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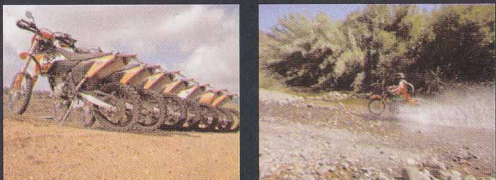
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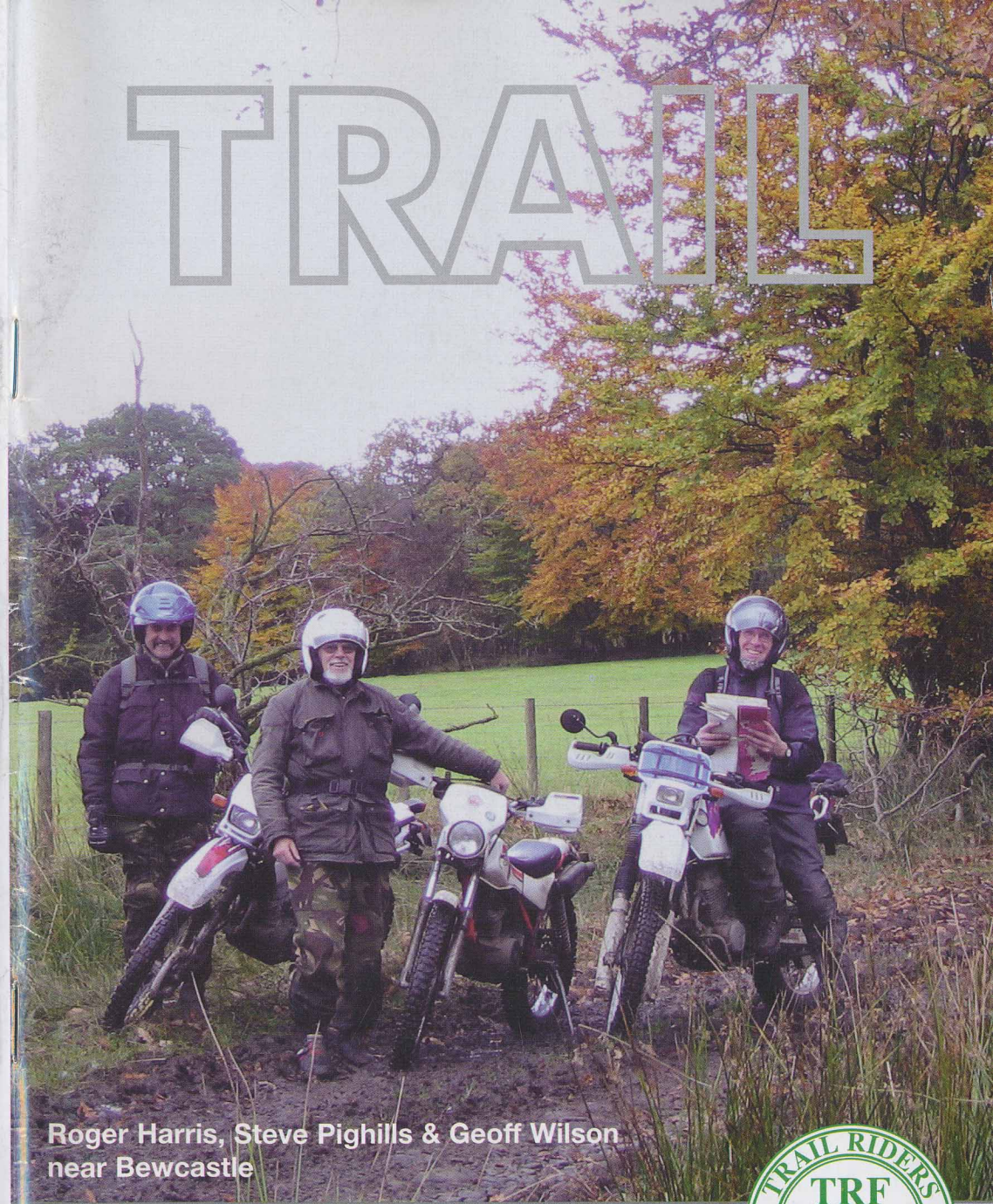
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TRAIL



Roger Harris, Steve Pighills & Geoff Wilson
near Bewcastle

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

NOVEMBER 2012 No. 411 EDITOR: FRED ELLISON



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

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South & South West	Dave Tilbury	See above for contact details
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EDITOR

Ever heard of Lyndon Poskitt? Probably not. I think I had vaguely but Ian O'Brien, a fellow Ribble Valley Group member had been to a talk by Lyndon and was most impressed. Seems he has been riding enduros and big trail bike rallies with some success for a few years now and he didn't come too expensive. So the group said "o.k. get him down here" and so it came to pass. What a good evening with some excellent photography and a few short video clips. Lyndon gave a fascinating talk on so many aspects of trail riding at home and abroad as well as the world of rallying and his plans for the Dakar Rally 2013. He has mortgaged his house and his soul to raise the £60k needed for the event. Ribble Valley Group will definitely be following his progress. I would definitely recommend adding him to your social calendar.

Christmas is not far away and the TRF Shop is full of stocking fillers. Everything from a TRF Pen to a TRF Polo Shirt and lots more in between - order form at the back of the magazine or order online.

There is also a trail riding video in the classifieds which was reviewed in Trail no. 410. Best described as a year in the life of a dedicated trail rider it contains lots of ideas for future activities.

Finally do not forget the 2013 calendar photo competition.

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: Roger Harris,
Steve Pighills & Geoff Wilson
near Bewcastle see page 10

COPY DEADLINE:
1st Tuesday of the Month

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

BMF Discount Code 2012: TRF12A231

NOTICE BOARD

SUSSEX GROUP AGM

Thursday 29th November 2012
at 8 pm.

Ashington Social Club, Mill Lane,
Ashington, West Sussex RH20 3BX.

Will all Sussex members please attend. We will be holding the election of new officers; reporting on the activities of the group during the past year; outlining activities for the coming year. This is the one meeting of the year you SHOULD attend.

Peter Fancourt

CHANGE OF VENUE SOMERSET GROUP

As from and including 10/1/13
The Somerset TRF Group will meet at:
The King Alfred Inn, Burrowbridge,
Bridgwater, Somerset TA7 0RB.
Tel: 01823 698379

(This is only the pub phone number)

Fran Bunce

CHANGE OF VENUE MANCHESTER

New venue: The Sycamore Inn, 4 Stamford Square,
Ashton-under-Lyne, Greater Manchester OL6 6QX.

CHANGE OF CONTACT & VENUE DERBYSHIRE & SOUTH YORKS

Group Rep and Contact: Bob Morley 07836 680323.

Meeting Date: 2nd **Wednesday** of the month at The White Swan,
78 Chesterfield Road, Dronfield, Derbyshire S18 2XF.

FORTHCOMING EVENTS

Treadlightly Ambassador Training

Sunday 25th November 2012, Salisbury.

Contact robin.hickin@treadlightly-uk.org for more information.

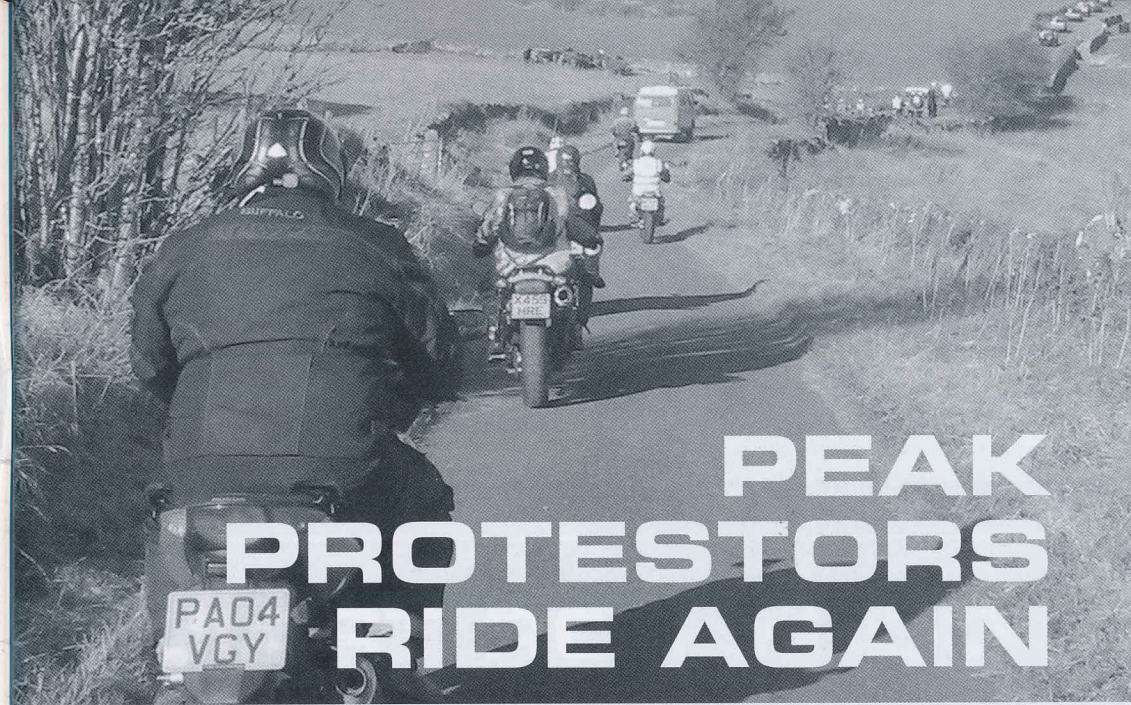
BMF Show Peterborough: 18th-19th May

BMF Bikefest Kelso: 6th-7th July

BMF Tailend Peterborough: 14th-15th September

MAKE SURE YOUR EVENT IS LISTED

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



PEAK PROTESTORS RIDE AGAIN

Hundreds of motorcyclists and drivers took to the roads of the Peak District on Sunday 21st October in another protest against plans by the Peak District National Park Authority (PDNPA) to ban motorised users from vehicular rights of way in the park.

Members of motoring and motorcycling clubs in and around the Peak District were joined by members of the TRF (Trail Riders Fellowship) and the Green Lane Association (GLASS) from all over the country: with one party coming up from Sussex in a classic VW camper van to join the protest.

Trail bike riders and quad and 4x4 drivers were joined by protesters on modern road bikes and classic motorcycles as well as ordinary cars and vans on a circuit around some of the Peak Park's iconic tourist attractions.

