay and play sites, repairing lanes, producing education material, holding seminars and conferences for stake holders.

Aspirations:

Develop relationships with national bodies

Educate the legislators

Maintain a positive attitude

Develop relationships with local government

Be invited to official events

Protect the environment

Promote financial and environmental sustainability

Be a source of technical information on maintenance

Avoid contentious issues and pass them onto others for action

Raise funds by sponsorship and grants

Through community involvement TL aims to be the catalyst to make sure all the above happens.

See www.treadlightly-uk.org

Further information from admin@treadlightly-uk.org

A candidate for community involvement is the use of the tax on land fill sites which has to be spent on community projects with-in 5 miles of the site. Most of us live with-in 10 miles of a land fill and could request the money be spent on byway repairs.

TL is Wales focused because the CCW recognised that TL could provide solutions to their problems.

Subsequently, the army on Salisbury Plain has worked with TL. Martin Smith, Oxford, noted that groups of legal riders had been stopped for prolonged periods. The TRF needs specific incidence so that we can feed back to TL to see if there is a knock on effect of their initiatives. Richard Simpson pointed out that once you have shown a policeman your legal documents then the police no longer have a reason a reason to detain a rider.

Andy sums up that historically the TRF have supported TL and were founding members. TL requests further support from the TRF. GLASS has already agreed £2500, and they request £5000 from the TRF. The TRF have already paid £2500 this year. TL accounts are published and submitted to the Charity Commission. The rules for achieving charitable status have changed and new organisations have to demonstrate "public benefit".

Martin Smith would like to know what the TRF members gain from TL. Most of the byways in Powys have been way marked including Strata Florida and Nant Ty Moch. Where the TRF has found it difficult to maintain contact with the government of the day, TL has succeeded.

Some local TRF groups have found that the local authority uses the Health & Safety argument to prevent volunteers helping with repairs. TL can be used to overcome this problem because it aims to become an approved contractor for the local authorities. This model worked with the national waterways.

Andy will take the request for funds away for consideration but he would like to attribute specific projects to the request for further funds.

The TL business plan will be made available to the members.

6. Membership

- The TRF operates on a rolling membership basis now i.e. renewal yearly from month of joining.
- The majority of new members in the last 3 months joined via the web-site.
- There have been some success in following up on groups out of contact.
- The shop is ticking along slowly and there has been little feedback with suggestions except for hoodies and more colourful t-shirts.

Debbie's remit was to increase membership to 4000 this year. She would like an advertising campaign and promote our successes. She believes we should reduce the membership fees to keep members. Richard Simpson suggests a discount for early renewal of membership. The BMF have reduced their membership fees this year and it made no difference to their membership levels. Jack Knight contacted his past and present members inviting them to their BBQ. He found that people were not aware that we now operate rolling membership. Richard Simpson notes that the level of bike purchases has dropped through the floor. Andy notes that, despite the recession, we are still maintaining our membership levels. Ross Fisher suggests that we refund individual members for recruiting new members and there was a suggestion of membership fees for longer periods.

Action: management team to reconsider the membership fees.

Cornwall Group - disabled fun day event, Ross Fisher

100 disabled people were taken on rides around the local forest. The event is run under an ACU social event licence. Noel Squibb pointed out that we use road legal vehicles and our road traffic insurance covers our passengers. The BMF insurance includes public liability insurance. The event was open to the disabled people and their families and carers.

7. Communications & Marketing

Action: Jack to put together a welcome pack

7.1 The AGM at the Dirt Bike Show

The officers don't believe that the members will take part in the AGM while the Dirt Bike Show is in progress.

7.2 The Dirt Bike Show stand 3rd-6th November 2011

Jack is co-ordinating the effort and needs volunteers to man the stand. Robin told the meeting that the West Midlands TRF is near the Dirt Bike Show and a few of its members would be willing to provide bikes.

7.3 Stand equipment

Jack is developing a modular system and a booking system on the TRF web-site for groups.

We won a plaque for the agricultural show we attended despite the organisers not wanting us there.

8. Finance

• The total income to date is up despite membership being down and there have been a number of one-off donations.

• Costs are up £10000 and some our net income is up.

• It is our intention to reappoint the accountants for the following year.

9. Other Officer Reports

9.1 BMF

The BMF continues to liaise with the government and their representative has been appointed to FEMA in Europe.

9.2 LARA

GLEAM is putting pressure on MPs and others to make all byway cul-de-sacs as restricted byways. Robin has commissioned report from Tim Stevens as to why we have dead end routes e.g. routes crossing county/parish boundaries.

10. AOB

10.1 Peak District National Park meeting

There was overwhelming opposition to vehicles in the NP and they were asking how they could speed up the process of banning vehicles from the NP.

Dave thinks it raises bigger issues:

• Is trail riding sustainable in the future?

• The activists are becoming older and wearier and we need the new generations to come on board.

Robin has found that there are many minor organisations with a handful of members who get overweight support from local authorities whereas the TRF counts 1 objector. All members must object as individual personal objectors. Richard Simpson has provided many examples of how to object.

10.2 Group Reps

Martin Smith notes that the MPs Knight and Pace, who have close links with GLEAM, are sitting on influential government bodies. LARA, the body consulted by the government, is watching the situation. However, politicians can make decisions as they like.

