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TRAIL

The Bulletin of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways. EDITOR: Fred Ellison.

FEBRUARY 2003 No. 294



'Twin shock mountain climbing on the Stella Alpina, 1999'
This picture won third prize in this year's calendar competition
The photo was sent in by George Bryant from West Sussex

All Contributions to the Editor Please keep it short and sweet!
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

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TRF Website <http://www.trf.org.uk>

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IT'S FUN TIME!

By popular demand the TRF Coast to Coast adventure is back on the weekend of 17th and 18th May and 'On Your Bike in North Yorkshire' which is a fun navigation rally on Sunday May 4th. I did this last year and it was generally very good - unbelievable hospitality, well organised, not too difficult although it taxes the grey matter a bit and in a beautiful part of the country, a brilliant weekend and a snip at £20.

Coast to Coast 2003 - starting with a social evening on Friday in Scarborough this is a two day ride through some of the most challenging and beautiful countryside in Britain in small groups each with its own run leader. There is a van to transport your baggage which will be available at Hawes, the overnight stop on Saturday. Phil is also hoping that some of you may want to get yourselves a sponsor or two (this is optional). Any surplus after expenses along with other money raised (from sponsors) will be donated to Air Ambulance and other local charities. Oh! and by the way, Phil Fawcett, the organiser, said anyone with a noisy bike needn't bother to turn up.

If either of these fun events takes your fancy don't hesitate, get your entries in the post now as they are both likely to be oversubscribed and places are limited and allocated on a first come basis.

Now I'm worried because I can't think of any bad news for this month - could it be because motorcyclists have been allocated their very own saint (see page 6). The Pope took away St Christopher and has now given the TRF (and other motorcyclists) St Columbanus, not for any traveller but exclusively for motorcyclists and I can only hope that this won't make trail riding any less eventful.

Happy Riding,

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All Contributions to the Editor Please keep it short and sweet!
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

FROM THE CHAIRMAN...

Despite the heavy snow fall in parts of the country the first TRF Executive meeting for the year 2003 went ahead as planned so thanks to the many group reps, officers and members for making a superb effort in attending and for contributing to a lively and enthusiastic meeting.

The report of this is of course published in this edition of TRAIL and your group rep as usual will receive full details and can discuss with you - so I won't go into any details.

The only point I want to make is that of discipline. There is much work being done for all of us at many levels, from local forums to Parliamentary meetings, indeed the first part of our lobbying and public relations strategy is being implemented as I type. This is all important work and those carrying it out are indeed under scrutiny in that work, often having to justify what they say. Trust me we are lucky to have such committed workers.

Unfortunately, a small minority, and I add, a small minority - so don't take offence, is jeopardising all this work by flouting our constitution, the constitution that they have signed and agreed to.

The workers I talk about stand and persuade our critics that we, the TRF, are a well managed and law abiding organisation, and not a bunch of lawless louts and as such voluntary restraint and management is needed rather than recourse to the law.

How would you feel standing up at a meeting telling all of our success, only to find that some one produces evidence that members of the TRF, yes undoubtedly members of the TRF, had been caught on a high profile route that had a temporary TRO on it? How do I feel as the Chairman? - indeed how do you feel knowing that that small minority may well seal our fate on that route destroying all the work done. I am not interested in reasons but I want to say how bitterly disappointed I am. I asked at the exec that in future anyone that brings into disrepute our Fellowship or jeopardises our work, may well be asked to answer to us and that in the event of this we are prepared to defend the integrity of the TRF by using the full weight of the constitution.

So moving on and wanting to finish on a positive note I think that last month's TRAIL rated amongst the best. Full of contributions from how to lobby your MP to good work in exposing the Dark side.

Anyway good riding and good luck.

John Pritchard

NOTICE BOARD

VACANCIES

will arise for members of the Board of the Countryside Agency with effect from 1 April 2003. For further information e-mail neil.scott@defra.gsi.gov.uk or Tel: 020 7238 6370 or Fax: 020 7238 6429

TO ALL SOUTH LONDON AND SURREY TRAIL RIDERS National Green Lane Day - Sun 23rd March - Buckland Lane, Surrey

There is one day a year where we leave our bikes in the garage and we help maintain our green lanes. This year it is Sunday 23rd March.

In conjunction with Surrey CC, and other users, we shall be working on Buckland Lane which is near Walton-on-the-Hill, Surrey. We shall be cutting back the vegetation and branches. No digging in posts for a change!

Please put this in your diary and come along. It is an opportunity to show the anti trail riders out there that we do care about OUR green lanes.

Last year we were outnumbered by the other users so I would like to see a good turn out from the trail riders this year.

Please contact me and let me know if you can help. I shall be giving out further details nearer the time.

Steve Sharp, South London & Surrey TRF.
steve.sharp8@btopenworld.com 020 8773 4204 <http://www.surreytrf.org.uk>

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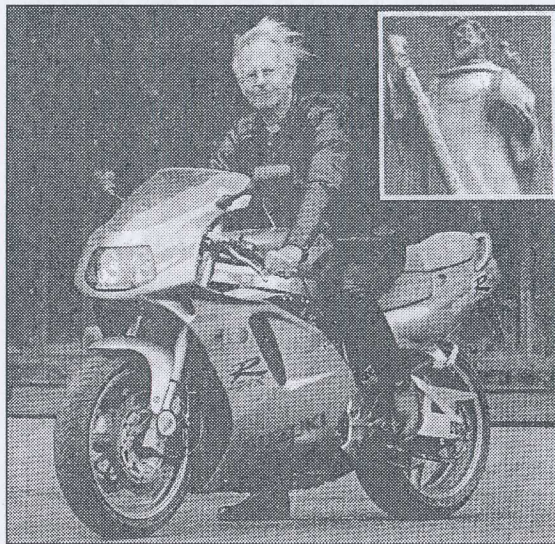
or visit www.ukmotorsport.com/mcc

NORTH WALES TRF

New meeting location
from February:
Upstairs at the Cross Keys,
Lane End, Buckley.

Contact Richard Hughes
Tel: 01244 533855
ritchie@ntlworld.com

So, all TRF riders can now relax!



Taken from The Times 4/12/02. Sent in by Gwyn Thomas

The idea of a bishop on a motorcycle - in this case a leather-clad John Oliver, Bishop of Hereford, on his Suzuki GSX-R 750cc - has never seemed quite right. But now the Bishop has secured approval from on high - if not his own Church. The Pope has decreed that St Columbanus, inset, should be the patron saint of motorcyclists. A ceremony took place at the saint's final resting place (he died in AD615) in the Italian town of Bobbio, and was attended by hundreds of bikers. A statue of St. Columbanus, which towers above the town, dominates the surrounding valley. "Bikers need all the protection they can get, so this is undoubtedly a good thing," the Bishop said.