Protesters are concerned about the fairness of a 'consultation' that the Park Authority is undertaking before it closes Long Causeway

and Roych Clough to motorised use on the spurious grounds of 'tranquillity' and 'amenity'.

A spokesman for protest organisers The Peak District Vehicle Users Group (PDVUG) said: "We have grave concerns that the PDNPA has been persuaded by a small faction of vocal lobbyists to stray from its remit of maintaining the National Park as a resource for all to enjoy, and instead to support the prejudices of a minority who want the Park run for their benefit only. We believe that minds have been made up, and the results of the consultation could be ignored if they do not suit the view of the Authority.

"The member organisations of PDVUG all operate codes of conduct, and help the PDNPA maintain rights of way for all to enjoy. We cooperate with the Park Authority and Police in their efforts to eliminate illegal 'off-roading'. We want people to enjoy the Park in sustainable, responsible and diverse ways, but sadly people who do not share this view

appear to have gained the upper hand through running misleading propaganda campaigns.

"On Sunday, we took to the tarmac to enjoy a slow drive through the Peak District. We normally travel at these speeds or slower when we are off-tarmac, enjoying the countryside just as those on foot, horseback or in the saddle of a bicycle do.

"We only have access to two per cent of the unsurfaced rights of way in the Peak District.

Those who do not wish to encounter us have 100 per cent of the footpaths and bridleways, plus all the right-to- roam land. We are not asking for anything new or special: just to be allowed to hold on to the little that we do have."

The PDVUG demonstration follows a smaller protest ride and drive that took place in the Park in August. Further protests are planned for 25 November and 30 December.

For further details contact Richard Simpson

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.

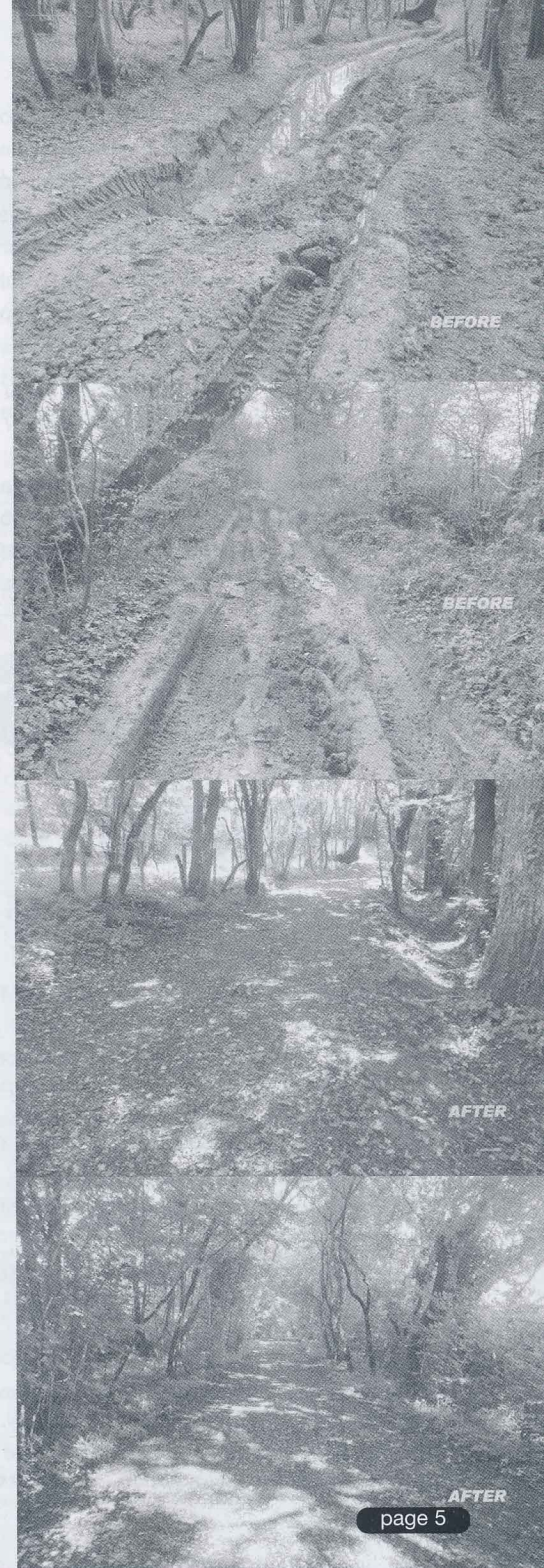
Photographs submitted for publication may also be used for other TRF purposes.

Common Lane, Corscombe to Halstock, West Dorset

This 1.9 mile long unsurfaced UCR joins the two villages of Corscombe and Halstock and was, until recent years, a very pleasant ride by motorcycle. However, the 4x4 brigade found that they could use it too resulting in widespread damage to the surface and surrounding woodland areas by off-piste driving. The damage was so bad that the highway authority slapped a TRO on it late 2008 but didn't carry out any remedial work. A new TRO was implemented in the spring of 2010 which covered Common Lane and the lanes that joined it.

During the period of the last TRO a local movement was formed called "Friends of Common Lane" and is made up of local people who wanted to have a hand in seeing the lane repaired to a good standard. The group actively works with Dorset County Council, who has carried out all the heavy work, with the local group carrying the smaller tasks such as clearing drainage grips and ditches and cutting back encroaching vegetation.

Two long sections have been completed where the surface has been levelled, topped with a layer of chalk and then the surface finished off with a good amount of road planings. The finished sections look very good and with all the ancillary work that has taken place, the lane looks so different from before. The plan is



to have this project completed by 2014.

I attended the group's AGM a few days ago and I made them aware that I was from the TRF, which strangely brought no signs of animosity or arguments against us. There was a presentation of the work completed so far and the future plans and I must say what Dorset County Council and this local group have achieved is truly admirable. The transformation in the route is amazing and is a good example of a local community and the county council working together.

After the presentation I spoke to a few people there and decided to join the group so as to assist in some of the clearing and drainage work planned for the coming Winter. However,

one of the group's future aims is to have a ban on vehicles using the lanes and so being a member I can hopefully inform them of the TRF's remit, code of conduct and our own aims as an organisation. The group is definitely opposed to 4x4s using the route as it was their behaviour that brought about the damage and the subsequent closures. Before the 4x4 use the lanes were in good order with the exception of a couple of areas in the Winter. Hopefully we will have a successful conclusion and have continued use of the lanes after repair with the routes ridden in a sensible manner.

Dave Oickle

Dorset TRF - Rights of Way Officer

'Shop Assistant' Required

To look after and run the TRF shop - web based.

The role will involve the following tasks;

- Monthly stock checks - and submit to the Treasurer at the end of each month/each quarter.
- The ability to be able to source relevant products for the whole membership, cost and compare P&L.
- Look at monthly special offers advising the membership through the home page of the shop, the TRF Forum and TRAIL.
- To encourage local groups to take stock and sell at local group meetings and events, along with suggested selling prices.

Ideally must have basic experience in IT, programming and the ability to reconcile month end reports based on sales and profit, etc.

Must have a free space to be able to store stock boxes.

This is a volunteer position and general expenses will be paid, postage, mileage to and from Post Office if out of way, etc.

If you are interested in taking this role on please drop Debbie a line via email - memsec@trf.org.uk



From the Membership Secretary

Trailwise

Whilst every member is informed of Trailwise at the point of joining and renewing, many forget during the course of the year (or don't read the letter!), so to re-cap.

As a member of the TRF you will also have access to Trailwise. *The TrailWise project brings together people who are interested in Public Rights of Way within the UK, to share their knowledge and experience. TrailWise is a national record of Public Rights of Way within England, Wales and Scotland. It is run by users for users but strives to be nationally recognised by all user groups and official bodies charged with administering and governing Rights of Way. The system records the location of Rights of Way along with a collection of information about each route. Users add information about those ways in terms of their physical nature, legal status, and also in terms of the historical and other evidence for their status. TrailWise is built on two fundamental principles - firstly that a large number of users contribute small amounts of information to the system therefore providing a complete picture for the benefit of everyone.*

Additionally that the information is available in a single, central location and it is therefore guaranteed that everyone is referring to the latest, most up-to date information available. www.trailwise.org.uk.

If you are interested in registering for Trailwise you first need to obtain a registration key. Please drop me **an email**, to memsec@trf.org.uk with your surname, postcode & membership number and I'll get this generated for you.

Emails

On the subject of emails, having recently completed two mailings via the membership database during the last week of October; one regarding a RoW issue in the Peaks and another concerning the AGM, several emails bounced back. If your details change during the course of your membership please advise memsec@trf.org.uk where I can then update them.

Remember your email address needs to match the membership database and your forum user account for it to recognise you as a member.

Debbie Hutchinson

WWW.TRF.ORG.UK TRF WEBSITE & FORUM

PLEASE TAKE A LOOK AND SEE WHAT YOU THINK AND SAY HELLO ON THE FORUM. WE WILL BE PLEASED TO HEAR FROM MEMBERS WITH ANY FEEDBACK OR IDEAS FOR CONTENT THAT YOU MAY HAVE.

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

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British Motorcyclists Federation

NEWS

BMF tunes up for the future

The 2012 Annual General Meeting of the BMF was held on Saturday 13th October at the headquarters of the Unwanted Motorcycle Club in Burton upon Trent. Delegates from all corners of the UK were welcomed to the meeting by the Chairman Roger Ellis.

In his report Roger said that it had been a challenging year, with severe pressures on people's finances. The BMF, like all organisations, has been hit by the recession, but the Management Team took steps to try and limit the impact on the BMF and its members.

Following on from his opening report Roger welcomed Martin Chick to present his report on the shows.

Martin, Mulberry Group MD said that while overall it had been an awful year weatherwise for many outdoor events, all three BMF Shows had gone ahead. Both the BMF Show in May and the Tailend Show in September were well supported. The Kelso Show in July had really suffered from the awful weather, at times some areas were totally underwater, but true 'Bulldog Spirit' had shone through and those attending enjoyed themselves. He was happy with the way the shows had gone, with good feedback from attendees and traders alike.

Plans for 2013 shows were announced as follows:

BMF Show, Peterborough, 18-19 May

BMF Bikefest Kelso, 6-7 July

BMF Tailend, Peterborough, 14-15 September

The BMF's Government Relations Executive, Chris Hodder, then spoke about lobbying and government relations over the past year. He said that the BMF was still at the forefront of lobbying, both in Europe and the UK, and outlined some of the key issues that he had

been involved with.