11. Dates for meeting

Exec Meeting: January 2012

Dirt Bike Show: 1st weekend in November

AGM: 20 November 2011, venue TBA probably Gaydon. Members are reminded that any constitution changes need to be submitted by the end of August. Members are welcome to stand as an officer.



Wiltshire Trail Riders Fellowship WESSEX WANDERER WEEKEND 2012

Saturday 19th and Sunday 20th May 2012

*A weekend of guided rides for national TRF members
hosted by the Wiltshire TRF Group*

Wiltshire and the surrounding area offer an outstanding network of legal rights of way in one of the most beautiful parts of England. The first Wessex Wanderer was held in 2011 and was judged a huge success. We want to build upon this success in 2012.

An invitation is extended to national TRF members to join us for a weekend of guided runs led by experienced local run leaders in groups with a maximum size of 6 riders and catering for all - from the beginner to the progressive.

The event will be based at the Three Magpies public house near Devizes. The pub also now offers adjacent camping, caravan and camper van facilities. A list of local B & B accommodation is also available upon request.

Advanced bookings only will be accepted with an individual ride donation to the Group Fighting Fund of £30 for the weekend to include a BBQ on Saturday evening. Additional BBQ tickets for non riding family members are available at £10 each.

ENTRY FORM

TRF Membership number Local TRF Group

Name

Address

Postcode Email Address

Home Phone Mobile Phone

Bike manufacturer & model

Type of run preferred *[please delete inappropriate one]* gentle & scenic/long day & progressive

Date Member's Signature

By signing this entry form I confirm that I have read, fully understand and agree to the indemnifications contained in the Small Print overleaf.

Please return form and remittance payable to; Wiltshire TRF at 2012 Wessex Wanderer, Willow Cottage, Frome Road, Wingfield, Trowbridge, Wiltshire BA14 9LL.

If you want to ride with friends, please clearly indicate with your booking. Confirmation of booking will be emailed to entrants together with contact details to book accommodation. Final instructions will be emailed to all participants on Thursday 10th May. If you are not on email, please provide an SAE with your booking. When the event is fully booked, cheques will be returned and entry forms retained in case of late availability. Entries must be prepaid and pre-booked, tickets are non refundable.

Please email any enquiries regarding this event to keith.johnston55@hotmail.co.uk

Sorry - The small print

I confirm that the information given in this entry form is correct.

I confirm that I understand the nature of the weekend I am entering and am competent to take part. I will not take part if I have any doubt about my ability.

I confirm that any vehicle I use will comply with the highway regulations and be fit for road use.

I confirm that I will ride throughout the weekend in accordance with the TRF Code of Conduct.

I confirm that I will not hold any run leader of the TRF responsible for any traffic offences that may arise in prosecution such as section 59 or financial penalties. Run leaders will take all necessary precautions to avoid potential prosecutions but neither the local club nor the run leader will be held liable for any traffic or financial penalties imposed on individual riders.

I understand that the weekend cost [£30] covers my ride donation and BBQ. Booking and payment for camping and breakfasts with the site owner will be my responsibility. Details of the site are available at <http://www.threemaggies.co.uk/home.php> Bookings for camping should be made direct with Douglas & Georgina Shepherd threemaggies@wadworth.co.uk

Bookings for breakfasts can be made up until two days before the event.

Before taking part in the event, I will read and be bound by and comply with any regulations and final instructions issued by the organisers.

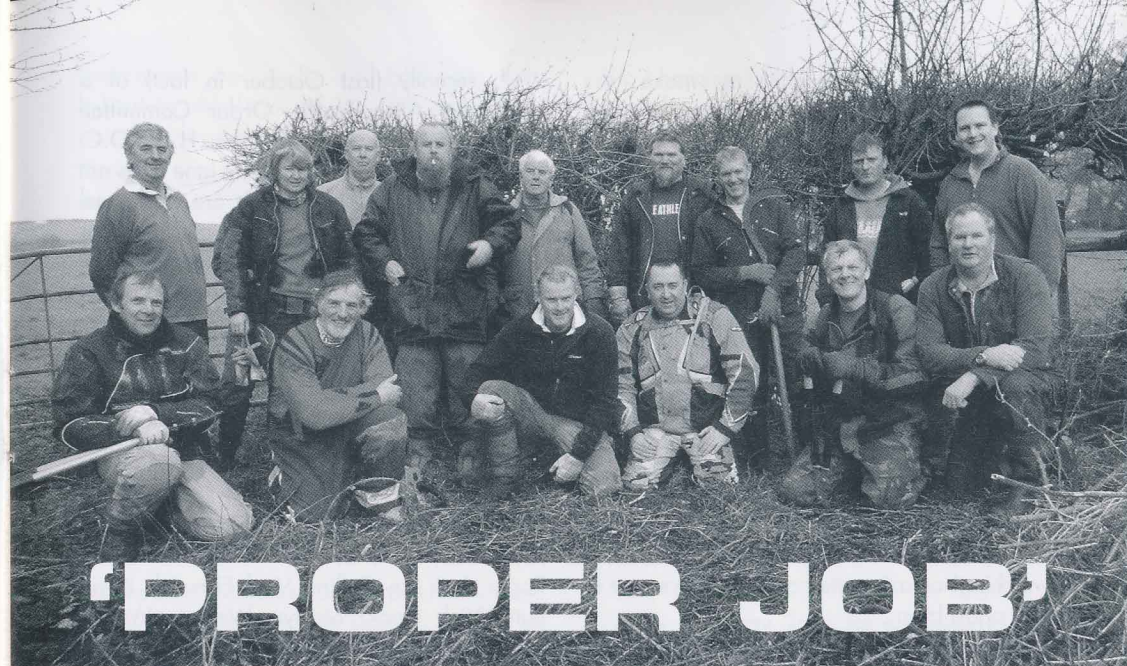
That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this fun weekend. I also authorise any hospital or medical practitioner to furnish information relative to my medical condition to the TRF.