OPEN TO ALL MEMBERS

"ON YOUR BIKE IN NORTH YORKSHIRE 2003"

Sunday May 4th 2003 (May Day Weekend)

Due to the popularity & positive response to last year's events, Teesside & North Yorkshire Group are hosting the event again.

1-Day "Navigation Scatter" / "Rally of Discovery"

type event, with pairs of riders, using road legal off-road bikes
A good day out on your bike in North Yorks, including breakfast on arrival, all maps, a BBQ steak and chicken supper, free overnight camping, an evening social get together at a licensed venue the total cost will be £20.

For full information & an entry form please send a SAE to: Frank Kitching, 88 Newton Road, Great Ayton, Middlesbrough, North Yorks. TS9 6DG.

Enjoy Yourself and Benefit the TRF

Question - How can you...

- Raise funds for lane research, byway claims, and defending trail riding?
- Develop a relationship with horse-riders, landowners, and people living or taking recreation near to the route - so they can see us as the helpful, responsible people that we are, not "demonic scramblers on footpaths" as portrayed in the media; some even support claims for vehicular rights of way.
- Often meet landowners and others and discuss our assistance at horse events, trail riding, byways, green lanes, and our rights of way work?
- Enjoy yourself for an outlay little more than for trail riding, with free refreshments, and often convenient accommodation or camping if multiple days?
- Obtain landowners' permission to ride in places which have no vehicular rights of way by motorcycle, with more off-tarmac riding?
- Gain a real appreciation of an area, improve your map reading skills (if you want to), and enjoy taking part with a group of like-minded friends in an adventure?

Answer - By helping at horse events!

Two main types are...

1) Endurance

Up to 160km routes on tarmac public roads, green lanes, bridleways, and with landowners' permission for the horses on footpaths and private land. We obtain landowners' permission to ride for the event on the route where it is not a public carriageway. We mark usually with orange ribbon loops, check the marking before the event, are on response during the horse rides, and remove the markers after the event (www.endurancegb.co.uk and Scottish Endurance Riding Club).

2) Trials, Cross-Country, X-C, or Eventing

Horses take about twenty varied man-

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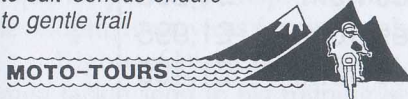
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made jumps over several fields. Horses are spaced at intervals of a few minutes and there are always about four on the course at once. We circulate carefully while the horses are on the course and collect from every jump, judge their score-sheets and take them to the scorers point. We can also act as runners/escorts in emergencies (www.britisheventing.com and www.bhs.org.uk)

To get involved you will need...

- Reliable helpers with quiet motorcycles so they may ride near horses and across farmland.
- Helpers who ride responsibly simply follow the TRF Code of Conduct, and challenge any prejudiced image of trail riders as "demonic scramblers" (no competition numbers, no showing off, etc.)
- To get in touch for smaller trials events look at notice boards in horse and agricultural feed merchants.
- To get in touch with larger event Organisers contact via their websites (listed above)
- To remember that not all will need our help, some will need prejudices quashed and to be convinced of the benefits, while others will be delighted you make contact.

Please ask me for any advice, and let me know how you got on.

Mark Holland, Equestrian Liaison Officer, see contact details on inside back cover

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Report of the Exec Meeting 01.02.03, Gloucester

A full copy of the minutes of this meeting will be circulated to all Principal Officers, Co-opted officers and Group Representatives. Any other members requiring a set please contact the secretary.

John Pritchard, the new Chairman, welcomed all to the meeting and outlined the importance of the role of Group Representatives in not only attending these meetings and shaping the future of the TRF, but also in their role of communicator between the exec and their groups. Their value must not be underestimated.

The Ridgeway The meeting heard that following the meeting of Ridgeway users in Didcot, further work and liaison was ongoing. Dave Tilbury had submitted the TRF's official response to the consultation document. There is a Ridgeway Group who undertake voluntary repair and maintenance work and Dave Tilbury regularly circulates information on their activities. The Oxfordshire Group is currently undertaking research on the exact status of the entire way and is hopeful of collaboration with other Groups and users.

GLASS Database Ross Kennedy from GLASS gave an interesting and informative presentation on the GLASS lanes database that TRF members may have access to. Although currently not widely available Ross is working with our webmaster, Bill Richards, to set up strictly controlled TRF member only access to this excellent tool.

www.trf.org.uk Bill Richards told the meeting about the improved members' area, access is granted on line to any member who knows his name and membership number. This area contains up to date information, downloadable training aids and more. Bill reported that our website is now scoring very highly with major search engines.

Treasurer's Report John Gardner reported a very healthy balance, helped by increasing membership figures. The Fighting Fund is also in a good state.

Membership Secretary's Report Mary Steven's reported that the hand over of equipment and initial training sessions had happened in December, and despite certain hitches, Mary hoped that membership renewals were now up to date. Current membership stands at 2990. The combination of taking over new hardware and software and the arrival of the renewals in January had made the hand over more difficult than it might have been if say the job was handed over in a quieter period, perhaps September. JP offered continued technical support and development services for the database.

Rights of Way Coordinator's Report Dave Tilbury recognised that a task he must tackle soon in his training series (How to Claim a Byway and Making the Claim) is the publication of Preparing for the Public Enquiry, since he recognised that many Byway Claims will end up at Public Enquiry.

A member had contacted Dave regarding the **Quiet Lanes** initiative. These schemes need not preclude motorcyclists (even if we are speed limited) and members are asked to be vigilant if any Quiet Lanes schemes appear in their areas.

Dave reported that members breaking the law has a terrible and long lasting effect on our image. A Derbyshire Group is mentioned in an Inspector's report as having ridden a lane with a **TRO** on. This could repeatedly be used against us.

The meeting agreed that it is the duty of all members to ride not only within the law but within the spirit of the law. With so much work being done on members behalf, the meeting was resolved not to permit it to be undone by a few who rode recklessly, thoughtlessly and perhaps illegally. The TRF is quite prepared to take action against such members.

DEFRA timetable Dave produced a timetable downloaded from our website which showed the Sec 63 consultation to be complete (lay regs Feb 03) and for SEC 34a going to additional consultation (lay regs spring 03).