Speaking on BMF finances, Finance Director Howard Anderson said that while overheads had been considerably reduced during the year and income had remained constant from membership, sponsorship and donations, the constant watch on costs and expenditure must continue. He went on to report that currently the financial position was looking much more secure, the first time in a number of years that he could say that. The BMF needs to keep increasing its membership, individual, club and corporate. He offered a challenge to the members from every region to continue recruiting with the aim of making the running of the organisation totally self-sufficient on membership subscriptions.

Tom Duncan, Administration Director and Peter Laidlaw, Director of Member Services, both gave very positive reports on their individual portfolios, again delivering a positive message from the last year but stressing that the BMF must build on that success for the future.

When it came to BMF elections, the whole of the Management Team were re-elected and the meeting offered a vote of thanks to them all.

Jeff Stone, the long serving BMF PR Executive was thanked for his many years of service to the organisation, The meeting voted that Jeff should be made an 'Honorary BMF Member' and wished him well for his retirement.

In closing Roger thanked all of the delegates for attending, the Unwanted Club for their hospitality and reminded all that, although the previous year had been good for the BMF, the work has to continue for the foreseeable future to make sure that the BMF stays as the leading riders' rights organisation in the UK.

Released by Roger Ellis

The Last Frontier

Some of the final few lanes missing from my Cumbria trail riding list were around Bewcastle in the far north west of the County.

Bewcastle is a wild place, an Iron Age settlement before it became a Roman outpost north of Hadrian's Wall. When the Romans went the early Christians arrived, and left behind an impressive Celtic cross erected in the 7th Century, plus a church from around 1200 to complement William 2nd's 1092 castle. The castle was slighted by Cromwell's men in the 1640's. There must also have been some interesting times around here during the days of Scottish and English Border raiding.

So in mid October Geoff and Robert Wilson, Roger Harris and I rode out north of Brampton to explore the lanes. There are only a few but they turned out to be worthwhile. They're all very unfrequented UCRs and all shown on the Cumbria HOTR maps and survey sheets.

The first, U1038, started just west of Bewcastle, through a grove of beeches, then up a rather soggy slope past an old lime kiln, through a gate onto a drier field and to a farm splendidly named Peel O' Hill. A bit of tarmac drive followed, then on to a crossroad, 2 points of which are the U1035. To the right we followed the hard surfaced track for a couple of miles to the edge of Kielder Forest where the road now dead ends. Before the advent of the RAF Spadeadam Ranges, according to a farmer we met, the road went through another 5 or so miles to Butterburn. There was a VMCC direction sign just in the Forest, so the area must see some permissive use still. There are fabulous views over to the Solway and beyond from up here.

We went back to the crossroad to follow the other leg of U1035, an easy hard surfaced route, to U1033. This had a good surface for the first half and then a wet field where we had to concentrate not to make a mess; no spinning our trail and trials tyre clad wheels.

Only 1/2 mile away were the 2 sections of U1031; the first went from the south east diagonally back from the tarmac, through a gate and across a soft field. The second leg started with a wriggle along a track to a small homestead, and through its yard for a 5 minute deliberation as to which way to go next. 2 of us hooked right and left and tip-toed (if you can do that on wheels) down a short wet section before going left onto a clear harder surface for 3/4 mile back to tarmac.



The other 2 went round to avoid the possibility of too much surface damage.

Next we headed west to the sections of U1028, which presented no problem in a southerly direction until the second ford. Discretion took precedence over valour and we looped around to look at the other side. Seeing from there how deep the water really was made us feel less like wimps, though I don't think it would be a problem to cross at a warmer, drier time of year.

The last lane was U1026 at Oakshaw Ford; we went uphill, which was wrong. The middle section was a grassy, wet gully. The others let

me do it on my own as they got into conversation with the landowner, and I can now confirm that the guy who put my new heart valve in 7 months ago did a really good job! Glad I was on, or rather pushing a TLR200, not a Serow or whatever, though.

It was altogether a great day of exploration in remote country, with lovely Autumn weather and colours. Nothing except the above mentioned was too taxing, and there were no issues except the soft ground. Our only real mistake was deciding not to take sandwiches. Lunch was back in Brampton at 3.30!

Steve Pighills, Cumbria TRF.

RESPONSE TO OFF-ROAD EXPERIENCE DAYS OVERWHELMING

When the MCI Off-Road Group decided to pool resources to put on a media and public day to showcase off-road sport, no one could have predicted the incredible glow that both days generated. On the first day (14th September), 41 members of the media (there was not a single no show) were buzzing after a day of professional training, demonstrations from pro-riders and a huge choice of bikes. On the second day 100 members of the public, picked on a first come first served basis, were able to enjoy a similar day, trying off-roading for free.

The enthusiasm generated from both days has been overwhelming. A facebook page, set up for those who attended has been buzzing with comments of praise for the event and many people are now determined to buy bikes, even though some had never ridden any sort of motorbike before. Howard Dale, who chairs the Off-Road Group says this was exactly the response they were looking for, 'It was a real cross-industry effort, where brand rivalries were put aside in order to give the off-road industry the boost it deserves'. A professional photographer was hired for the day and attendees have been uploading them to their own facebook pages, which means news of the event has now reached over 16,000 people.

Taken from British Dealer News
October 2012

Ed: I do hope green laning was featured.

My Adventure bike is a Yamaha XT1200Z Super Tenere

by John Robinson

Lets hear it for the Yamaha XT1200Z, Super Tenere. After eighteen months and 22,000 miles I can safely say it is a Bike for all Seasons.

A superb road bike and a great off-road bike.

I am not one for polishing motorcycles. I just like riding them, come sunshine, rain, hail and snow. Summer, Autumn and Winter (providing there is not sheet ice). If cleanliness is next to Godliness, I am half way to Hell. I look after the mechanics between services but as my neighbours say I only really clean them when it is time to sell.

The parallel twin engine is developed (dumbed down some would say) from the GP winning Yamaha. It is smooth and responsive above 4000 revs but feels (at least to me) as though it is struggling to maintain an even tickover, in the higher gears, at low revs. In fact top gear is only good above 80mph.

A neat feature of the Tenere is, when in top gear, if you double the number on the rev counter, you get the speed, in mph, so you are not trying to change up all the time as with some bikes. You know you are in top gear.

When winding round the bends, on mountain climbs or down valley roads at speed, the Tenere is superb in third or fourth gear depending on the severity of the curves.

The shaft drive sucks energy out of the bike as you shut down the throttle going into the corners and delivers rapid acceleration coming out. The engine growls like a muted TVR. Interesting but not offensive. You feel totally in control with no need to use the brakes.

The braking system: vibrationless ABS: is phenomenal. I tried an emergency stop from 80 mph

just after I bought the bike and the forks just dipped and the bike almost stopped dead in its tracks, silently. No noise, no vibration, the electronics are amazing. Fills you full of confidence.

I always close the throttle slightly whenever I start to feel confident, which has mercifully saved me on several occasions. I once had a few cracked ribs, tends to make you more cautious, considering I could not stand up straight for five months.

I am reminded of the adage: there are fast riders and old riders, very few fast, old, riders.

As Harry 1 says "Never ride faster than your Guardian Angel can Fly".

The Tenere has two traction control settings. I use these as a dry and a wet setting. I switch off the traction control on the dirt because the electronics are so good they can detect any small variation in grip (bumps, loose pebbles, sand, slime etc) and immediately shut down the power delivery.

The first time I used the traction control off-road was a two hundred yard nightmare of bucking and jarring before I realised how sensitive the traction control was. Once it was switched off the Tenere was as stable as a tank. (Some would say it is a tank).

Yes it is a big heavy bike but once under way it handles like a lightweight and is so well planted. I have ridden a lot of UCRs in the North Yorkshire Moors, done some off-roading,

gravel tracks in Spain, Portugal, Norway and the Pyrennes and the Tenere is great fun.

Yes there are UCRs I would not go down (Dun Bogs, hard enough with a 250 trail bike). Like all things you have to use your brains and choose your lanes carefully to match your skill level. Over confidence leads to disaster. I would not be able to lift this bike up on my own if I binned it even though the crash bars are well designed to stop the bike from keeling right over.

There are also two mode settings: Touring and Sport. I guess I use Sport most of the time as it is more responsive. For long motorway journeys I use the touring mode, not that I check the consumption. Nevertheless it does return 50 mpg most of the time according to the onboard display.

Comfort wise the bike is very "Butt friendly". You sit in the bike rather than on the bike. I use the higher seat setting for touring and then lower the seat for off-road allowing me a greater footprint for stability, in awkward situations, when a Dab is needed.

The riding position is upright, with all the controls within easy reach. I have ridden 600 motorway miles in one day with short breaks every hour without any real fatigue. Equivalent to 200miles on the twisties.

One thing that surprised me when I first stepped on board the Tenere was how far away the windshield was. The screen is designed to

draft most of the air over your head and it does work well.

The Tenere can be ridden like a Sports bike, all body lean and knee down style or MX style where you lean the bike and remain upright. I have tried both methods and I prefer the MX style mainly because I have ridden trail bikes for so long that my leg automatically shoots out on very tight corners.

A bad habit born out of the anticipation of "bailing off" but I am too old to change that aspect of my riding.

Tyre wise I have been using Metzeler Tourance which last about 8000 miles and give good grip in all conditions (except sheet ice on which nothing will grip)

Service intervals are 6000 miles which seems reasonable. When you are travelling at speed over the ton (overseas trips only) you need expert mechanical check ups.

It always surprises me how little publicity the Super Tenere receives. Magazines tend to be

obsessed with BMW and any new arrival on the Adventure scene is immediately compared to a BMW plus another "Loser".

The last time a Super Tenere was tested against the opposition, they asked the guy who runs the BMW off-road school to give his opinion. Of course the Tenere came second but that was a foregone conclusion.

Since Sanders did the Alaska to Terra del Fuego run and back in record time without breaking down on a new Super Tenere I think that said it all for me.

As I have said before "choosing a bike is like choosing a wife" you go for the one you fancy and put up with the consequences.

The Tenere is a no hassle option well worth the money.

As my Father used to say "The quality of the goods remains long after the price is forgotten".

Happy Riding whatever your mount!!

John Robinson, T&NYTRF Group.

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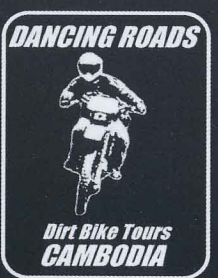
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RoW UPDATE

PEAK DISTRICT NATIONAL PARK

Chapel Gate ETRO Legal Challenge was heard 7th November awaiting Judgement

One of the most important issues to watch out for in the coming year is the use of "Experimental" Traffic Regulation Orders. These TRO's, to the average member, look like a normal restriction, but they are more sinister than just a temporary closure have requirements for objections to any future closure objections need to be submitted within the first 6 months of the experiment. Be advised that if you don't object they will be closed permanently at the end of the "experiment".