I will not participate whilst under the influence of alcohol or intoxicating drugs and that if I am taking any prescribed medication I will inform the event organiser and seek approval to participate before taking part.

That, as a participant, I accept that I am responsible at all times for my own actions.

I further agree that I shall not seek to claim against the TRF, the organisers nor their officials, or other bodies/individuals connected with the event in respect of any damage to my property how so ever caused and whether by negligence or breach of statutory duty of the said body or persons.

I also hereby agree that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or entrants I WILL INDEMNIFY AND REIMBURSE any sum which you may be required to pay as a result of such claim.



How about clearing 'Marsh Lane' in Devon in January??

Didn't think I would get much response from a small request to clear a 'dead end' lane on a Sunday morning but.....

Four of us attended the same lane two weeks before with good progress made. After clearing a good third of the lane we retired to vow to return in a fortnight to hopefully finish what we started. And you know what? We did, albeit with a little help from our friends

Yep 18 trail riders but more importantly friends!

You know the type, when you're in a fix and need some help you can call on your mates to help.

Marsh Lane is nestled nicely just outside a small Devon village but lying low in between 2 fields slowly dropping to the River Yarty. A mean coverage of vegetation had taken over the whole width of the lane due to years of flailing field side and top side of hedges.

Doug's (centre kneeling down) idea to re open this lane can only be described as "awesome" simply cause the sheer nature, character, plus

creating a lovely 'fag break' turn around area at the bottom.

Eight turned up on their lovely 2 wheeled machines the rest had doubled up in cars, vans and anything they could get hold of even stealing the missus' 'run around' for the morning wasn't a problem.

They didn't turn up in dribs and drabs with an unhelpful attitude, they descended with a fighting spirit flowing with positive energy. From the young to the not so young, everyone was there for one reason.

I was poised in the centre of Marsh Lane, another team of four went East towards the river tackling some fallen elms adorned with ivy. We were heading West to meet in the middle with another team coming in from the top.

(This could be accepted as chaos from any on lookers but the Devonian's of the TRF world knew what we were on about Ooh Arr!!). Anyways I was there with four others attacking overgrowth, pulling cut branches down the lane to safely deposit them on the wider area when the 'squibb machine' (chairman) broke

through the overgrowth to make the connection to us thus opening up a huge section of the lane.

No time for chit chat, just a brief welcome and he went east to join the other team and I went west to see and welcome the others following Mr Squibb with a hand shake, a verbal thank you plus loads of the usual banter!

Making our way to join up with the rest near the river, with a good understanding there would be some more clearing to attend to. But 'NO' was the message when arriving on the scene, the section had been cleared with smiles all round. The aim and goal of clearing 'Marsh Lane' had been SORTED within an hour and 10 minutes (not that I was clock watching) amazing stuff, what can you say to that apart from....

MANY HANDS MAKE LIGHT WORK tis true ;) Yep you could argue WHY? The clear...

Well, recently (last October in fact) at a Highways Area Traffic Order Committee meeting it was said by the H.A.T.O.C. chairman at a pending TRO the lane does not appear to be used as there are no wheel marks on the ground. Plus in our case for 'Marsh Lane', there would be no user evidence that would be vital for a fight against closure or stopping up' orders.

Now the Devon group has hopefully secured another lost lane with the first user of the lane by a country mile, Jon Tannock plus many more by now! AWESOME!

Making the difference,

Noel Squibb, Jon Tancock, Doug Piper, Chris + Jacki Cole, Mike Trim, Mike, Neil Vanstone, Roger Hart, Ray Collins, Mark Fishwick, Kevin Butt, Nick Cook, Martyn Weston, Wayne Bowles, Rob, Scott Horn, oh and yours truly.

Wacky

THICK ICE

(but not thick enough!)

Bright sunshine gave the illusion of warmth and tempted me out for a couple of hours. Crisp frozen leaves littered the byway. On the Roman Road a lady gathered her dog as I passed. A well wrapped up elderly gent stood aside and nodded as I passed down the tunnel below the trees going down the chase, autumn leaves all golds and yellows in the afternoon sun.

The bridge was white alongside the ford and I forked right uphill at the junction.

Two black dogs tugged at their leads as I approached the dogleg ascent below the rope swing. I went straight on past the post and up under the overhanging holly, skirting the logs,

rocks and other debris interspersing the angled drainage channel steps before the wall of death dogleg leading to the ridge road to no-mans land.

