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TRAIL

The Bulletin of the TRF, the National Club for
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DECEMBER 2003 No. 304



MERRY CHRISTMAS & HAPPY NEW YEAR

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- KEEPERS OF STATIONERY** Leaflets & Membership Forms, Mary Stevens. *Membership Secretary.*
Letterheads & Compliments Slips, Fred Ellison. *Editor.*
- DISPLAY EQUIPMENT CO-ORDINATOR** Leo Crone, Tel: 01325 463815 (7a.m. - 5p.m.). Display boards held at
Unit 10, Red Barnes Way, McMullen Rd., Darlington DL1 2RR.
- EQUESTRIAN EVENTS LIAISON OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Monmouthshire,
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SO50 6PA. Tel: 023 8061 8937, (8.30a.m. - 5.30p.m. only)
E-mail: dave.tilbury@lineone.net

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The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.



The winner of this year's calendar photo of Ron Pranglen crossing the River Pang in West Berkshire was taken by David Cook of Loddon Vale Group. Congratulations David on an excellent action photo. Your Olympus camera is on its way. Thanks to everyone who submitted their photographs, some of which will appear on the cover of TRAIL over the next year.

Merry Christmas and a
Happy Trail Riding New Year

Fred Ellison

THE GOOD NEWS...

S.34a IS DEAD

THE BAD NEWS...

Alun Michael proposes a one year window to claim BOATS on historic evidence. after which historical evidence will prove restricted byway not BOAT status. AND NO FUNDING AVAILABLE.

This is after Highway Authorities have had fifty three years with funding to do the job and failed miserably.

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COVER PHOTO
Winter in Llangollen
by Dave Loney

NOTICE BOARD

RAMBLERS ASSOCIATION INFO

An interesting link on footpath erosion
<http://www.ramblers.org.uk/factshts/factsh14.html>

Richard Colquhoun

CARY MAPS CD

This has now got more useful information in. Our Secretary, Ted Lowres, has allowed me to include a set of Pigot Maps of 1840 and some very interesting and helpful facts about Enclosure Awards and Tithes which he has prepared. All C.D's. sent after 2nd December will contain the new additions and are numbered from 340. Sorry to those people who have just missed out but I had to make the change somewhere. The new edition is available for Xmas presents.

The C.D's, are written multiseession with NERO 5.5.10.54, which is the latest Version of Nero 5. I've tried Nero 6 but I much prefer the Wizard in 5 to the Express in 6. 5.5.10.54 is available from www.nero.com as a download upgrade.

Those members who wish to upgrade their discs can do one of two things.

1. Borrow a later disc from another member and, using Nero 5, add the whole sub-directory called LOWRES to your own disc. You will then be up to date.
2. Send your disc & case back to me with a return address label and TWO 46p stamps. One stamp will be used to return your disc and the other will generate a little more loot for the Fighting Fund. (Explanation, 46p is the postage for a Dual CD Case)

Rod Butterworth

MINUTES OF TRF ANNUAL GENERAL MEETING

Held at: Heritage Motor Centre, Gaydon on 25 October 2003

Present: As logged on computer list. There were 60 Members present.

1. Welcome:

The Chairman welcomed members and went on to remind the meeting that the TRF Standing Orders apply. He also made a change in the order of the Agenda so that item 5 (the election of Officers) would come after item 8 (changes to the Constitution). This is so that anyone standing for office will know what rules they have to work to. He reported that he had been asked to stand in as Chairman part way through the year when the previous Chairman resigned, and he had done this on the understanding that members appreciate that he will fight for the countryside, as much as for trail riding. He explained that the countryside has to be treasured as it is not a readily renewable resource and our activity must fit the resource rather than making the resource fit our activity. He noted that the TRF activists – who are the ones who keep trail riding in the public eye – are very few, whilst the majority just go riding, and this has to change. The activists need more help if trail riding is to survive and the Officers need to be able to do their work without constant criticism. Prompted by the chairman's comments there was further discussion on organisation, our projected image, clothing etc. Richard Hawker suggested that the role of chairman was to run meetings and not express views himself, and Tim Stevens put the alternative view that the Chairman must also act as leader of the TRF, and this was what was happening. This latter point appeared to have the majority support. The chairman said that he would try to do both, but would not expect to be stifled by his position as chairman.

The Chairman finished his welcome by wishing Dave Giles a speedy recovery following his recent operation.

2. Apologies for absence:

M Harley, Ted Lowres, C Morriss, L Crone, G Thomas, D Giles and S Madgwick..

3. Approval of the Minutes:

The meeting accepted the minutes of the AGM 2002 as a true record.

4. Matters Arising:

The Chairman asked for any matters arising. There were none.