The consultation is now closed for the proposed permanent vehicular TRO's on the Roych and Long Causeway.

We await the second set of proposed TRO routes Chertpit and Leys Lane and Brushfield-Upperdale, these will be the next ones so we will lose these too.

DEVON TRF FIGHT AGAINST UCR CLOSURE

We await a court date confident however that we will win this case when we do eventually get to the High Court.

I don't know if it is possible to sue Devon CC for loss of our rights while this case goes on perhaps someone can advise us?

POWYS SECTION 56

Court proceedings are now underway and full disclosure of evidence has been ordered to allow the defence to examine all the facts, some of which were withheld in the Magistrate's original case.

Breaking news Powys CC have now proposed Permanent Traffic Regulation Orders on the two Byways in this case. Consultation ends 23rd November and they are due to come into force on 24th December. Well, is this the view of things to come, it looks very much like up yours to co-operation and partnership.

DORSET MAP SCALES

Hot off the press the Judgment was handed down on the 2nd October and I am sad to say we were not able to convince the High Court of the injustice of Dorset County Council's interpretation of the 1981 WCA and the effect of NERC on this DMMO claim. At this time we are considering an appeal so I can't make any formal comment on the case. No doubt others will be crowing about their success, but as with the original Winchester case an appeal could be successful. Time will tell.

Any feedback on any of these issues please send to me at row@trf.org.uk

Robin Hickin

Annual General Meeting of the TRF

Sunday 11 November 2012

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

AGENDA

1. Chairman's introduction and report
2. Apologies for absence
3. Executive Officers' Reports
 - 3.1 Technical Director: The Technical Director will provide a summary of the year's work including Rights of Way, Legal Events and other such matters that falls within his remit (including the management of contractors and the work undertaken by them).
 - 3.2 Marketing Director: The Marketing Director will provide a summary of the year's work including Public Relations, Marketing & Communications (including Trail Magazine) and other such matters that falls within his remit (including the management of contractors and the work undertaken by them).
 - 3.3 Membership Director: The Membership Director will provide a summary of the year's work including Member Services, Merchandising and other such matters that falls within her remit (including the management of contractors and the work undertaken by them).
 - 3.4 Financial Director: The Financial Director will provide a summary of the year's work including the Annual Accounts, Financial Performance, Budgets and other such matters that falls within his remit

(including the management of contractors and the work undertaken by them).

4. Subscriptions.

4.1 Membership rates for 2012 as per Article of Association 3.7

5. Matters Duly Submitted for Consideration not amending the Memorandum of Incorporation or Articles of Association.

6. Election of Executive Officers

6.1 Please see the proxy voting form for details of those members who have indicated their intention to stand.

7. Meeting Dates 2012: 3rd February, April, July, AGM November

8. AOB (At Chairman's discretion)

The meeting will observe a minutes silence at 11:00am. Target finishing time 14:00

5.1 Other Matter Duly Submitted

"A report and discussion followed by a vote to ratify whether the present TRF management decision making and executive meeting format should continue or take an alternative form."

Proposed:- David Giles, Seconded:- Peter Alt (Standing Orders will apply)

8.1 AOB

Opportunity to join the TRF Board of Directors

Whilst the Membership Director has stood down, she has retained responsibility for the administration of the membership system and associated database. This has given the Board the opportunity to reappraise the role of the Membership Director with a view to allowing a more strategic role not constrained by the day to day management of membership services.

The Board has identified an immediate requirement for an Executive Officer whose primary responsibilities will include:-

1. Developing communication strategies between the management team, local groups, and individual members
2. Working with the other Board Members towards the ongoing management of the TRF

The position will be titled Communications Director.

Applications are invited from members who have a specific interest in improving communication links both internally within the TRF as well as externally with other organisations and stakeholders. The role is intended to be 'hands on' and would suit an enthusiastic individual who enjoys interacting with others, analysing processes and identifying best practice.

For further information, please feel free to contact Andy Gerrard or Jack Knight.

Annual General Meeting of the TRF

Sunday 20 November 2011

The Heritage Motor Centre, Banbury Road, Gaydon, CV35 0BJ

MINUTES

1. Chairman's introduction and report

Chairman welcomed everyone to the meeting.

The last 2/3 years have been difficult times for everyone and the problems with the economy have affected the TRF. This has been either directly or indirectly with government resources. In the last year the austerity measures have affected many of us. RoW is a very easy target for cost cuts. The TRF has had to be vigilant that local authorities are making inappropriate closures, down grades, not processing requests etc. The TRF has spent a lot of time and money addressing the issues locally and nationally. The national TRF can give assistance but we need the members to bring issues to our attention.

Andy believes that 2012 will be a year for new legislation including the environment bill and the planning bill. We need to be vigilant and make sure that they are not hijacked and become another NERC. The power is in the hands of the members in talking to their MPs and forging relationships with local rights of way

officers and local councillors. If you are known to the local council, they no longer demonise the trail rider. Becoming part of the community is a way to disarm the anti-vehicle brigade.

It is business as normal for the TRF and the organisation is in a sound position. There are many motivated members and we are sound financially. At one point the TRF was seen as the single point of contact for RoW advice. There have been several high profile cases over the year which shows the depth of knowledge of the TRF.

When we are out in the country, the majority of riders encountered are not TRF members. Andy believes that if it wasn't for the TRF, there wouldn't be any trail riding today. So members should promote the organisations to non-members, even if it's just to gain funds. At the end of the day we are constrained by our finances.

Andy's interactions with other organisations over the last year have been positive.

Noel Squibb has noticed the lack of money in Devon has resulted in new lanes where the local authority put up blue signs. Andy has found that in Luton, the local authority RoW officer has his remit expanded to cover sub-urban routes and is happy to take the advice of the people on the Local Access Forum. On the other side, local authorities like to cut access to reduce maintenance costs and they are not always receptive to the local TRF helping.

Mark Holland mentioned the localism bill giving more power to parish councils. Andy says that all parish meetings are public, so members just need to attend. TRF need to watch out for the migration of power to the local parish and again we need to attend these meetings.

2. Apologies for absence

John Gardner, Dave Tilbury, Arnold Brewer, Steve Pighills, Graham Till, Chris Hurworth, Graham Rose, Jack Richard Hall, Mick Ellison

3. Approval of minutes of AGM on 10th October 2010 - see Trail No. 400

Administrative errors lead to the minutes failing to appear in Trail prior to the 2011 AGM.

The 2010 minutes will be published and people should make any queries before the next executive in January.

4. Matters arising

4.1 Proxy voting

This did not work in 2010 as well as hoped. There were proxy votes submitted too late and thus people's wishes were not taken into account. Andy does not believe that this has led to the TRF being badly run in 2011. Since there were no additional motions for the 2011 AGM, the officers decided not to issue proxy votes. No notification for replacement officers has been received. So far, no one has asked for a proxy voting form this year. Andy would like to make the proxy vote available on the web-site. Last year, it cost the organisation a significant amount of money and most of the people who requested a proxy vote didn't return them. Mark Holland pointed out that Endurance GB, an organisation with similar numbers, spent out £1000 on sending out proxy votes. These contained an error so they had to spend out again to correct them.

Robin takes on board the executive meeting in August where people can review proposals for the AGM. However, if we revert to having the AGM in October, we have a shortened time to resolve the issues. Jacky Germain seconds bringing the AGM back to October to help people returning on long journeys.

Andy pointed out that the companies act stipulates that the period between AGM should be no more than 15 months. Andy would like the mechanism for notification of the motions and agenda to be more structured and asked the technical director to address the matters.

4.2 The TRF Charitable Trust.

The application is on file but has stalled due to the requirement to show public benefit. The charity government required proof on every point. The TreadLightly application for charitable status was subject to 6 or 7 iterations due to queries from the Charity's Commission. In hind sight, we should have tried to establish the trust on the basis of something small e.g. preserving of rights of way. Andy asks enthusiastic members with a bit of time to put themselves forward as trustees of the TRF charity. Anyone who is an officer of TRF Ltd cannot be a trustee of the TRF charity. Andy is happy to talk to any members about the obligations of being a trustee of a charity. Robin notes that some of the things we do would fall outside the remit of a charitable organisation e.g. political lobbying, legal challenges on behalf of our members and local groups. TRF Ltd can do what it likes, but a charity cannot. John Williamson asks if the TRF charity were to expand its aims, would it lose its charitable status. Andy said that the aims would be restricted to those which satisfy charitable status. The BMF has managed to divide the organisation into business entities and a charitable trust. The TRF has to be a bit more careful about how it does that because we are not a big enough organisation to support many arms. Steve Neville asks how the Ramblers get away with being a charitable

organisation but still do lobbying to restrict access. Andy has talked to the CEO of the Ramblers and their size allows them to lobby based on the voting power of their members. Andy recommends that everyone reviews the objectives of the Ramblers charity.

One benefit of the TRF being a charity is that all member fees and charitable donations can be augmented with tax paid by the personal donor.

4.3 The Forward Plan

The forward plan should encapsulate non-specific tasks like increase membership down to specifics. The first draft tried to avoid alerting the opposition to what we are doing. The existing plan is the rolling report maintained by Robin. It's an internal document which details all the on-going legal actions and rights of way issues. The management team is unwilling to make this public because it details our activities. The forward plan would otherwise be too generic. If an individual member wants to know about a specific issue, he should ask the technical director.

Dave Giles reminded the meeting that he was looking for a business plan, an analysis of the world today and how we operate. Steve Neville was the national RoW officer 15 years ago. He wrote a document about our ambitions and would like to see something similar today.

Andy is happy to take a business model from a member and review it and apply it. Mike Kirby, Cambridge group, believes that the organisation is rudderless. Andy would prefer members to bring forward their concerns as they occur rather than save them up for over a year. Charlie Morriss reminds people that negative criticism gets ignored; it takes "this is a better way of working" for it to take effect.

5. Executive Officers' Reports

5.1 Technical Director

The Technical Director will provide a summary of the year's work including Rights of Way, Legal Events and other such matters that falls within his remit (including the management of contractors and the work undertaken by them).