Dodging rocks hidden in the leaf litter I descended one side of the valley, returning up the rocky steps opposite then carrying on up the ridge lane, only to return back down again crossing my route down the narrow rock strewn steep slope opening out onto sheet ice over tarmac.

From the concrete slope by the farm at the bottom of the ridge (another ridge) road above, I could stand up all the way now. The

undergrowth has finally died back, no doubt helped by the Moor to Sea LDT competitors' passage along this underused lane.

Plenty of grip on the ridge road but a scary steep icy T junction to follow.

Creaking but no crunching as I rolled over what is usually a deep wet section in one of the dips. White frost everywhere and low sun flashing through the trees made for an interesting ascent of a very washed out technical parallel route only partly visible part of the time.

Cutting left down a winding slope I saw the only running water encountered all day on my way to the waterworks lane. Interestingly, a planning notice telling of plans to build houses in the adjoining field was posted on the lane.

The repair at the bottom of Sharpen has washed out already. Then the fun started. Puddles all year round on Butterfly never seem to dry out somehow.

Currently the ice is nearly, but not quite, thick enough to hold the weight of me + CCM.

Halfway across the first long stretch of ice and CRUNCH!! Well over an inch of ice broke suddenly dropping the bike into axle deep icy water. Breaking my way out was neither as quick nor as easy. Having broken a slab off, the wheels kept slipping sideways on it.

I had to resort to leaning the bike on the bank and then walking on ahead jumping up and down on the ice to break a way through. When I returned to it the bike did not look like it would move what with all the bergs between the spokes.

Steamed up goggles and numb feet, dry but frozen solid, stopped me from lingering to savour a spectacular view and I turned round at the trig point and, meeting no-one on my way down, I was in top gear descending to the weighbridge.

Snow speckled the way up to the commons.

A traffic cone mid tarmac gave me pause to wonder why. As I entered the next lane and I had to duck under two fallen trees

while bouncing up the gulley, can't say there was no warning.

Hard ground helps give grip on the normally slippery section opposite prior to the dogleg on the way up to the ridge road.

Sometimes crashing, sometimes sliding through/over the numerous dips as not every sheet of ice gave way under me, I was surprised to glide right over the deepest dip where muddy water often covers the front wheel. I met a lady horse rider on the hairpin dogleg and hit the killswitch to wish her luck crossing the ice.

Feet up (at least I think they were cos I couldn't feel them by now) all the way up the hill opposite is always satisfying to achieve and on that note I headed home to get warm again.

31 lanes (1 Byway, 26 UCRs, 4 Believed public but not maintainable at public expense), 23 miles, 1.5 hours. No lane numbers, you'll have to map read if you want to know where I went. No pictures sadly, you don't think I'm taking my gloves off do you. No witnesses, can't imagine anyone wanting to ride a motorcycle in sub zero temperature. No badgers.... but I think penguins, polar bears and arctic foxes would have been laughing at me during my titanic adventure on Butterfly.

Peter Bull

How to pull yourself out of a hole in the ice

1. Use your elbows to left yourself up onto the edge of the hole, facing the direction from which you came. Let as much water as possible drain from your clothing.
2. Reach out onto the solid ice as far as possible. If you have keys, use them to help your grip.
3. Kick your feet as though you were swimming and pull yourself up.
4. Once on the icy surface, stay flat and roll away from the hole.



SOUTHERN

**Presents
An evening with Mick Extance
British Dakar Legend**



Mick Extance is arguably Britain's most successful endurance rider of recent years and five time finisher of the infamous Dakar Rallye. He will be our guest of honour on Thursday 15th March for an informal talk evening.

Date: Thursday 15th March 2012

Start time: 8:30pm (Doors open at 8pm)

Location: Southampton & District Motorcycle Club

Woodside Avenue

Eastleigh

SO50 9ES

Ticket Price: £6.00 * These are First Come First Served *

Contact Jo Dokeray serowbillie@gmail.com

Northumbria TRF BIKES, BEVVIES & BANTER 2012

Trail Riding Weekend, 2nd & 3rd June

A social weekend that is fun for all the family, with guided trail rides of Northumbria (Northumberland and Durham) with some of the best trails you could wish for. Rides led on the Saturday & Sunday.

Field, near Hexham, available to camp or caravan (bring your own tent or caravan, food, refreshments, beer, water, BBQ etc). Toilets provided only (no water).

Friday & Saturday open air bevvies & banter with a raffle on Saturday night. Good evening out with other T.R.F. members (families welcome).

£40 per bike for T.R.F. members (proof required, this is a TRF members only event), no charge for non-riding family members

YOU MUST BOOK IN ADVANCE FOR THIS EVENT

To book your place for this trail riding and social weekend please complete the booking form overleaf and post to N Gilbert, 2 Dipton Close, Hexham, Northumberland, NE46 1UG. Each rider must complete and send in a separate form.

For further information you can ring Neil on 07939 038180, Nic on 07940 133871.

Please make Cheques or Postal orders payable to: - **"Northumbria TRF"**

DO NOT SEND CASH

Availability is limited so no discounts or refunds.

Booking form can be downloaded from
www.northumbriatrf.net/downloads/NTRFbookingform.pdf

Please send your booking form well in advance of the weekend to avoid disappointment and allow for your booking confirmation to be returned along with details on how to find the camping venue.