6. Elected Officers' Reports:

Treasurer: John Gardner circulated the audited financial statements. He reported that he would like to pay out more money to the Byway Bonus Scheme and Bursary fund. He noted that only the Peak and Devon Groups were actively using Bursary funding for lane research and that the Byway Bonus was not resulting in claims from all over the country, and he feels that all groups should be as active as possible in putting in claims. He also reminded members that there is money available to help those who are on Local Access Forums etc.

The Treasurer went on to report that he would not be recommending any subscription increase this year, but emphasised the need to spend money on Research and employing people to do specific tasks.

The meeting discussed all aspects of the accounts and the need for full information

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on how to claim Bursary funding. The Treasurer noted that the Secretary was in the process of producing a formal application form for this funding, and for re-launching the Byway Bonus Scheme.

Following further discussions the meeting **agreed that the Accounts be signed.**

Membership Secretary: Mary Stevens reported that current membership stands at 3005, a rise of 10% over this time last year. She noted membership fees taken this year as approximately £82,320 with £15,036 donations to the fighting fund, and thanked all those who donate to the fund. Mary went on to report that she would be looking at ways in which members could check their own record details through the website, and perhaps the ability to join and renew membership through the website, and she asked for help from anyone familiar with Access Database design.

Mary went on to remind members that the TRF Strategy had recommended some form of payment for this task, and she reported that the Exec had accepted a fee calculation which would take into account any rise and fall in member numbers. She also asked for local help in dealing with memberships should she be incapacitated, or on extended holiday.

There was an offer of help from Polly Cody who lives in Buckinghamshire.

The meeting discussed various options for hanging onto members such as a joining fee. Also discussed was the political benefit from a larger membership, and the greater benefit if existing members were more active, eg by writing to their MPs.

Secretary: In the absence of the Secretary there was no report.

RoW Co-ordinator (Acting): Dave Tilbury read from his report and described his

activities over the year. He felt that he had not achieved as much as he would have liked to, which may be down to the TRF structure, and the fact that those (few) members here today are the caring ones. There is a need to get through to the uncaring members; communication remains a problem within the fellowship; he likened it to a dozen oarsmen trying to row an ocean liner while all the passengers are sitting in deck-chairs. Dave noted that he had tried to ascertain the training needs of the members, but had not had much response from the groups. He is producing more training material in the shape of leaflets 'Preparing for Public Inquiries' and 'Attending Public Inquiries'. He has attended a number of meetings and Public Inquiries and worked with groups outside the TRF. Dave Tilbury went on to report that the BBTC, which he attends on behalf of the TRF, is addressing a number of issues, and receiving a considerable number of Consultation Documents to be responded

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to.

The meeting discussed further RoW issues and concerns, particularly over Restricted Byways and the laws which may apply to them through the CRoW Act 2000. It was noted that the Discovering Lost Ways project was still ongoing, albeit slowly and that there had been considerable slippage in the timescale for this process, although there would be no slippage in the twenty five year cut off point.

Dave Tilbury announced that he would be stepping down from this post this time.

The meeting thanked Dave for his work over the years.

Public Relations: The Chairman reminded members that Chris Marsh had resigned during the year and this post remains vacant. He reported that he had made an announcement in TRAIL asking for people with managerial experience to come forward and help with this and other Officer posts.

The meeting discussed various motorcycle shows which the TRF could and should attend next year.

Website: The TRF Webmaster was not available to report today. Tim Stevens felt that the new PR Officer and Committee will need to get to grips with the Website and help to meet TRF needs, member needs, and keep information up to date.

Editor: Fred Ellison reported no real problems, but asked members to keep sending in articles for TRAIL. Keith Westley thanked Fred and his team for their work in producing and circulating TRAIL. **All Agreed.**

7. Co-opted Officer's Reports:

Display Equipment Co-ordinator: Leo Crone was unable to be here today, and the Chairman read a prepared report which asked members to let Leo have reports from the shows where the display boards had been used. He felt that these boards are getting a little out of date, and a bit dog-eared.

The Chairman asked members to come forward with ideas for refreshing the leaflets, and noted that help is always needed for this work. Dave Tilbury offered to look at the very old C5 leaflets to update and put on the website.

London Gazette: Richard Hawker circulates extracts from the London Gazette to the Groups and he asked that Groups update him with contact names and addresses in order to keep this information going out. The London Gazette publishes all RoW Definitive Map Orders.

LARA Rep: Richard Fordham reported the benefit of belonging to LARA which brings together all parts of motor sport and recreation. He feels that it is important to work with both motor sport and recreation groups in order to understand each other's problems. He recommended the TRF continued membership of LARA.

The Chairman noted that the TRF Executive Committee had approved a rise in its LARA membership fee because LARA's support grant from Sport England will cease in 2004.