There has been significant RoW activity this year, as a result of the AGM approving expenditure of £50,000 last year. Robin expects that £40,000 will be reimbursed where we have won costs on cases. In most cases only 60-75% costs are awarded to the winner. The judicial review on map scales in Dorset could cost us £20,000. We have also received donations to the fighting fund from local groups. The cases we support will be important to the TRF on a national basis.

The majority of the TRO cases have revolved around incorrect arguments for exclusion of user groups. The Sarn Helen Prosecution was dropped. The government bodies bringing the prosecution held a post mortem meeting but refused to give any details when TRF members requested them, under the freedom of information act. We have fought hard for Walna Scar and, after taking legal advice and advice from local members and the national park authority, it is unlikely that BOAT status is attainable.

It is unlikely that the TRF could overturn the Winchester case. Collusion between land owners and local authorities in making TROs is not a legal reason for quashing the case. The TRF has to use abuse of process etc. The Chapel Gate ETRO is important because it's in the Peak District National Park and all the other national parks will be watching the outcome of the case. Robin notes that a significant number of local TRF RoW officers and their supporters are working on these issues which affect the riding of all trail riders across the country.

Monks Trod: Powys CC has put a review to CCW to stop all rights on Monks Trod, it's a consultation paper, but it is not yet a process. The issue for CCW is that the route is a SSSI and it would only be able support the reinstatement of a footway. Elan Valley trust would dedicate a footpath for people to use because they have that power. The cost of re-establishing the route for motorcycles is estimated to be £300,000 for a causeway 10 feet wide. Elan Valley Trust has £4.5 million of assets. Robin's view is that Monks Trod will never reopen to vehicles.

Leo Crone asked if there have been any prosecutions on dual status routes: yes, Sarn Helen. There may be a problem with the Gap Road next year where the local authorities are consulting on removing the TRO.

Robin gave a vote of thanks to all those local members who work on behalf of all TRF members.

Noel Squibb also noted that the members appreciated the direction given by Robin. Steve Teuber, Dorset, view is that the set up is much more professional than it has been for a number of years. Robin's rights of way workshop has given many more people confidence.

Dave Giles and John Williamson propose the acceptance of Robin's report.

5.2 Marketing Director

The Marketing Director will provide a summary of the year's work including Public Relations, Marketing &

Communications (including Trail Magazine) and other such matters that falls within his remit (including the management of contractors and the work undertaken by them).

5.2.1 Jack Knight

Jack was elected at the 2010 AGM and at that time the extent of the role was unclear. Jack has delegated the PR aspects to Richard Simpson and concentrated on marketing the TRF. After discussion with the other TRF officers, Jack started an advertising campaign in MCN and subsequently there have been 7 adverts running up to the Bike Show. Although the cost was quite high, the advertising included some interesting and sometimes controversial photographs.

Jack has organised stands at a number of shows with the help of local groups. The show material has been reviewed, updated and expanded. Leo Crone keeps the stand material and tents; he will loan these to any group who want to run a stand. The BMF shows are free to us and agricultural shows cost a modest amount. The Horizons Unlimited Show was for the adventure market and our stand was well received. We reviewed the Dirt Bike Show and decided that it was too expensive in light of that fact that we already advertise in TBM. We have taken a stand at Motorcycle Live at the NEC and we placed a full page of advertising in the show catalogue which is expected to sell 30,000 copies. Jack found 34 volunteers for the 9 days of the show. He has expanded the material available on the stand including new banners, member handouts and membership payment forms. Dirt Bike would have been £1600 just for the stand, however, the 9 days Motorcycle Live is £1200 plus £300 for additional material and printouts from Fred Ellison. We give the volunteers modest expenses so, in total, the costs are about £3500. There will be a review of the results. Roger Carvil was on the stand on Saturday and he has already signed up some new members. Charlie Morriss says that all money spent keeping the TRF in the public is money well spent. Tony Lacey believes that we need to publicise these efforts more to the membership. Jack believes we have to accept that people have their own views about what we do. With respect to the road riders, we are aiming to attract them. Jack thinks that we can't do much about changing the attitude of the anti-vehicular element. Steve Teuber accepts that the pictures are suitable for advertising and he thought it was a canny advertising strategy. Steve Taylor is very impressed with the joined up think of the advertising campaign and the stand at the Motorcycle Show. He thinks it's more important to get members through the door and then educate them afterwards. Jack reiterates this sentiment. Dave Giles asks that we think about how we can justify any image to anyone he is in a meeting with.

The TRF also has a link on the Adventure Bike Rider web-site: the leading site for the fastest growing sector of the motorcycle market. Although it cost £80 per month over 6 months, we found that it has led to a significant number of web users to our web-site. Mike Irving recommends advertising in magazines to catch the people who don't have access to the internet. Jack notes that there is a budgetary constraint and printed advertising is very expensive. He judges that in the case of Adventure Motorcycling they will generally use the internet. Jack will be reviewing the advertising for 2012.

Jack has talked to other organisations such as the British Horse Society, but he found the Ramblers difficult to contact. Leo has held a stand at his local APRO ride safe event for the last 10 years. At these events he made useful contacts with the results that he is now the first point of call on RoW issues for the police. Dave Giles questions are our support of the BHS where regional officers speak against us. Jack had an appointment with Mark Weston of the BHS, unfortunately he was called away on other business at that date and 2 further attempts to meet with him have not succeeded. Jack notes that its one individual, Dr Karen Hincley, who speaks against us. Mark Holland points out that the TRF doesn't do much for the BHS and this has been the case since they sold off their endurance business.

Jack has not yet been successful in attaining any sponsorship. He has spoken to MAG and thinks he can overcome the tax implications. Over the coming year, he aims to increase our funding through sponsorship. We have received support from TBM over the year in the form of advertising and we now have their logo on the bottom of our web-site.

Jack is surprised at the commitment required to being an officer of the TRF. Jack thanks the individual and groups who have supported him over the year including: Richard Simpson on PR, Fred Ellison with Trail and printing, Mark Holland with the horse events (a good source of income for the TRF), Adrian Allen on the web-site, Dave McLaughlin the forum moderator.

Andy thinks Jack's performance in the first year in the job is amazing. He also believes that the change in the management structure at the 2010 AGM has allowed Jack to do this. Andy notes that we put the right people in post and they have got on with their roles.

The meeting thanked Jack for his efforts.

5.2.2 Richard Simpson

Richard has concentrated on 2 areas: GLEAM; assisting Jack and Debbie with increasing membership.

GLEAM turned their spotlight on the Peak District and at the tail end of 2010 they persuaded John Craven

to feature trail riding on Country File. The TRF rose to the challenge and Jack was able to counter most of their arguments. Many of the Country File supporters weren't impressed. They came back with an attack recently on the Peaks and the Derbyshire Users Group. The national park officials were shown to be even handed and they even put down Mark Everard. Richard had an interesting exchange with the program producer which will be reported in Trial. Richard has also countered articles published in local magazine.

Richard has been taking a long hard look at the new motorcycle market: utility machines under 125, adventure bikes and big BMWs are the only ones showing growth. The endurance/trail motorcycle sector is failing. Richard has written a number of articles for suitable publications based on new sales.

He prepared a media pack for the Motorcycle Show for Media Monday and he published one of the TRF RoW successes in the Coventry papers - which had an effect on other local authorities. Next year Richard will continue to target the Adventure Bike market.

Richard says it is down to you as individual members to counter at a political level GLEAM's next action - attacking our right to ride UCRs. Only the individual can write to their MP. Robin recently visited the South Wales TRF, an assertive group. He agreed with Richard the provision of an action pack of arguments and counter arguments.

5.3 Membership Director

The Membership Director will provide a summary of the year's work including Member Services, Merchandising and other such matters that falls within her remit (including the management of contractors and the work undertaken by them).

The main objective for 2011 was to increase membership by 25%. The method of achieving this was to advertise and ask the members to promote the organisation. Debbie is reliant on local members recognising non-members on the forum and encouraging them join. Moving forward for 2012, Adrian will implement a simple mechanism on the TRF forum to ask non-members to become TRF members. Current membership level is 3196 which is about 60 less than this time last year -very good given current economic climate. 173 members have returned who were members in 2000 to 09. Most join on line or over the 'phone. Month by month there is a drop of members joining. Another group has taken advantage of new member bonus scheme. Next month, the TRF will introduce payment by annual direct debit and this includes a discounted membership fee. Since the AGM is 1 month later, the renewal letters are 1 month later and thus they will arrive over Christmas week. Richard asks if we could address our churn of 1000 members. Surrey group highlights all the TRF initiatives to people who don't rejoin. Debbie wonders if the rolling membership will lead to a lower rate of churn. Leo Crone's group takes out non-members periodically so that they can see where the benefits of being a member are. Leo estimates that about 3 out of 8 on the run will join the TRF. Although the bulk of routes are publically available in local government web-sites, some counties do not provide a comprehensive list.

John would also like some statistics e.g. how many are disabled. We don't want to hold this kind of sensitive information on the membership database and we would need a volunteer to collate the information. In addition, Andy has worries about data protection issues.

Debbie is able to email the membership, wholly or in groups. During the course of the year 99% of emails were replied to with-in 24 hours.

Shop went live in February with limited stocks. Sales have been low and consequently Debbie is reluctant to buy more stock. The shop was taken to all the events in the south west. There has been a request to provide more colourful t-shirts.

Debbie has been a member since 2007 and passed her motorcycle test last year, so she is now able to ride the lanes and has made a trip to Spain.

Debbie is happy to continue in the role.

The meeting thanked Debbie for providing a marvellous service.

5.4 Financial Director

The Financial Director will provide a summary of the year's work including the Audited Accounts, Financial Performance, Budgets and other such matters that fall within his remit (including the management of contractors and the work undertaken by them).

These are abbreviated accounts. There is a small deficit for the general funds over the year. There is a slightly larger deficit for the fighting fund; the majority of this will come back through award of costs on legal cases. Gloucestershire group gave £10,000 and Lodden Vale also made a significant donation. In terms of financial performance, the figures are quite good. Robin pointed out that the expenditure on RoW has dropped from over £30,000 2 years ago to the £16,000 today. However, some expenses like attending public inquiries have come under other budgets.

Members have been asking about saving publishing costs on electronic magazines. Some members still

prefer the paper copy and find paper easier to read. The magazine is already available as pdf form. Andy does not believe that only producing a pdf will satisfy the members. It is 40% of our running costs, so we do need to address it. Charlie Moriss cited another organisation who also found that members preferred paper copies. Other publications have found that they have a hard core of paper readers and additional electronic readers. Robin points out that we could reduce Trail to a quarterly publication and send out a pdf newsletter on a monthly basis. Andy noted that we can still afford to have Trail. Steve Taylor highlighted the imminent increase in postal costs. There are 200 members who opt out of the paper copy and this represents the member's views. Currently, it costs £1.45 per member per month to post Trail. Fred also pointed out there is an economy of scale.