There is no pay on arrival at this event, with no exceptions.

If you do not have an email address please enclose a stamped self-addressed envelope with the booking form so you can receive your booking confirmation.

**Please complete the form overleaf and return.
Please ensure you have signed the form.**

BOOKING FORM

Riders Details

Complete accurately and in CAPITAL LETTERS

Name

TRF Membership No. TRF Group

Address

Postcode Email Address

Tel No. (preferably mobile)

To help us organise your weekend with a suitable route can you tick your preferred weekend ride:

- I am attending as an individual and will ride with any other riders I am allocated to **or**
 I am booking as part of a group and wish to ride with

(please indicate the lead person from your group you wish to ride with)

By returning your booking form you are agreeing to abide by the following terms & conditions:

- All rubbish must be taken home
- This is NOT a competitive event, it is a fun weekend suitable for all the family
- I confirm that any vehicle that I use will comply with the highway regulations, be fit for road use and that I am licensed to ride it.
- I confirm that the exhaust will be a standard part of the machine (original part supplied by the manufacturer) or after market unit which is as quiet as the original unit. I also confirm that the silencing is effective and baffles are intact.
- I will NOT take part if I have any doubt about my ability or the safety of the venue.
- I confirm I will not hold any run leader or the TRF responsible for any traffic offences that might arise in prosecution such as section 59 or financial penalties. Run leaders will take all necessary precautions to avoid potential prosecutions but neither the local club nor the run leader will be held liable for any traffic or financial penalties imposed on individual riders.
- I will read and be bound by and comply with any safety instructions issued by the organisers.
- I further agree that I shall not seek to claim against the National TRF, the Northumbria Branch of the TRF nor their officials or the land owners connected with the fun weekend in respect of any damage to my property how so ever caused, and whether by negligence or breach of statutory duty of the said bodies or persons.
- That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the meeting and I undertake to inform the organisers immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to continue to participate in this fun weekend.
- I agree it is up to me to supervise my family and take full responsibility for them.
- I also hereby AGREE that if the applicant should sustain any injury from any cause whilst taking part in the event and as a result bring a claim for compensation against you or the organisers or officials or sponsors or entrants or owners of the venue I WILL INDEMNIFY AND REIMBURSE any sum which you may be required to pay as a result of such claim.

I have read, understood and agree to comply with the terms and conditions

Signature

My First T&N TRF Summer Camp 2011

I started this story in July 2011 but didn't finish it. Since this story I've had two days riding in Portugal, joined the East Yorkshire TRF and met Austin Vince.

I've been a TRF member since 2005 but my trail riding experience is very limited. The fact is I've ridden more hare scrambles and motocross practices on my trail bikes than green lanes, which was never my intention.

My introduction to trail riding was on a CCM factory ride out day in 2002 riding a CCM 604 in the Peak District. Fog, snow, sleet, rain, numerous crashes and punctures made it a hard "bleeding" and my three nights a week at the gym meant nothing when picking up the lardy CCM in those conditions.

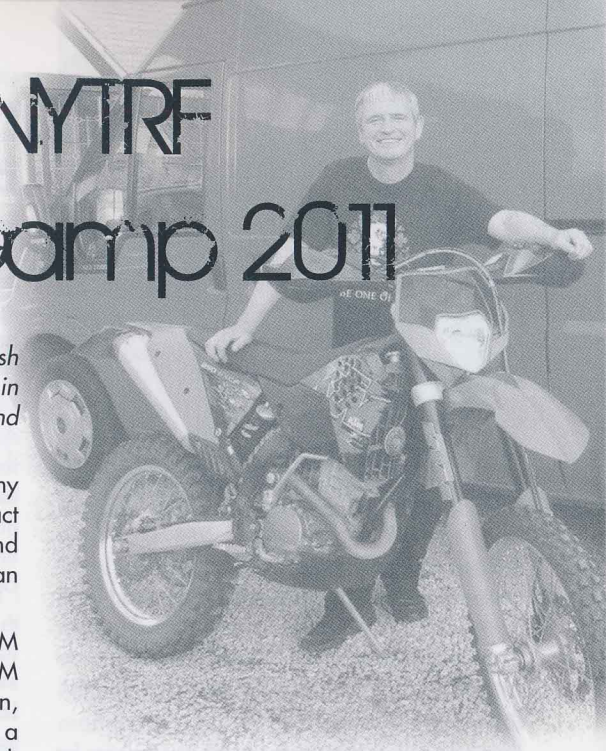
I decided if this was to be my new hobby my much loved cigarettes would finally have to go!

In the summer of 2002 I rode a brilliant Kawasaki KDX220 at a motorcycle stunt school, jumping off ramps. This lightweight bike just added more confusion to my choice of buying a dual purpose bike.

After a few years of armchair trail riding, care of TBM, and expanding my DVD collection to include enduro and motorcycle adventure films I bought a new KTM EXC400 in 2005.

Riding a few hare scrambles and generally messing about the bike finally saw green lanes in Wales in May 2007. Based at Llanerchindda Farm I rode their enduro practice track for a couple of days followed by a fantastic day guided exclusively by Clive on the local trails. The highlight being the famous Strata Florida with all the river crossings.