Dave told the meeting of a TRF member who had been awarded costs against him following an objection to a downgrading. It is considered worthy of appeal and the TRF is matching support with another user group – the British Horse Society.

Public Relations Officer's Report Chris Marsh reported on several initiatives that he has underway. He thanked the members for responding so well to the financial input survey, he received over 900 submissions. A concise and usable report will be issued shortly. Initial figures suggest that our input is around 250 million pounds per annum to the economy.

Chris reported on a range of publications that have carried his articles and he has successfully got a printed apology for a disgraceful article in a Land Rover magazine.

Following the November Exec Chris has received a promise for a substantial cheque from Chris Evans raised through his continental trail riding business.

Chris appealed to all members for material, please just send cuttings and the like to him.

Risk Assessment John Gardner handed out specimen risk assessments from GLASS and urged our members to follow their example and to assess the risk of our activities, particularly lane clearance work. Production of a risk assessment could well be a requirement from County Councils anyway. John stressed that our insurance only covers us for lane clearance work and NOT track type days.

Quads The Chairman had been approached by an advertiser wishing to sell quads in Trail. Since the TRF did not have a policy on quads John Pritchard asked the meeting to consider their presence in the TRF. Discussion followed and whilst the meeting could see merits in the quad for enabling disabled members to enjoy the lanes, it was divided in its opinion on whether the TRF should embrace them or whether they were significantly different from the motorcycles referred to in our constitution to exclude them. Dave Giles proposed, and John Gardner seconded the following statement "The TRF does not promote the use of quad bikes". The Executive Committee voted on adopting the statement and the statement was adopted.

Strategy Report Chris Marsh as Chair of the group released a briefing note as to the status of the policy. The group had concluded that the TRF's existing strategy was good, but short on deliverables and that the new strategy would have these. Considerable advice had been sought in drawing up the new strategy, especially in the field of political lobbying and group motivation. The strategy will be released soon.

As part of the strategy Chris had released a draft paper on adopting a commercial operator's policy and this had been well received at a recent LARA meeting.

John Higgin's Bequest The meeting heard that John's bikes had now been sold and a very significant sum donated to TRF funds. Thanks were extended to both John for his foresight and to Colin Patient and the local group for their work.

Bequests Officer Following this bequest the meeting thought it appropriate that the TRF should have guidelines available to help both members wanting to include the TRF in their will and to members dealing with bequests locally. Tim Steven's agreed to draw up these guidelines.


Welsh Assembly Richard Stiling reported that the Welsh Assembly Motorcycle Strategy Sub Group have been sent a draft of his submission. The next meeting will be on February 15th. Richard was keen to note that trail riding will appear in the sustainability section of the paper. Tim Stevens reported that the

Welsh Assembly is also looking at Adventure Tourism in a positive light now.

Counsels Opinion on the Human Rights Act Thanks to our membership of the CCPR Tim Stevens has been able to obtain legal advice on whether parts of CROW Act are in breach of the Human Rights Act. It seems that they are and this could be a potent lobbying point to make to MPs.

Map Romers Tim Stevens produced map romers printed with the LARA logo and website for the TRF. Members liked the product and approved its purchase and circulation to all members but expressed disappointment that they didn't have TRF printed on them. Thanks were extended to Tim.

Byway Bonus The secretary reported a positive response and that the scheme was still open to claimants.



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Ecological Impact Survey Steve Neville is progressing a survey of the state of the flora and fauna on green lanes with John Dover from Staffordshire University. For details of an existing study go to: www.britishecologicalsociety.org/grants/reports/1779.php.

Display Boards Groups are reminded that these are available and are being updated.

BBTC Meeting Dave Tilbury will be writing a report of the activities of the BBTC.

BMF Rally The South Northants Group once again have offered to run the TRF stand at the BMF rally.

Monks Trod Steve Pighills reported on another well attended meeting (100 plus trail riders in attendance) and despite a rather negative presentation from the Highway Authority the meeting favoured Voluntary Restraint for a limited period (end Nov to end Feb). This was seen as a victory and partially due to the tremendous support and turn out from trail riders.

Bursary Application The Oxford Group have formed a research group. They were encouraged to make a proposal for funding from the Bursary Fund.

Officer Succession The meeting was made aware of the current Chairman's intention to stand for 2003 only. Group reps were requested to take this message back to their Groups in the first instance.

Forthcoming Meetings:

Saturday 21st June 2003 Exec Nottingham

Saturday 27th September 2003 Exec Staffs

Sunday 26th October 2003 AGM venue TBA

Saturday 29th November 2003 Exec Northants

Sally Madgwick, Hon Secretary

OBITUARY

My friend & former Somerset TRF member Brian Milner died on September 12th 2002 after contracting cancer. He was just 69.

Apart from motorcycling, Brian had been a rock climber, sub aqua diver, caver, mountain biker & glider pilot at the nearby Mendip Gliding Club.

I met Brian through the TRF and we liked nothing better than sliding through the mud & rocks of some of Somerset's green lanes in recent years - sometimes on his Honda 250XL and my KLX 250, sometimes on his Trek mountain bike & my Cannondale.

Those who knew Brian will be saddened as I am and our thoughts are with his wife Sandra & family.

Gwyn Thomas, Axe Vale TRF



'Go West... ...Young Man'

Happy New Year from the Americas

News from our intrepid adventurer has been complex, partly because I had to get out a map of Argentina and a magnifying glass to find out where he was!! And even then I can't find all of the places!

Things started on a high with Expat Man being upgraded on his flight to the UK (typical!!) but he soon came down to earth with a bang as he was picked up by his UK friend, Dougie and the cold weather. They left straight from the airport to

exchange a heated jacket, which he had bought and which, despite being changed once, was still a snug fit!!

BA to BA (British Airways to Buenos Aries)

Expat- Man Extraordinaire has made it! Remember geography is not my strong point but anyway I will try to piece together what I know.