Online membership is very expensive, but Debbie feels that the TRF would lose members if we dropped this facility or penalised members for using it. The BMF has lost significant numbers and they offer all of these facilities. Debbie believes that Paypal costs about £1.50 per member. There is a benefit in that it makes it easier for us to retain members.

Budget:

Robin is happy with Arnold's recommendation for RoW costs. Any unexpected challenges will come out of the fighting fund. Andy thinks we should spend more money on PR & Marketing. From the comments received today, he thinks we should concentrate on the public perception of the TRF. Jack believes that he has under spent the 2011 budget. Andy asked if there were any sector we were neglecting. Some years ago we spent a significant amount of money cultivating a political contact but that avenue is no longer available, so we have redirected these funds. Dave Giles points out that LARA is aware of the coming challenges and we will need to support them. LARA provides the legal and technical advice to TRF, GLASS, ACU, BMF etc. In addition, we need to support the Byways and Bridleways Trust. Mark Holland believes that we should put more funding into TreadLightly. Andy notes that we have provided a significant amount of funds to TreadLightly. They usually request funds on a project basis. The £13,000 spent on fees to other organisations provides good value for money and opens doors for us where we are rebuffed.

Arnold has suggested a budget and the officers agree with it. If there are unexpected expenses it will be dealt with by the TRF officers.

Andy Gerrard proposes that we set the budget based on last year's expenditure.

The meeting supported this proposal and there was 1 abstention.

Action: There will be an outline budget published in Trail.

Abbreviated accounts are available at Company's House.

5.5 BMF

Dave Giles believes we should continue to support the BMF. Principally, they look after the interests of all motorcyclists. Currently, we are concerned about the new EU regulations and type approval. See Dave's report.

5.6 LARA

Dave Giles believes that the TRF and LARA need each other. The TRF pays above its weight but is one of the main beneficiaries of their work. Their budget only pays 1 day per week. Alan Kind has 25 years of legal training and experience of RoW. Dave and Robin attended a LARA Press Day on Tuesday 15 November 2011. There are a number of issues coming up that will impact trail riding. There are also a large number of minor issues which all make it a struggle to keep routes open to motorcycles.

The Byways and Bridleways Trust produces a broadsheet which is available to TRF member free.

6. Subscriptions.

6.1 Proposal to offer a reduced subscription rate based on length of membership

Currently: single £40, joint £60, lifetime £400.

John Williamson's proposal: annually £40, £70 for 2 years, five years £150. John believes that if a member signs up for 5 years they would hopefully see more benefit in being a member and continue after that point.

Julian Flack is worried that it will produce an accounting problem. Debbie thinks that it costs £21.25 to join or renew a member (issuing membership cards etc.), so we could be saving £80 in administration costs. Jackie believes that direct debit is a more effective way of retaining members. Debbie says that DD will save £4 per member. There have been various suggestions for discounting membership fees but are these making administration overly complicated where we wouldn't actually gain a member. Robin points out that this is complicated to administer and account for; he doesn't believe it will attract new members; perhaps current members would take advantage of it. Debbie feels anyone who can't afford £150 will be offended. Debbie prefers rewarding by renewal discounts and direct debit discounts. Debbie suggests that local groups

negotiate with dealers to give memberships to customers and the local group take advantage of the new member bonus. Mike Irving asks why we looking at reducing fees. He believes £30 or £40 is an insignificant difference. He believes that people, who don't want to pay, still won't pay. He thinks we should attempt to provide more to the members.

Robin believes that discount for direct debit has more benefits to the organisation and the members. Historically, we have offered discounts to new members at shows. Jackie was concerned that there wouldn't be a mechanism for making donations to the fighting fund. Many people make their donations as part of their subscription payment either by cheque or by PayPal. John, Sussex, would like a summary of the achievements of the TRF on the renewal form.

Options discussed

1. 10% discount for anyone paying by Direct Debit
- 20 in favour, 8 against, 1 abstention

Proposal carried.

2. 10% discount for taking pdf version of Trail
- 7 in favour, 21 against, 2 abstentions

3. John Williamson's structured membership rate over 1 year, 2 year, and 5 year proportionate to the membership fees.

3 in favour, 20 against, 6 abstentions

4. Discount for renewal

2 in favour, 22 against, 5 abstentions

6.2 Membership rates for 2012

1. Arnold proposes raising membership fees to single £42, joint £63, life £420 from 1 January 2012.

1 in favour, 27 against, 1 abstention

2. Jackie Germain proposes £45 single, £67.50 joint, £450 life from 1 January 2012, seconded by Debbie Hutchinson

27 in favour, 1 against, 1 abstention

Proposal carried

7. Election of Executive Officers

- 7.1 Managing Director, Technical Director, Marketing Director, Membership Director, and Financial Director.

There were no applications prior to the meeting for any of the executive officer posts. No one at the meeting has indicated an interest in standing for election. All the current officers are happy to continue.

Jackie Germain proposes that all executive officers are re-appointed on block, Charlie Morriss seconded.

All in favour

Proposal carried

Andy asks all members to review if they would like to understudy or consider being an executive officer. Robin seconds this sentiment. He has learnt a lot about RoW in the last 5 years and he is concerned about future proofing the organisation. There is currently no intention to change the current structure of the TRF and the officers will continue with the current liaison officers and contractors.

Noel Squibb proposes a vote of thanks to the TRF Executive Officers. John Williamson thanks Andy for all the work that he has done. Robin reiterates John's sentiments and he notes that no one sees how much work goes on behind the scenes in liaising at national level.

Andy thanked his excellent team.

8. Meeting Dates 2012

The previous executive meeting was hosted by the Devon group. Any group who can organise a similar weekend should contact Andy.

Mike Irving offered to host an executive meeting at Cambridge.

29th January, April, July, AGM November

9. AOB (At Chairman's discretion)

It's time to get your entries in for the

CALENDAR COMPETITION 2013

JANUARY						
S	M	T	W	Th	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
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21	22	23	24	25	26	27
28	29	30	31			

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28	29					

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JUNE						
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JULY						
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25	26	27	28	29	30	31

Post your photos or send your high resolution digital images to:

**The Editor, Fred Ellison, Sheepcote Farm,
Moor Lane, Wiswell, Clitheroe BB7 9DG.**

Email: editor@trf.org.uk

ENTRIES BY 3RD DECEMBER 2012

AUGUST						
S	M	T	W	Th	F	S
1	2	3	4	5	6	7
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29	30	31				

SEPTEMBER						
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OCTOBER						
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Please note the TRF reserves the right to use all entries in furthering its objectives.

5TH EXMOOR FOREST RIDE DAY EXMOOR FOREST RIDE DAY SUCCESS



Two hundred riders slithered, splashed and grinned their way around a private forest in the heart of Exmoor when Somerset TRF group hosted their fifth Exmoor Forest Ride Day on Sunday 21st October.

The thickest of Exmoor fog failed to dampen the spirits of the riders, who travelled from as far afield as Suffolk, Kent and Cornwall to enjoy a full day's riding in a challenging mix of terrain. The organisers had laid out a very varied course, encompassing quarry, trials, enduro and hill-climb sections, as well as two challenging river runs - all within the same steep sided forest nestling in one of Exmoor's prettiest valleys.

Riders were welcomed and warmed with steaming mugs of coffee and tasty bacon rolls as they registered for the day ahead. Riders and mounts underwent a short briefing and scrutineering session at check-in before powering their way onto the perimeter track. Circumnavigating the entire event, this track

was punctuated with different rides spurring off at regular intervals. Everyone, whether expert or novice, found plenty to entertain them throughout the day since harder sections were also constructed with gentler routes and less challenging terrain.



The Somerset group is indebted to the landowner, an enthusiastic TRF supporter, who made his forest available for the day. The group would also like to thank everyone who supported the event, particularly those who made the effort to travel such long distances. Such has been the success of the day that another is planned for spring 2013. Keep your

eyes on www.somerset-trf.com for more information.

More can be found at: <http://www.somerset-trf.com/phpBB3/viewtopic.php?f=23&t=893h>
<http://www.youtube.com/watch?v=XwrdUt2-JIY&feature=plcp>

Mark Brazier
Somerset TRF Group Secretary

WINTER IS COMING

How to treat frostbite

- 1. Remove wet clothing and dress the area with warm, dry clothing.**
- 2. Immerse frozen areas in warm water (100-105 ° F) or apply warm compresses for 10 to 30 minutes.** If warm water is not available, wrap gently in warm blankets. Avoid direct heat, including fires, heating pads and hot water bottles. Never thaw the area if there is a risk of refreezing; this can cause severe tissue damage.
- 3. Do not rub frostbitten skin or rub snow on it.**
- 4. Take a pain reliever during rewarming to reduce discomfort.** There may be skin blistering and the skin may turn red, blue or purple. When skin is pink and no longer numb, the area is thawed.
- 5. Apply sterile dressings to the affected areas.** Try not to disturb any blisters, wrap rewarmed areas to prevent refreezing and have the patient keep thawed areas as still as possible.
- 6. Get medical treatment as soon as possible.**

Electric bikes
as they used to be



Electric Mountain Bikes

Part of the solution to exploring green lanes on a powered two-wheeler

Electric powered two wheelers have been around in various guises for over 100 years. They have either mimicked motorcycles or bicycles and sometimes something in-between. But, as we all know, the limit has not been the electric motors but the power storage. For decades this meant lead-acid batteries, with all their attendant problems with high weight and lack of power capacity.

So because of the efficiency of the internal combustion engine this meant that electric power in transport was limited to milk floats and other oddities like electric tandems for use in cycle pursuit.

Fast forward to the 21st century and battery technology has improved in quantum leaps. The current favourite is lithium. Chemists will know that lithium is very reactive and so to harness its power holding capability it's used in a polymer. This has meant that it is now possible to carry enough power on a two-wheeler and still get a reasonable range.

I rediscovered cycling in the mid 1980's when I purchased a TREK mountain bike. The term "mountain bike" or MTB is a misnomer because gravity is a powerful force and it

certainly does not reduce with age! Riding on the flat and downhill is of course no problem and many green roads are great fun on a mountain bike with its limited handling and suspension movement. Its quiet a handful when compared with something like my WR450, which along with a lot of modern trail/enduro motorcycles is easily within its performance margins slowly trundling along a byway at 25 mph.