I had not joined the local East Yorkshire TRF as



they were based out of my area and, being a non car driver and a previous victim of motorcycle theft, I was not going to risk any of my bikes parked outside a strange pub to attend a meeting.

In April 2008 I traded my 400 in for a lighter KTM EXC250F. The same year a letter from the late, great Brian Thompson in TRAIL offered marked up maps; one covered part of East Yorkshire. I received some of the maps and bought and copied O.S. maps which I marked up and laminated.

Finding lanes with my workmate Barry Constable on his Kawasaki KLR 250 was good fun but riding through traveller-occupied lanes lined with snarling fighting dogs was a bit hairy! I always map read and led but on that occasion, near Burton Agnes, Barry got the bravery award for leading!

Riding to the local MX track, with only what I could carry and strap to the bike and wishing to travel further a field, I decided driving lessons and a small van were on the books. I started driving lessons in September 2010 and



spotted my first potential mini adventure in the December TRAIL mag; The Teesside and North Yorkshire TRF Group Forest and Heather Camping Weekend, July 2011. All I had to do was learn to pass a driving test. Pass the test, then buy a van, no problem!

I've had driving lessons in the past, one lot about twenty years ago and one lot twenty seven years ago. I previously stopped lessons because of work commitments, the cost and the fact I hated driving cars - they have too many wheels!

In the new year I received my fun weekend final instructions and then on April the 14th 2011, at the tender age of 49, I passed my driving test at my first attempt. HURRAY!

Fitting in van searching with work was a nightmare but one week before the weekend I picked up a medium height, medium wheelbase, bright red, 2004 Ford Transit (small van?). Despite my protests (it was my adventure after all!) my wife booked into The Feversham Arms for the Friday Night. I had not driven anything since my test so I now know her concerns. Wifey led the way to Farndale in her 4x4 which I appreciated as my mirrors were hitting foliage.

I registered at camp and then retired to the pub (after putting up the tent). I was now going to stay in the pub for one night then one night camping alone. The huge-portioned pub grub

was superb and eating to the sound of folk singers was different but quite pleasant.

DAY ONE

Being "residents" and the first two people down for breakfast at 7.20 a.m. getting breakfast over an hour later was poor to say the least and this really added to the nerves and frustration. I wasn't the only wound up rider because of the random service, as my wife kept pointing out to calm me down.

As my wife checked us out of the pub I ran to the campsite to unload the bike and get kitted out. With bikes leaving site quickly and no time to ask advice I chose to put on my Sinsalo waterproof enduro gear. This later proved to be a big mistake.

A bloke called John (John Robinson - I later found out - yeah I know! I've read loads of his stories!) put me with Paul and John from Lincolnshire and Alan from Manchester.

John Robinson led us out and it wasn't long before we got off tarmac. I couldn't relax and my toolpack combined with my rucksack, containing a 3 litre full Camelback, felt awkward.

At our first break we stopped at an excellent village butcher's shop for pies and I discovered my wallet and van keys were still in my jacket pockets despite the open zips! Again, down to the rush start.

On tarmac we all got to test our emergency stops just past a blind bend where a huge farm vehicle completely blocked the road. I managed to skid to a halt alongside John R. but behind me I could hear that sickening sound of metal and plastic on tarmac that all bikers hear at some time or the other.

Linc's John had come to grief but luckily the only damage was a broken clutch lever which he quickly replaced. The elderly farmer seemed more shook up than anyone else.

More varied trails. but riding on open moorland, the bike went sideways in ruts and speedway style my left leg went out followed by the bike going into opposite lock and the

footpeg whacking my left calf. A brilliant quote came from Paul who was behind me "that's the worst crash that didn't happen I've ever seen!!" On a fun forest fire road I managed to shotblast my new number plate off.

John R. did a great job of taking us on some excellent lanes varying from open grasslands, slow R.O.W.s with cows in them, dry fords, rocky climbs and descents. Unfortunately while on a virtually unrideable lane dumped with tons of concrete, tarmac, hardcore etc I got a massive thigh cramp walking the bike downhill. From then on I struggled with cramp and silly crashes which just drained me of energy. Struggling to just get on and off the tall KTM I was let off gate opening and closing duties. The ride finished at camp at 6.00 p.m.

Loads of babywipes later and fresh clothes I met up with the Lincs lads and their partners at the pub (my wife had gone home after a day in Malton). The Teesside and North Yorkshire TRF raffle was hilarious with great prizes followed by a very good rock band. Around 10.15 p.m. I retired to my little tent to be fit to ride Sunday.