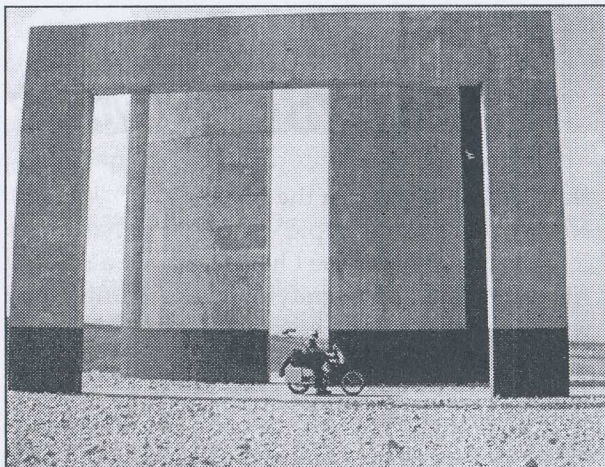
Expat Man headed for Buenos Aries (BA) and arrived safely after a 13 hour flight and 1 hour delay! He was met at the airport by Gabriel who he had "met" over the web. He lives 40 km to the north of town but sounds a great biker, (no accommodation there though as his house is small and he has a family.) Gabriel took Expat Man to the hotel where he found that 2 Irish guys he had again met via the web were checked in - so a friendly face at least! Following this he found himself in 'Carrefore', where he treated himself to a haircut, sounds a bit drastic, for the grand sum of 80 pence. The weather was 80 degrees and lovely, like Dubai, certainly better than UK.

Expat Man stayed in the suburbs at a hotel called Vicente Lopez, 16 US dollars for a double, (not sure of the single price,) Hotels in the centre of town are really cheap, but don't have parking, but 'parking stations' are everywhere. Taxis are quite cheap, as are buses from the airport to the centre of town at 3 US. Dollars.

Sounds at the moment that, in the words of Paul Young, where ever he lays his hat that's his home!!!! Let's hope he enjoys it!

Expat Man's trip has begun!

I hope the New Year went well for everyone, it seems that it did for our intrepid traveller who spent it in Ushuaia on Tierra del Fuego with the two Irish men - John and Gerry. Expat Man seems to have spent at least some of the day riding in the National Park and generally having a ball. That meant they had made it to the bottom, about 3600 km from Buenos Aries, (BA) ready to start the trip



North - so finally the trip has begun!!

Before leaving, on Friday, Expat Man went to take a picture of the sign board with it's mileage and reckons that it is about 14,300 km from Dubai, not sure what that makes it from UK!

They left that day for Rio Grande, which was about a 4 hour drive. On the way they met a couple from Manchester who were riding BMW's and had been

on the road for 14 months. The following day they made their way to Povier in Chile and had to be there for 12.30 for the ferry at 1.00 so an early start, as there was 250km to ride, 150 of which was off road. Expat Man ditched some of his stuff before leaving, including cooking gear, and 1 sleeping bag - he hopes that this will make the riding a bit lighter (??).

On Sunday, (when last heard of) they were in Puerto Natales having ridden 530 kms, crossed on the ferry 3 hours, and made a border crossing, a long day. The Irish men have a website and Expat Man is featured in this bit of their trip if you want to take a look at <http://www.gsrtw.com>

Expat- Man loved BA, a really modern city which functions well, rather like being in Italy, but about 20% of the cost. Expat Man said that the fact that the Salsa Street Dancing Girls (that's the dances where they have very short skirts and look as though they are 'glued' to their partners) were not wearing any knickers whilst dancing has nothing to do with his value judgement of the place. This was merely an observation made during his walk about. He had made it sound like one we should all put on our wish lists for visiting! He was able to clear his bike in 1.5 hours, the Irish guys took 5 days to clear theirs. Their bikes were being serviced but all three left together about Wednesday, to head south. On Friday evening they were 1000 miles south of BA in Porta Martyn, just south of the Valdes Peninsula, which is the bit that sticks out into the Atlantic! They had driven around the Peninsula and seen all kinds of wildlife _ sea lions, elephant seals, lama and ostrich. This ride was about 140 miles on dirt roads and very difficult.

On Monday the trio did 700k and only went through 2 towns, the rest was just scrub land and hard riding. It was very cold, so I presume they must have been high and even with an electric jacket and heated grips he was feeling the cold!

This morning, Tuesday, we heard that they left Rio Gallegos, did 50k on dirt

roads to the Chilean border, then 25k to the ferry that took them to Tierra del Fuego (the island) - £2 for a 20 min ferry for him and the bike - a bargain even in his terms!! The group stayed in Rio Grande and onto Ushaia about 200k, where they will be staying for a few days. So effectively he has made it south, ready to start the journey north!!!

The back tyre is wearing very quickly on all of their bikes - reason unknown! When he rode to UK 3 years ago from the Middle East, he wore through about half a tyre during the whole trip. I know because I bought his bike ...a CRM AR . What a bike,...why, oh why, did Mr. Honda stop making them ?? Less than 5000k and their rear tyres have almost gone! Could it be something to do with the road surface I ask????

North to Santiago, Chile.

So, our valiant traveller left Cochaquie (or however you spell it!) with a ride of 114k on good tarmac through mountains. As his map is a bit dated he was optimistic that this road would keep on northwards, but being Expat Man he was far too optimistic and it suddenly stopped and the next 350k were very difficult. After this he reached Chaiten the next ferry to Chile was in two days but that there "might" be one from Caleta Gonzales the next day. Off on yet another 60k of extremely bad road and arrived at about 7.30 pm. He found a lovely restaurant which had chalets at £60 per night, so the "nice lady" saw his face drop, took pity

on him, did some re-arranging and found him a small cabin for £25 - more like Expat Man rates!!!

At 9.00am the next day the boat arrived and our sailor rode on board to find that there were no other passengers, just him, the bike and the crew all on board a large modern ferry! Their first stop turned out to be the waterfalls to fill the water tanks, clean the ship and collect mussels for lunch! From this unscheduled stop, he was on it for a five hour voyage, through spectacular scenery, to Hornpiren. The crew cooked the lunch and served it to the passenger.

It was another 50k of dirt track (will he never learn??), another 30 min ferry, 40k dirt then tarmac and the end of the Lake District!!!!!! He then hit the freeway and ended up is Osorno 900k south of Santiago and all on a plate of mussels!!

Graham Wadsworth, East Midlands TRF

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ADDRESS

POSTCODE PHONE NUMBER

MACHINE TRF MEMBERSHIP NO.

T-shirt size Large (40-42) XL (42-44) XXL (44-48)

I am willing to lead Day One Day Two

I am willing to back-up Day One Day Two

Please indicate type of riding preferred, e.g. scenic/difficult

It is best to be honest as your weekend might not be as enjoyable if you end up in the wrong group and have to push yourself too hard.

Accommodation information required? If so, please tick the box

Scarborough Hawes

Entry Fee 25.00

Sweatshirt (if required) 14.00

Only cheques made payable to TRF accepted, no cash.