I've tested several electric bikes, scooters and motorcycles in the past 3 years and am impressed with the almost silent and effortless way they speed you along. About a year ago I tested the Zero electric motorcycle around the byways of Dorking and it was fun; until the batteries started conking out after about 25 miles.

The bicycles I've tried have all tended to be commuter bikes or something Mum or Granny would use to go to the shops a couple of miles away. At various "green environmental" shows I've been to there are often manufacturers of "green transport solutions" peddling their latest answer to urban air pollution. OK, fine for city dwellers but I

wanted an "electric mountain bike". My request would be met with confusion and statements like "but that's cheating" (sic), "no-one would want one because it would be too heavy" and "there is no market".

So back to the drawing board! My own mountain bike is a Claud Butler Cape Wrath, 10 years old, sporting a box section alloy frame and reasonable quality components. Its allowed me to explore many a potential green road, scandalously created Restricted Byways stolen from our RuPPs by the fascists in Parliament and bridleways, plus other places banned to motorcycles. However hills and gravity spoil the fun. Not that I want to be lazy, its good to pedal and it keeps you fit. I just wanted a helping shove.

The answer seemed to be some sort of retro fitting motor kit. I've been looking around for about three years but most kits were either too expensive or only available from dubious suppliers in Hong Kong via E-bay. Also I'd decided that it needed to be rear wheel drive (RWD), mainly because that is what our dirt motorcycles use. I was not convinced that a front motor would be the best, although in theory it gives you two wheel drive (legs and motor). Two-wheel electric drive would be awesome and has been done but is outside UK power limits (I'd like to put a 2 kW front wheel motor in the WR450 for 2WD but that's

another story).

I eventually found a kit offering RWD, which came with a 26" wheel and tyre already fitted. Also there was the battery, controller, twistgrip throttle, cables and a heavy rack.

Retrofitting something like this is reasonably straightforward but it does help to have some technical knowhow. There is a plethora of wires and some tidying up is needed, plus a generous helping of cable ties. The control unit goes inside a small bag under the saddle. Locating the battery is a problem, because if it goes on a rear rack the balance is over the rear wheel making the front too light. My frame is just too small to fit the battery into and so I resorted to an idea suggested by another retailer of electric mountain bikes in North Yorkshire; pop it in a 20 litre mountaineering rucksack. Having tried one of his bikes a couple of years ago, the idea works as long as the rucksack is a good one. It means about 5 or 6 Kg on your back, but the off road dynamics are not compromised. The bike itself now weighs 19 Kg, not exactly light but only 4 or 5 Kg above a normal off road MTB. For the future there are water bottle shaped batteries that I can add and they fit within the frame triangle. As you can see from the picture it does not look like an electric bike, other than it has a larger rear hub.

So once wired up and kitted up I set off across the north Kent marshes. The controller has three power settings and most of the time the medium one is sufficient. Electric bikes for road use are legally limited to around (25 kph) 15 mph but a margin of error is allowed. What actually happens is that the power tends to tail off at 15 to 18 mph.

Besides, if they were too powerful range would be really reduced so like everything there is a compromise. What is good is that you can go everywhere at between 15 mph uphill and 25 mph when gravity is on

Grannies electric bike



your side. The latter is the true top speed of a mountain bike with the usual gearing biased to off-roading.

So out and about on the lanes and tracks across the marshes, the grind of overcoming the resistance of mud and rough ground is taken away. Hills are abolished but you can't just sit and let the motor do all the work. It is after all for exercise as well. Technical sections where pedalling puts you off balance, are much more controlled with a twist of power. My kit has two modes, a "pedelec" mode and a throttle only mode. The former needs a sensor fitted on the crank but I've not bothered about fitting it. It's supposed to be a EU requirement on the continent but certainly off road you only need the control of a throttle; I know, given decades of experience riding in the dirt under power. Battery range was 20 miles but that also included some big hills and off road riding saps power. The last 5 miles home were not so good as the battery was dead. The dead weight does slow you down but not disastrously so. Total 25 miles in less than 2 hours.

The real thrill to me is that I can now ride all the green roads the fascists have stolen from us undemocratically, because they listened to the



Ramblers and their nimby friends; plus a whole host of bridleways, some of which probably were once roads. I can do it stealthily, on a "powered two-wheeler", without the pain of pedalling up hill; impossible in some cases without help at the age of 55. Its not a substitute for our trail motorcycles, but for me something that is complementary. Get in touch and I can tell you more.

Steve Neville, Kent TRF.
www.trfkent.org.uk
sneville@hotmail.co.uk

Stealth MTB



Blea Tarn Road 1912
- Margaret Duff Collection



1912 Autumn One Day Reliability Trial

In the October issue of Trail David Giles mentioned the ISDTs which took place in the UK from 1913.

The precursor to these was the Autumn One Day Reliability Trial which was organized by the Westmorland MC from Kendal in October 1912. The success of this event encouraged the ACU to entrust the Westmorland and Cumberland MCs with the first ISDT in 1913.

There were 58 entrants, including one woman, who was amongst those who rode up from London for the start. 55 started and 50 finished. When it's remembered that the roads were not much different to many of the trails we ride today, and that the motorcycles were mostly about 3 1/2 hp, 2 gears, belt drive, no suspension, and knobby tyres had not been invented, that's remarkable.

Cumbria TRF Group and Kendal Classic Club organized a rerun in support of the Nostalgia Scrambles event which takes place near Sedbergh each August (if you aren't aware of it, look it up on the internet, it's worth checking out).

Our ride took place pretty well to the day, the last Saturday in October, 100 years later. Like those hardy pioneers we had cold, clear weather with the odd frozen puddle. 23 riders on a mixture of modern, classic, road and offroad machines set off from South Kendal, waking up the town as we rode through and turned left in the centre, up the first steep hill. There followed the site of a ford at Underbarrow and a series of what had been observed hills looping round to the first notorious one, Tow Top, which is not particularly easy now with wet leaves on the 1 in 4 hairpins. With one more observed hill, Gummings How, the route twisted along to Ambleside and up the Struggle to the top of Kirkstone. The riders (then, not now) were particularly upset that, on the steepest part, for 30 yards, thick mud and stones had been laid on the already rough surface.

We followed the route down and along Ullswater to Watermillock where it looped back to Threlkeld where we stopped for lunch. We didn't suffer the endless flocks of sheep on the road the riders complained about 100

years ago. They lunched at the Royal Oak in Keswick town centre in 1912, but we'd had to forego that as it's now apartments. We headed south past Thirlmere, into Grasmere, up Red Bank, another of the observed hills, and to Dungeon Gill in Langdale.

Though we still had good weather, unfortunately 100 years ago it had started to rain as the hardy riders started up Blea Tarn Pass, which proved a bit of a nightmare. Quotes - "the loose surface of soft earth and stones - - -. Big ruts were soon churned up - - -. The scene had never been equalled in our experience of reliability trials. - - -. It could be likened to a battlefield - - -". And remember the machines they were riding! It's quite an

eye opener even on today's tarmac, but certainly not the same challenge now.

We found our way down Little Langdale to the last observed section, Foolstop Hill, and then it was a return to Kendal. Not much less than 120 miles, much easier than 100 years ago; it left us feeling that maybe they were a tougher breed in those early motorcycling days.

If anyone wants to follow the route themselves, write a cheque for £3.00 to Cumbria TRF Group, send it to me with a big enough s.a.e, and I'll send you a cd with the route listing, route map and the original report.

Steve Pighills,
61 Wattsfield Road, Kendal, LA9 5JL



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THE FORUM

Important Info on Petition

As you probably know, from November vehicles manufactured before 1960 will be exempt from MOT.

However have you seen the EU directive subsection that governs which vehicles meet this criteria?

I have extracted the relevant passage. It applies to vehicles which are manufactured before 1960 but that are also:

'vehicles which are never, or hardly ever, used on public highways, including vehicles

of historic interest'

So, in this country at the moment the directive is not being fully implemented and it is only a small step from here to our historic vehicles' use being severely limited as it is in France for instance

Beware! Big Brother is plotting to take us off the road. (in my opinion)

John Grew

MEMBERS CLASSIFIEDS

YAMAHA WR400F 2002 2 owners, me for last 8 yrs, 4600 trail miles, recent service, new pads, front disc, front sprocket, fork seals, wheel bearings, tyres 50%. Plastics scratched but in gen. good cond., kick starts easily, MOT & Tax till Feb 2013. £1250. Colchester 07771 921896.

KTM500 EXC Six Day, 2012 model, reg 2011. Exc. all round cond., good tyres, sprockets, chain. Washed & serviced after each ride out, oil & filter monthly, all usual factory goodies, mousses F/R, handlebar mapping switch, tax 06/13. Green lane use only. For photos 07912 538350. £5299 (new now £7795. Lancashire.

BMW G450X Reg 09/12/09 (59 plate). 80-hrs use. Owned since 3 hrs old. Used only for

green laning in Essex/Cambs. Exc. headlight. Factory spares kit/exhaust. Chain/rear sprocket/tyres ready for replacement. Reason for sale: gone to CRF250L. £2600 no offers. Tel: 07771 640666 (Cambridge). **KTM250 XC-W** Reg 01/09/08 (58), 07 model, 27 hrs from new. MOT'd. New Michelin Comp 5 tyres & B'B mousses. £500 spent on suspension upgrade. Owned for last 4 years. Never used. Reluctant sale £2550 ovno. 07771 640666 (Cambridge).

SCORPA T RIDE Nov 2009. Taxed & Tested for 12 mths, exc. cond. 1650 miles. One owner, green lane use only £3900. **Yamaha Serow** 1989 12 mths MOT. Exc. cond., new battery, spares. £900. Tel: 01594 529586. Glos.

WANTED HONDA CD175/200 BENLEY Must be in pretty good mech & cosmetic order as I'm not into restoration. pighills@talktalk.net 01539 725292 (Cumbria).

KTM EXC-F 250 (280) 2009, 1 owner, MOT & Tax Mar 2013. 3449 miles, 169.3 hrs, 280 big bore kit, Anodised clutch saver, anodised fork easy bleeds, neoprene fork gators, alum sump guard, new grips all from KTM Power parts catalogue. RFX fully adjust levers, APICO anodised footpegs & gear lever, uprated rear spring (& orig), Samco silicon hoses, Zeta hand guards no longer fitted to bike, new oil & filters, new tyres. KTM brief case with all literature. £3750 ono. 07960 820140 (Bucks)

SINGLE BIKE TRAILER Runs well but could use a little TLC will sell for £75. Tel Peter 07974 644137 (W. Midlands).