DAY TWO

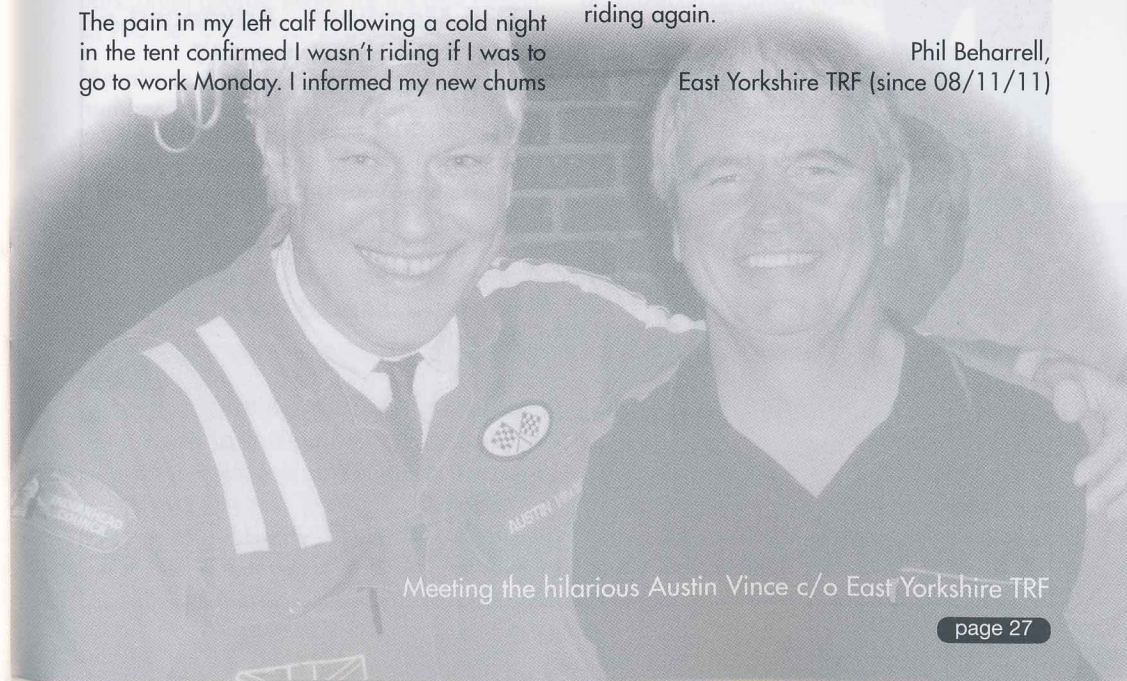
The pain in my left calf following a cold night in the tent confirmed I wasn't riding if I was to go to work Monday. I informed my new chums

that I wasn't riding but I couldn't finish my weekend like this. To cheer myself up I cooked eggs, beans and toast on my new camping gear. While attaching my spare, less damaged, number plate to the bike so I could ride the local tarmac, a rider whose group were having a later, more civilised Sunday ride out came over for a chat. I explained the situation with the leg but he pointed to a trail in the distance and told me it was hard going up but flat at the top, I ignored his advice. One hour of tarmac riding and I followed his advice!

Riding upwards hurt and I had to stop for 4x4s going downwards. All chatted and some expressed envy not being on two wheels. Reaching the top the view made up for the pain and I actually got the chance to take some photos. A walking mate told me later it was Ruddland Rigg.

Returning to camp an old knee injury was rearing its ugly head! Driving home was agony but would I do it again? Yes! At the time of writing I've sent my 2012 form off. Thanks to all involved but a massive thanks to Linc's Paul for his sympathy, encouragement, help and advice - a top bloke. Looking forward to riding again.

Phil Beharrell,
East Yorkshire TRF (since 08/11/11)



Meeting the hilarious Austin Vince c/o East Yorkshire TRF

SOMERSET TRF EXMOOR FOREST RIDE DAY SUNDAY 1st APRIL 2012

Another brand new course for our fourth non-competitive off-road event within large private forests in the heart of Exmoor.

- The event is open to bikes, outfits and quads. All must be road legal, insured and properly silenced. (excessively noisy machines will not pass scrutineering)

- 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.

TRF Members - Advanced = £12 / On the day = £17
Non TRF Members - Advanced = £18 / On the day = £25
(please bring your TRF membership cards)

Entry forms available at www.somerset-trf.co.uk and entries accepted from 1st March.

If you can't find the information needed on the website, then email mark@bagborough.co.uk

www.somerset-trf.co.uk

MEMBERS CLASSIFIEDS

KAWASAKI KLX 250 2010 plate, 2049 miles. Hand guards & luggage rack fitted. 6 months tax. Good condition. £2850. Tel: 07967 006178 (Co. Durham).

LUNAR VENUS 5 berth caravan 1996 with awning. Good condition, everything included & ready to go. Just needs hooking up, storage included until July. Will swap for 400cc + bike or sell for £2800. For more info call Nick 07974 897438 (Peterborough).

WANTED Larger fuel tank for Yamaha TTR250 enduro (or any ideas where I can get one). Contact Ian 07855 301079, email ian.harrison@vosa.gov.uk

YAMAHA SEROW 225 2004, 16,000 miles. Tax & MOT to Feb 2013. Carefully serviced & maintained, genuine bike, email for pics. allenjohnmitchell@googlemail.com Full documentation, manuals & lot of receipts. Road & light trail use only. £1200. Tel: 07753 740764. (Lytham, Lancs).

HONDA CRF 230F 05 reg. MOT'd but sorned. Low usage. Extras include Renthall bars, brush guards. Ready for the new season. £1900. Tel: 01548 521278 (Devon).

Members Classifieds: Bikes, Riding Gear etc 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, Sheeppcote Farm, Moor Lane, Wiswell, Clitheroe BB7 9DG. Tel: 01254 823893 Fax: 01254 887999 editor@trf.org.uk

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.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.