Please send this entry form along with your cheque and a self-addressed, stamped envelope to **Phil Fawcett, 15 Taunton Vale, Guisborough, Cleveland, TS14 7NB**

FAILURE TO COMPLY WITH ALL THE ABOVE MAY RESULT IN NO RIDE.

FOR MORE INFORMATION TEL: 01287 634972

**RoW
NEWS**

VOLUNTARY RESTRAINT ON RUPP 952

Tim Stevens (LARA supremo), Dave Tilbury and I spent 2 hours at WSCC County Hall this afternoon with three senior officers from the RoW Section, and Bruce Middleton of the Sussex Downs Conservation Board. The meeting really involved an exchange of views on the subjects of voluntary restraint, TROs and future cooperation between the council and everyone concerned with vehicular use of green lanes.

The TRO policy is still not finalised, and the consultation period has apparently been extended to 20th February (instead of 17th January). The decision about a TRO on RUPP952 was supposed to be made at the RoW Committee meeting on 18th February, but quite how that is going to work out is not clear. The next RoW Committee meeting after that is 3rd June.

Bevis Billingham

Where Monks Still Tread!

In a summary of the recent meeting held by Powys County Council meeting, Ian Weston of the Worcs TRF Group, outlines a positive outcome:

In an effort to save one of the best trails in Wales, Dave Morris and I attended the Powys County Council meeting on the 30 January about the Monks Trod. Despite a report presented from the Rights of Way officer, which recommended a TOTAL BAN on all motorised vehicles (at present the poor old 4x4 boys have been banned since 1990), a very positive outcome was achieved.

The County's RoW Officer began with a damning report including photo's that demonstrated how rutted and poor the surface was and pictured him standing in a rut up to his waist. He read the report out in full that basically tried to nail shut the trail riders coffin! The report projected a cost in the region of £230k and was designed as a 'killer blow', "figures meant to frighten us off" according to Councillor David Evans.

When the matter was thrown open for discussion everyone was feeling rather dejected. Although with a crowd of 75 trail riders the general feeling was that we were staring at a forgone conclusion. The audience included the great names of Welsh motorcycling, including Geraint Jones and E T James, who despite the snow made a considerable effort to attend.

But like a fairy tale, things suddenly started to shift.

The mood amongst councillors was completely different and one by one they objected to the proposal with vigour. The councillors had taken it upon themselves to walk the Trod and see for themselves the state of the byway - at last some people with sense.

In particular Councillor David Evans and Councillor Richard Tyler were very

strong in favour of keeping the Trod open. Reasons cited included damage to the local economy, public rights and the fact that David Evans remembers the ground being in the same state when he 'dipped' sheep up there some 50 years ago! He also remarked that a lot of the problems should be laid at the Councils door for lack of maintenance over a sustained period.

Councillor Evans also remarked that the Police were happier with a compromise, the local Motor Sport Club also agreed, as a total TRO was really unenforceable and would be flouted by illegal riders anyway. All councillors seemed to recognise that if the Trod were closed then there would still be people riding it illegally thus giving them a potentially bigger problem.

Objections were recorded from the RSPB!, the Army (who do more damage than anyone, but were obviously put up to it), the Elan Valley Trust and the Countryside Council for Wales amongst others. The Elan Valley Trust actually sent their chairman along who ended up sitting particularly sour faced after being described as one of a bunch of 'do gooders' by one of the councillors! However, on a positive side, one of the local farmers who was questioned to see if he would like to object told the Councillors that the motorcyclists were causing him no problems at all, even during the lambing season.

Councillor Evans proposed a compromise that means that the Trod will be closed as of 1st December until 28th February every year to motorcycles and will maintain its 4x4 ban permanently. There will be better marking of the route (to counteract motorcycles leaving the route and missing particularly bad parts), and an action plan will be drawn up by Powys for consultation between all interested parties.

The Trod will also be monitored and may be subject to a voluntary TRO extension if it is required. The compromise was seconded and voted in unanimously and the packed chamber breathed a BIG sigh of relief and clapped long and hard.

All that now remains is a rubber-stamping exercise at the Radnorshire executive meeting and the Trod 'should' be open again on 1st March* as the 2nd TRO runs out then anyway (The Welsh assembly don't like giving a 3rd as they prefer a permanent solution).

This compromise was not without cost though, indeed the TRF and other motorcycle clubs have a price to pay, there will be plenty of volunteers needed to help maintain and repair the Trod in conjunction with the council. It will be a travesty should the dust settle and no one keep our end of the bargain!

Afterwards many of the attendees thanked the councillors and shook their hands for protecting our sport and others livelihoods. Dave and I had lunch with one of the councillors, at his invite, and we asked the obvious question: Why were you all so in our favour? The answer received was simple:

"You were all polite and willing to compromise, you did not hassle us with placards and banners outside and the volume of letters (250+) and emails led us to believe you were passionate about the Trod, the chief executive was very concerned about the political ramifications if we closed the Trod".

Thanks everyone for your support.

Ian Weston

* ^{Ed} Just in time for Green Lane Day on 23rd March

Report from **Dave Tilbury**

Another day – same rubbish. A lovely winters day outside and I'm in here pressing the keys again. Well, seeing as I've got to produce a report for the forthcoming Executive meeting I might as well make it a piece for TRAIL so that you can all suffer. And, if it wasn't for the foul state of the roads (due to every available plot of land having houses built on it – to further add to the rush-hour gridlock) my trail bike would be clean. Whaddier mean, grumpy?

Looking back over the recent months it has to be said there have been several high spots for those active in improving public access. One such moment was the universal condemnation heaped upon the "intolerant" Ian Ritchie (Friends of the Ridgeway) during a consultation meeting on the future of the Ridgeway held in Didcot. It was so good to know that we, as trail riders, are not the only ones to view these GLEAM clones as mean, self-serving, anti-access bigots. Similar terms have been used in letters I have seen published in response to a Michael Bartholomew who has written a number of vitriolic pieces to various 'out-door' publications damning the trail rider. Mr Bartholomew heads up an organisation spawned by GLEAM in the Yorkshire Dales and in his eyes anyone riding a bike with knobbly tyres is a trail rider. Does a bobble hat and big boots make a Rambler or a football hooligan?