WANTED KTM HEADLIGHT FOR EXC Tel 07711 688777 or 01223 365200.

2004 BETA-ALP 200 7000 miles. One owner. T & T. £1400. Tel: 01460 67806 (Somerset).

HONDA CRF 230F 2004 4500 miles. On SORN. New chain & G box sprocket, rear trials tyre, new batt, front MX tyre slightly worn, fully adjustable works shock, hand guards, sump guard, front mudguard brace. Honda workshop manual. Maintained in 1st class cond. Photo avail. £1500 no offers. South Warwickshire. 01608 663898.

2008 58 WR250R (White) 3,500 miles, 12mths T&T, just serviced with oil & filters, front brake pads, plug & tyres. Upgraded batt (new), Yoshimura exhaust with removable

baffle, recent chain & sprockets (plus spares). Trail Tech Vector instruments, heated grips, barkbusters, Sandman case saver & freedom guard. Double take unbreakable mirror, frame guards, Kreiga Front Haul Loop, Spare K&N air filter. £2,750 07884 263300 (Hants).

HONDA XR400 R 1998 (S), white/red, 8700 miles, 2 owners from new, v.g.c., just had new piston, front wheel bearing, front brake pads, brake pedal bearing. Good tyres, modern classic therefore cheap to insure, tax until end May 2013, MOT until April 2013. £1350. Located in South Somerset, Tel: 07501 136365 for more info or photos. Please leave a message if no answer.

A CHRISTMAS GIFT TRAIL RIDERS DVD

You can view the trailer, download an order or pay online at www.video-cameraman.co.uk/trail-riders
Ed: lots of ideas for future activities!

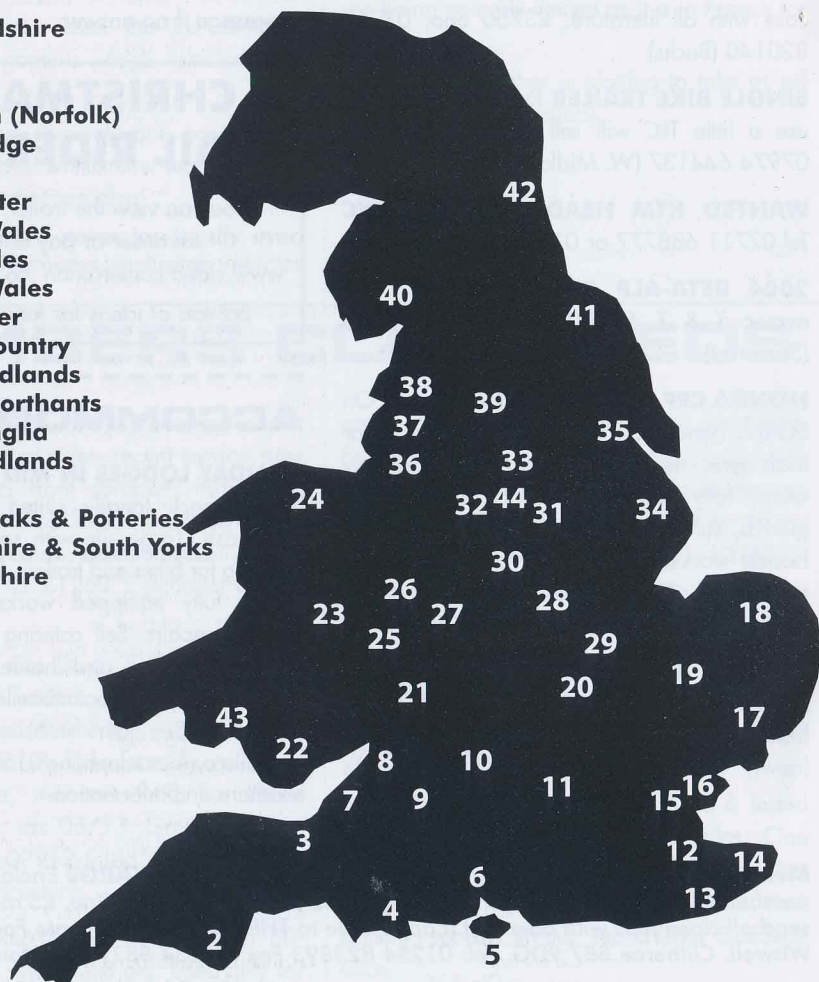
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WHERE TO FIND THE GROUPS

1. Cornwall
2. Devon
3. Somerset
4. Dorset
5. Isle of Wight
6. Southern
7. Axe Vale
8. Bristol
9. Wiltshire
10. Swindon
11. Loddon Vale
12. South London & Surrey
13. Sussex
14. Kent
15. Hertfordshire
16. Essex
17. Suffolk
18. Norwich (Norfolk)
19. Cambridge
20. Oxford
21. Gloucester
22. South Wales
23. Mid Wales
24. North Wales
25. Worcester
26. Black Country
27. West Midlands
28. South Northants
29. West Anglia
30. East Midlands
31. Peaks
32. High Peaks & Potteries
33. Derbyshire & South Yorks
34. Lincolnshire



35. East Yorks
36. Manchester
37. Lancashire
38. Ribble Valley
39. West Yorks
40. Cumbria
41. Teesside & North Yorks
42. Northumberland
43. South West Wales
44. Virtual Peak

GROUPS

- AXE VALE** David Clegg, Tel: 01275 373652 (Home), Mob: 0793 1220895. dcciej@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: 07708 407061 4th Mon, 8pm, Portcullis, 130 High Street, Staple Hill, Bristol BS16 5HH.
- CAMBRIDGE** Tony Lacey, Tel: 07753 820520 1st Thurs, 8.00 p.m., The Seven Wives, Ramsey Road, St. Ives PE27 5RF.
- 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 Bluebell, Heversham - 1 mile N of Milnthorpe on the A6.
- DERBYSHIRE & SOUTH YORKSHIRE** Bob Morley, Tel: 07836 680323 2nd Wednesday, The White Swan, 78 Chesterfield Road, Dronfield, Derbyshire S18 2XF.
- 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 Wheatshoaf, Maldon Road, Hatfield Peverel, Essex.
- GLOUCESTER** James Osborne, Tel: 01531 822728 1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.
- HERTFORDSHIRE** Ken Marshall, Tel: 07776 493343, marshall.k@sky.com 2nd Wed, 8.30pm, Shire Social Club, Shire Park, Welwyn Garden City AL7 1TW.
- HIGH PEAK & POTTERIES** Steve Hyde Tel: 07931 728956. 1st Thurs, 8.30 - 9.00pm, The Foaming Quart, 5 Frobisher St., Norton Green, Stoke-on-Trent, ST6 8PD.
- 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** John Gardner, Tel: 01695 622792 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 Sycamore Inn, 4 Stamford Square, Ashton-under-Lyne OL6 6QX.

- MID WALES** Tony Rooney, Tel: 01239 698349 Last Thurs, 7.30pm, The Crown Inn, Rhayader except July & December.
- NORTHUMBRIA** Nic Gilbert, Tel: 07940 133871 1st Wed, 8pm, The Staffs Club, Blaydon, NE21 4JB.
- NORTH WALES** Neil "Timpo" Thompson, Tel: 07980 555874 1st Wed, 8pm, The Griffin Inn, Mold Road, Mynydd Isa, CH7 6TF. Ref SJ 257 638.
- NORFOLK** Terry Reeve, Tel: 0771 5013 665 2nd Wed, 8pm, White Horse, Trowse, Norwich.
- OXFORDSHIRE** Steve Pickford, Tel: 01865 463626 oxford@trf.org.uk 3rd Thurs, 8pm, The Gladiator Sport & Social Club, 263 Iffley Road, Oxford, OX4 1SJ, next to Ridgeway VW Garage.
- PEAK DISTRICT** Alan Gilmore, Tel: 01332 553246 1st Thurs, 8pm, The Joiner's Arms, Church Road, Quarndon, Derby.
- RIBBLE VALLEY** Peter Ashurst, Tel: 07817 928329 2nd Tues, 8.30pm, Brown Cow, Chatburn, Clitheroe (off A59).
- SOMERSET** Fran Bunce, Tel: 01278 662605 2nd Thurs, 8pm, The Old Pound Inn, High Street, Aller Langport. (December 2012 only)
- 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, Wallaston, Wellingborough.
- WEST MIDLANDS** Steve Whetton, Tel: 01527 451089 1st & 3rd Wed, Wilmcote Mens Club, Stratford on Avon.
- WEST YORKSHIRE** Paul Dearden, Tel: 07901 381629 info@wytrf.org.uk 1st Thurs RoW 6.30 pm, Main Meeting 7.30pm, 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.



TRF Shop Order Form

	Cost per item	Quantity Required	Colour/Size	Total
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Protecting Green Lanes Mug available in White, Green, Black or Grey	£ 3.95			
Preserving our Right to Ride Mug available in White, Green, Black or Grey	£ 4.25			
Trail Riders Fellowship Mug in White, Green, Black or Grey	£ 3.95			
TRF Branded Stainless Steel Travel Mug	£ 4.25			
TRF Torpedo Pen*	£ 1.25			
TRF Wind Up Torch Keyring*	£ 3.85			
TRF Ribbon Keyring *	£ 1.50			
TRF Internal Window Sticker (12 x 5 on clear background)*	£ 3.75			
TRF Internal Window Sticker (24 x 2 on clear background)*	£ 4.45			
TRF External Sticker (30 x 2 on white background)*	£ 4.95			
TRF 2011 Sticker*	£ 1.00			
TRF 2010 Sticker*	£ 1.00			
TRF 2009 Sticker*	£ 1.00			
TRF 2008 Sticker*	£ 1.00			
TRF 2007 Sticker*	£ 1.00			
TRF 2006 Sticker*	£ 1.00			
TRF 2005 Sticker*	£ 1.00			
TRF Standard Polo shirt - Green in M, L or XL	£ 14.50			
TRF Standard Polo shirt - Grey in M, L or XL	£ 14.50			

Items marked with a* already include postage and packaging

Postal Charges: 1 item £2.50, 2 items £3.50, 3 items £5.00, 4 items £6.50, 5+ items £7.00

Or let me know beforehand and I can bring along to the monthly meeting or event.

Goods _____

P&P _____

Total value of Order _____

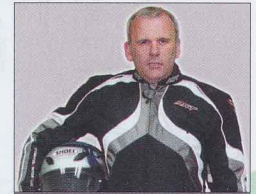
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