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

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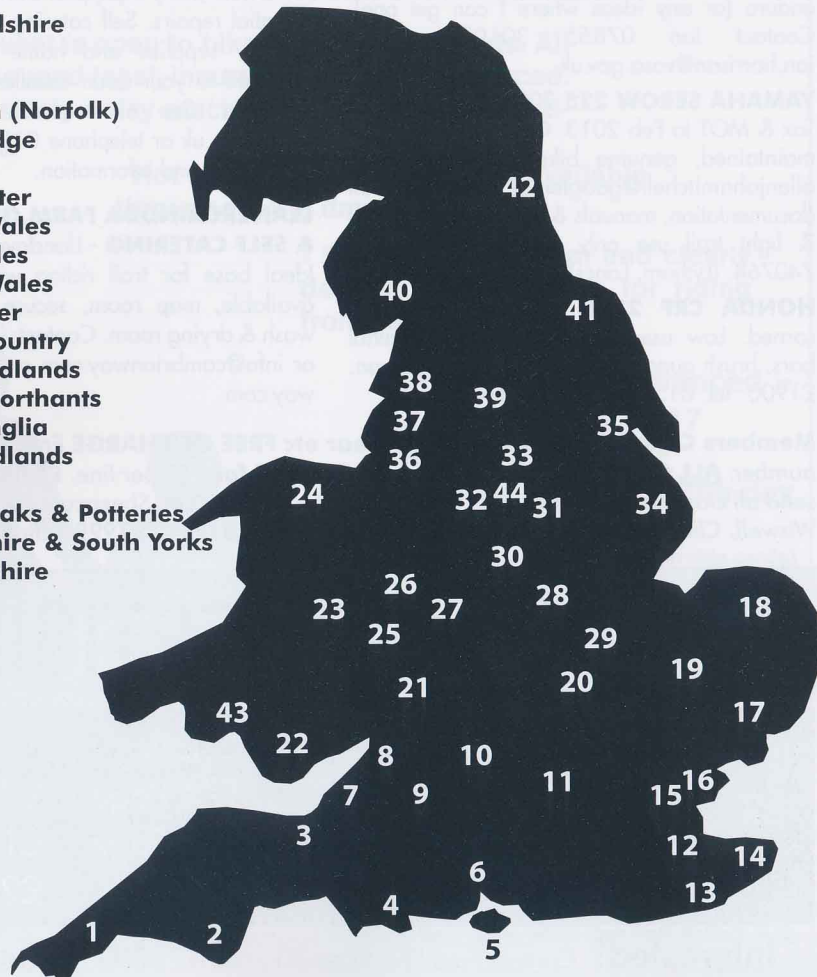
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GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. dccje@talktalk.net 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 DT11 9AZ.

EAST MIDLANDS Graham Chinnery, Tel: 01332 863433 2nd Wed, The Clock Warehouse, London Road, Shardlow, just off the A50.

EAST YORKSHIRE Simon Garthwaite, Tel: 07980 680026 2nd Tues, 8pm, Londesborough Arms, Market Weighton, York.

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

GLOUCESTER James Osborne, Tel: 01531 822728 1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

HERTFORDSHIRE Ken Marshall, Tel: 01438 312602, marshall.k@sky.com 2nd Wed, 8.30pm, Shire Park Social Club, Shire Park, Central Drive, Welwyn Garden City AL7 1AB.

HIGH PEAK & POTTERIES

2nd Tues, 8.30 - 9.00pm, The Stafford Arms, Bagnall. (2 miles out of Leek).

ISLE OF WIGHT 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 Eddie Mace, Tel: 01189 333380 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, Blyadon, NE21 4JB.

NORTH WALES Neil "Timpo" Thompson, Tel: 07980 555874 1st Wed, 8pm, Potters Wheel, Precinct Way, Buckley CH7 2EG. Ref SJ 279637.

NORWICH Jeremy McNulty, Tel: 07786 426055 2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Steve Pickford, Tel: 01865 463626 steve.pickford@gmx.net 3rd Thurs, 8pm, The Gladiator Sport & Social Club, 263 Ifley 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 Andy Gerrard, Tel: 07803 600571 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 John Robinson, Tel: 01287 623588. 3rd Tues, The Ranch House, Thoraldby Farm, Stokesley/Hutton Rudby Road.

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 Jones, Tel: 07825 142511 1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

WEST MIDLANDS Steve Whetton, Tel: 01527 451089 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

David Walters, Tel: 07767 204730 1st Tues, White Hart, Fernhill Heath, Worcs.



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valid until end of February

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TRF Internal Window Sticker (24 x 2 on clear background)*	£ 2.23			
TRF External Sticker (30 x 2 on white background)*	£ 2.48			
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TRF 2011 Sticker*	£ 1.00			
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TRF 2006 Sticker*	£ 0.50			
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TRF Standard Polo Shirt - Grey - Large	£ 10.00			

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Delivery Address:	I enclose a chq to the value of:
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Profits from each sale go towards the TRF Fighting Fund

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Remember to pay a visit to the TRF shop at

www.trf.org.uk/shop

where you will find a selection of:

Embroidered polo shirts available in green or grey from small to XXXLarge, an assortment of mugs in a variety of designs in either black, green, white or grey along with pens, stickers, key-rings and travel mugs along with other items.

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