I've used some harsh words when referring to FoTR or GLEAM but let us be clear about the sort of person we are dealing with here. A prominent GLEAM member has demonstrably lied to a RoW Public Inquiry; another was filmed by Channel 4 denying access along a RUPP to walkers and riders (the RUPP was later ploughed out). A prominent FoTR member is happy to seek a ban on trail riders whilst boasting how he drives his Land Rover on challenging terrain in Wales for fun. Another prominent FoTR supporter flies to remote parts of the world (environmental damage to the max) to climb mountains (more environmental damage) yet would ban trail riders from the Ridgeway. Now, apparently his Royal Highness, The Duke of Edinburgh, supports GLEAM, as do a number of MPs (allegedly). I wonder if they would sustain their support if they knew the truth about those involved. OK – I guess the MPs are in with their own kind here but... J

Unfortunately there are a few who act irresponsibly (not TRF members I hope) and give the likes of us a bad name but then it must be a much lower percentage that drive like idiots on metalled roads. Banning trail riding will only impact upon the law abiding rider and the 'problems' highlighted by the various 'Friends Of' groups will not go away. A ban on trail riding will not repair ruts caused by tractors; it will not stop the 'rave' parties that attract thousands to the Ridgeway each summer (funny, but FoTR have not mentioned that. All the damage is done by us!); it will not deter the anti-social road rider who has swapped his Blade for a KTM, nor will it

point that rider in the right direction.

Once again the authorities in Derbyshire have tried to prosecute a member for riding on an unclassified road (that is also a definitive bridleway with lodged s.14 application). The fact that the highway authority had written to the local TRF group stating that there was no need to claim the route as BOAT because it was already an unclassified road did not assist the Crown Prosecution Service. How many times have Derbyshire tried and failed to bring a successful prosecution against a TRF member? A fair few, I believe. When will they realise that public money would be better spent on creating an accurate definitive map and then in keeping the routes shown thereon in good condition? THAT is what the law and common sense calls for.

West Sussex are the latest authority to come under pressure from GLEAM supporters and, like all authorities when thus first troubled, respond with a knee-jerk panic must do SOMETHING. In this case they have reviewed their policy on the imposition of traffic management for BOATs. In so doing they have cited the Ridgeway as an example of how horrible things can be for BOATs used by trail riders. What seems to have escaped them in their machinations is that a) there is not actually a problem on the Ridgeway and b) if you cannot drive a standard saloon car along a West Sussex BOAT it is probably because it is overgrown. Even the South Downs Way cannot be compared to the Ridgeway. They have also overlooked the small matter of the law. Nowhere does it say 'And upon the request of the landowner'

under the list of reasons for imposing a TRO. In short the Members were very poorly informed prior to dealing with the matter via a paper that wrongly describes the effect of CRoW and fails, inter alia, to mention government advice on the topic.

Kent also appears to have adopted a novel attitude to traffic management where a lane has been closed to motor vehicles to facilitate improvements to habitat on an adjoining hillside. Wiltshire took a brief turn down TRO lane with a desire to ban every recreational user except walkers from a number of BOATs. More recent enquiries into this innovative approach to rural visitor management illicit a nervous 'oh, only joking' type response.

So, why all this TRO nonsense all of a sudden? GLEAM! For an organisation with a couple of hundred members they are punching above their weight. This

was evident at the Didcot meeting on the Ridgeway (referred to above) where probably less than 20 members of the public supported the narrow and unproductive notions put forward by Friends of the Ridgeway. All those who spoke, out of around 500 members of the public present, wanted an inclusive solution because they too seemed to realise that simply banning one small group of users is not going to bring about positive changes to the surface of the route – especially where it is constantly used by agricultural vehicles.

So, how come the 'gleamists' are getting results, albeit not far reaching? This is how the system works.

Our rights to free passage (our quiet enjoyment in legal terms) over unmetalled carriageways are guarded by local government Officers (the county rights of way staff) according to a DUTY placed upon every highway authority by the statutes (laws passed by Parliament).

Some of these rights of way staff do not know the law, within which they work. Most of the senior Management will not have a RoW background, hence they will have next to no RoW legal knowledge. The county legal departments generally know all there is to know about child protection and disability discrimination but ... you've guessed it.

These local government Officers are effectively employed by the elected Members – the County Councillors and Borough Councillors.

Councillors are usually politically motivated and/or motivated by their ego. Many are rather sad individuals who do not have a life beyond politics. Many have aspirations above their station. Few would seek one out as a friend.

Now, let us suppose that a landowning someone approaches an elected member with tales of desolation and destruction; of ruination of the countryside by trail riders. A finger is wagged and the Member is told in no uncertain terms that it is 'absolutely appalling – you must do something'. This Member (if carefully selected) will be

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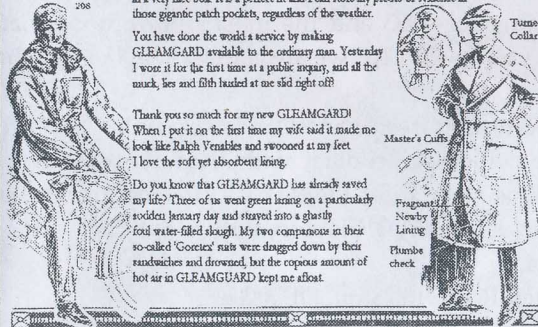
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Fragrant Newby Lining
Do you know that GLEAMGARD has already saved my life? Three of us went green lying on a particularly sodden January day and stayed into a ghastly food water-filled slough. My two companions in their so-called 'Goettec's' suits were dragged down by their sandwiches and drowned, but the copious amount of hot air in GLEAMGUARD kept me afloat.



clueless; possibly overawed and maybe even keen to be accepted by his betters, the status of who he aspires to. This Member, in turn, takes his problem to the Officers. Being an elected Member he will not go directly to the Officers doing the job but to management (he's probably been told a few home truths by the underpaid, overworked lower orders in the past so will deal with the more politically aware and upwardly mobile management). Whilst management probably have a rough idea of what is happening they are also aware that their salary, if not their continued rise through the career structure, is in the hands (to some extent) of our now inflamed Member (no pun intended). Manager instructs RoW Manager to do something to get the inflamed Member off his back. The RoW manager in turn instructs RoW Officer to look at the 'problem' who then produces a report to committee. The committee is, as you would expect, made up from the Members who have by now heard from the inflamed Member that there IS a problem. Get the idea?

The long term solution is clear. Public access is removed from any political influence. In the short term it means that WE need to become politically aware and keep your Member informed so that he may be more circumspect when approached by the finger wagger.

Here endeth today's sermon. Now for the information and forthcoming events:

I still continue to attend the Byways and Bridleways Trust Council and remain acutely aware that I am not keeping the membership informed of progress. A report is forthcoming but if I delay a little we will be sure of receiving the membership fee of the GLEAM moles first!

On the subject of BBT Rod Butterworth has asked for the names of group RoW Officers who would like to receive copies of the Byway and Bridleway journal. If I have not contacted you and you would like to receive this informative paper please give me a call (Group RoW Officers only please).

A member has contacted me concerning the Countryside Agency's Quiet Roads initiative. This member sees Quiet Roads as a threat to our recreation, although it has not struck me like that, especially if the guidance is followed. Nevertheless it is a point worth being aware of and so if you spot proposals for a scheme in your area it might be worth looking into, just to be sure.

So, here's wishing you safe riding for 2003 and the most sincere hope that, through the various initiatives sponsored by the TRF, we are riding more lanes at the end of the year than we are now.

STOP PRESS: This years first National Green Lane Day is scheduled for 23rd March 2003. Hopefully each group will make contact with their local highway authorities and organise some green lane restoration. Please pass information related to work you are going to do – or have done to Ray Clayton, who is the President of GLASS. Contact him on 0115 916 1594.

ray.clayton@glass-uk.org, 30 Boweswell Road, Ilkeston. DE7 8EE

Dave Tilbury

FUN RUN

The first organised run of the new year for the South London & Surrey group took place on Sat 4th Jan. As it was our first outing we decided to do something slightly out of the ordinary and invited riders with either older or unusual bikes or fancy dress.

So an interesting group of riders turned up at Boxhill near Dorking in Surrey riding a variety of bikes including a 1980 100cc Honda road bike with trail tyres, a 125 Honda 4 stroke, a 1976 TS 250 Suzuki, a 1940s Ariel 500cc trials bike and a rather large KTM Adventurer that had recently completed a gruelling ten day dessert race.

These older bikes and their riders were complimented by other riders wearing fancy dress on more usual steeds in an assortment of garb ranging from a full set of antlers to one of our more adventurous lady members in a full wedding dress and veil. I complimented one of the more traditional riders for his detailed "period get up" but I was advised shortly after "That's what he normally wears!!!"

The first snow of the year had thawed as we set off but the previous week had seen a LOT of rain and the newspapers were full of news of floods, many in the Surrey area. With this in mind a route was planned to minimise the impact of deep water especially as one of the small Hondas had an exhaust pipe about seven inches off the deck. As it happens even the regular six inch puddles were twice their usual depth and this, as well as some "enthusiastic" riding caused all of the older bikes to splutter and stop at some time or other (apart from Robert's trusty 125 Honda, his daily ride). Eventually the dead bikes were drained and

gently coaxed back to life with mechanical skills, optimism, WD40, and enthusiastic cursing from many of the group.

A gentle ride that would have normally taken two hours took three and a half and as the group bimbled its way through a slippery but none the less picturesque Surrey countryside many walkers, cyclists, and



horse riders were somewhat entertained by our progress.

By the time we arrived at Newlands Corner for our lunch break Suzanne's rather large false bust under her now mud stained wedding dress had slipped down to her waist and she looked at least eight months pregnant! I shall never forget the look on the faces of a couple of old pensioners out for a gentle stroll, as she piloted her Serow into the car park.... the "old boy" nearly fell over he couldn't believe his eyes!

Everyone who took part in the ride thoroughly enjoyed the event.... as often happens some riders met new members for the first time and though we had to ride a bit slower than we would do normally due to the older machinery and the conditions, everyone mucked in to make sure we all got through.

Suzanne Edwards won a £10 Halford's voucher for "best effort" though a cleaning voucher for her wedding dress might have been even more useful!

These days when most of the bikes we ride are a far cry from the machines used even 25 years ago it was good to see a selection of older bikes coping well with less powerful engines, limited suspension and inferior tyres in very slippery and wet conditions.

As far as I am concerned every run out is a FUN RUN but I hope the success of this first run out of 2003 will make it a regular January event.

Barry Salter

South London & Surrey TRF

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LETTERS



NATIONAL MONUMENTS RECORD

As we all know, from time to time the landscape around us changes, be it due to natural circumstances (such as flooding) or human intervention (such as the creation of a new railway line). But wouldn't it be nice if we could step back in time and view the lay of the land prior to these changes taking place.

Well, thanks to the National Monuments Record you can, in the form of aerial photographs. The NMR has a massive archive of photographs that were taken by the RAF and Ordnance Survey, some of which date back as far as 1903. The staff are very helpful (which is handy) as the ordering process at first seems a little confusing, but you soon get the hang of it.

Probably the easiest way of finding out whether any photographs exist is to quote the OS grid reference for the centre of the parcel of land that you are interested in, then sit back and wait whilst a search is carried out. You will then receive a list of results detailing when the pictures were taken and their format. From this list you can pick the frames that are of particular interest to you before arranging to view them in person, or if this is not convenient, the staff will arrange to have photocopies posted to you.

Once you have viewed these, you are in a position to order quality photographic copies, which again can be posted to you for convenience. And now you have a record of the lay of the land spanning any number of decades.

The NMR have two sites, one in Swindon: National Monuments Record Centre, Great Western Village, Kemble Drive, Swindon, SN2 2GZ. Telephone 01793 414600. Website <http://www.english-heritage.org.uk>

I used their services recently whilst carrying out some research on a footpath in Wiltshire. As a result I now have two photographs (dating from 1934 and 1971) showing quite clearly a hedged lane crossing a grassland prairie. A recent site inspection of said footpath revealed that not only had one of the hedges been removed, but the lane had been completely ploughed up and incorporated into one of the adjacent fields. Now what's one of the TRF's sayings, oh yes "protecting green lanes". By the time you read this a DMMO will have been submitted to reclassify this footpath as a BOAT.

Reuben Alcock

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WANTED Front wheel and disc for KDX125. Any condition considered. Can collect. Tel: Dave 07768 402424 (Herts.).

YAMAHA TTR250 Open enduro for sale, good condition, £1600 ono. Tel: Andy 07785 394220.

YAMAHA TTR250 Open enduro. 1994. 8500 miles, new MOT, tyres, chain, battery, green lane use only. £1595. Tel: 01865 373010 (Oxford).

XR600 1986 Clean original condition. Italian import. 60w headlight. Taxed and tested until October. £1250. Tel: Phil,

Worcester 01905 454034 or 07740 835387.

YAMAHA TTR250R Open enduro. 1999. Taxed and tested, handguards, bashplate, Renthals, good condition, green lane use only. £1990 ono. Tel: 01332 841613 (Derby).

APRILIA 650IE 2002 May. Blue/gunmetal. Taxed, 2000 miles, one owner from new, never been off road. Mint condition. £2995. Tel: 02380 470870 (Hants.).

SUZUKI DRZ400S 2001 "X" reg. 5900 miles, B/plate, B/buster, F/guards, MT21s, S/S spacer. Excellent condition. 11 months tax. £3150 ono. Tel: 01492 540660.

HONDA XR250R 1997, 5800kms, white, new chain and sprockets, MOT and tax Sept '03. Superb condition. £1795. Tel: 01423 330192 (York).

BULTACO SHERPA 250cc 2-stroke, 1970, road regd on a "T" plate, recently completely overhauled by Sammy Miller. £550. Tel: 01993 810910.

VARIOUS Wulfsport waterproof enduro trousers in black size large, £30. THH motocross helmet, black & silver 55-56cm, £30. UFO Shockwave body armour, £20. Sinisalo trousers 30" waist, £20. BMW Big John red waterproof trousers 30", £30. Scott 2 piece enduro waterproof jacket & trousers, £60. Tel: 01993 810910.

XT225 SEROW 1990, 28000kms, tidy, sweet runner. Tax + 1 year MOT. Inc. some spares and manuals, £1200. Tel: 01635 865499 (Newbury).

OLD MAPS & HIGHWAY/BYWAY books. Some dating from 1920s including County Maps and Old England by Thomas Moule. Tel: 0115 952 1751 for details.

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, The Star, Star (A38), Nr. Shipham, Somerset

BLACK COUNTRY Martin Bond, Tel: 07971 551352 or Nick Hammond, Tel: 01902 700749
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore, Wolverhampton

BRISTOL Bob Chapman, Tel: 0117 960 9660
4th Mon, 8pm, Keynsham Rugby Club, Bristol Road, Keynsham

CAMBRIDGE John Brooker, Tel: 01767 692805
1st Thurs, Golden Ball, Boxworth

CORNWALL Sally Madgwick, Tel: 01208 74411
3rd Thurs, 8pm, The Ship Inn, Wadebridge, 8pm

CUMBRIA Anthony Hayhurst, Tel: 01539 721115
2nd Tues, Derby Arms Hotel, Witherslack, Nr. Kendal

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 811949
2 & 4 Tuesdays, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire

DEVON Rob Williams, Tel: 01626 364564
2nd Tues, 8pm, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET Martin Diamond, Tel: 01202 571325
1st Tues, 8pm, Greyhound Inn, Winterbourne, Kingston, Nr. Bere Regis

EAST MIDLANDS Graham Chinnery, Tel: 01332 863433
2nd Wed, The Chequers Inn, Main St, Breaston, South Derbyshire, J25 on M1

EAST YORKSHIRE Peter Hall, Tel: 01405 862616
1st Tues, The Plough, Snaith

ESSEX Dave Anderson, Tel: 01277 657783
2nd Wed, The Swan Public House, Great Eastern, Nr. Dunmow

EXMOOR Ian Sadler, Tel: 01884 821547
2nd Wed, 8pm, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton

GLOUCESTER Wayne Little, Tel: 01452 611735
1st Wed, The Wagonworks Club, Tuffley Ave., Gloucester

HERTFORDSHIRE Dave West, Tel: 07768 402424
2nd Thurs, 8pm, The Old Guinea, Ridge, Near Potters Bar

HIGH PEAK & POTTERIES
Graham Till, Tel: 01782 776338 or 01782 833222 (work)
1st Tues, 8.30pm, Black Horse at Endon (A53, about 3 miles west of Leek, Staffordshire) & 3rd Tue, 9pm, Cheshire Cheese, Buxton

ISLE OF WIGHT Andy Hawkins, Tel: 01983 617232
1st Wed, 8pm, The Eight Bells Inn, Carisbrooke, Newport, IOW

KENT Richard Colquhoun, Tel: 01634 575090
2nd Wed, 8pm, Pied Bull, Farningham, Off A20, Nr Brands Hatch

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tues, Hindshead Pub on A49, Charnock Richard

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079
4th Thurs, 8pm, Manvers Arms, Monks Road, Lincoln

LODDON VALE David Cook, Tel: 0118 901 4481
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

NORTHUMBERLAND Chris Moody
Tel: 0191 387 3507 6-10pm or 07860 302001 (mobile)
Last Tues, 7pm, Swan, Heddon on Wall.

NORTH WALES Richard Hughes, Tel: 01244 533855
1st Wed, 8pm, Cross Keys, Buckley, OS 117 290 637

NORWICH John Jenkins, Tel: 07721 880463
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Kevin Lindsey, Tel: 01993 823865
3rd Thurs, The Red Lion, Cassington

PEAK DISTRICT Neil Walker, Tel: 01788 811919
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby

RIBBLE VALLEY
Roland Wolstenholme, Tel: 01282 432088
2nd Tues, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE Rob Latham, Tel: 01952 592324
2nd & last Wed, White Horse, Shrewsbury

SOMERSET Greg Hughes, Tel: 07887 821472
2nd Thurs, 8pm, The Bell Hotel, Curry Rivel, Nr. Taunton

SOUTHERN Russ McDerimid, Tel: 02380 812371
3rd Thurs, Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords)

SOUTH LONDON & SURREY
Steve Sharp, 0208 773 4204
9pm 1st Wed, Ewell Sports & Social Club, Banstead Road, Ewell, Surrey

SOUTH NORTHANTS
Trevor Gardiner, Tel: 01788 815927
2nd Mon, 9pm, The Live & Let Live Pub, Harpole, Nr. Northampton

SOUTH WALES Stuart Dodwell, Tel: 01446 710851
1st Thurs, Welsh Institute of Sport, Cardiff, 8pm

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

SWINDON Phil Male, Tel: 01793 731777
1st Wed, 8.30pm, The Carrier's Arms at South Marston, Swindon

SUSSEX Bevis Billingham, Tel: 01243 585128
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing

TEESSIDE & NORTH YORKS
Roger Preston, Tel: 01429 837093
3rd Wed, 8pm., Blacksmiths Arms, Swainby

THAMES VALLEY Gary Hillier, Tel: 01932 851291
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex
WEST ANGLIA David Knight, Tel: 01933 313816
1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough

WEST MIDLANDS Simon Mills, Tel: 01926 332982
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon
WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
1st & 3rd Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford

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

WORCESTERSHIRE
Steve Hobby, Tel: 01562 820121 Mob: 07970 929029
1st and 3rd Tuesday, White Hart, Fernhill Heath, Worcs.

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