BMF Liaison: In the absence of Dave Giles there was no report.

CCPR: Dave Tilbury reported that he attends these meetings in London, but that there has not been one for some time. (They are generally 4 times a year). Tim Stevens updated the meeting on some of the discussions at earlier meetings.

MAG Liaison: In the absence of Richard Stiling there was no report.

Equestrian Events Liaison Officer: Mark Holland reminded members of his recent article in TRAIL asking for volunteers for horse events. He went on to report his

activities in the Endurance GB Society, and the various events he has attended during the year. He also noted that he has difficulty getting reports from other groups who are attending horse events. He would update the Website page on these activities.

8. Motions to the AGM:

Proposal to change the Constitution (see Appendix): Tim Stevens gave a power-point presentation of the up-dating of the Constitution. He explained that some of the proposals resulted from issues identified over recent years, and in particular to facilitate continuity when officers resign without notice. Other proposed changes were intended to improve the ease with which the Fellowship could be run.

Steve Neville proposed an addition to the TRF Code. He recommended a friendly wave or nod of the head to other rights of way users we meet on the trails, even ramblers. **The proposals as amended by the meeting were all carried by the required two thirds majority.** (As detailed on the attached appendix).

5. Election of Officers:

RoW Officer: Because Dave Tilbury had announced that he would not be accepting nomination this year the Chairman asked for any nominations from the room. Tim Stevens reminded the meeting that the Executive had recommended a Committee to help run the RoW function, chaired by the RoW Co-ordinator. Roger Peters offered to take this role on as it is so vital to the TRF, and he hoped to co-opt a committee from the expertise within the fellowship. Proposed by Tim Stevens Seconded by Nigel Rangecroft. **Approved.**

Editor: Fred Ellison agreed to continue. **Approved with a vote of thanks.**

Public Relations: Andrew Prince volunteered for this role, and spoke of his experience in PR. Proposed by John Melville, seconded by Richard Lillington. **Approved.** The Chairman reminded members that there is to be a working group attached to this role. Simon Foster and Garry Moss both agreed to help with this group.

Treasurer: John Gardner agreed to continue, but this would definitely be his last year. **Approved with a vote of thanks.**

Membership Secretary: Mary Stevens offered to continue on the provisos that assistance is found to cover holidays etc, and the fee approved by the Executive is put in place. **Approved.**

Secretary: Ted Lowres had agreed to continue. **Approved.**

Vice Chairman: Tim Stevens agreed to continue. **Approved.**

The chairman asked for nominations for a second Vice Chairman to replace Roger

Peters. No nominations were received.

Chairman: Geoff Wilson agreed to continue for another year. **Approved.** He declined a suggestion to call him something like 'President', although the National Leadership role of the chairman was accepted.

Co-opted Officers Ratification:

BMF Liaison: Dave Giles is to continue in this role. **Approved.**

MAG Liaison: Richard Stiling is to continue in this role. **Approved.**

Display Equipment: Leo Crone agreed to continue. **Approved.**

Equestrian Events Liaison: Mark Holland agreed to continue in this role. **Approved.**

LARA Rep: Richard Fordham agreed to continue. **Approved.**

9. Strategy Update:

The Chairman updated members on how far the recommendations in the Strategy had progressed, with some of the proposals in the process of implementation. He reported that resources will have to be found for other parts of the Strategy.

10. Insurance and Risk Assessment:

The Chairman expressed concern that there was no-one available to come to this meeting to explain the insurance cover the TRF has for its members. This insurance is provided through the BMF, and bearing in mind that the TRF's needs are a bit special, the Chairman was disappointed that no-one could attend and reassure us that current cover is still relevant.

John Gardner confirmed that we have cover for the things we do at present, but if Groups are doing special events, they need to do a risk assessment beforehand and keep it on file. John asked that Groups contact him if they are unsure about cover, and to do this in plenty of time.

The meeting discussed all aspects of insurance, as well as disclaimers and equestrian event insurance. John was adamant that members marshalling equestrian events must insist on the event organisers including the marshals on their event insurance as we could be participating on private land at events which are not organised by the TRF.

11. Advanced Trail Route Management: Tim Stevens gave a presentation on management schemes, such as licensing for green lane use. These ideas are being considered following a meeting with the Government Minister, where he had asked for suggestions on how to deal with hooligans without banning the legitimate users. The meeting discussed the rights and wrongs of this type of management, the problems of enforcement and administering such schemes, problems of litigation if the TRF runs the scheme. Members felt that it was unfair of the Minister to ask the TRF to deal with hooligans, but they recognised that the football establishment is being pressured to deal with football hooligans, so there will inevitably be pressure on legitimate trail users to deal with hooligans.

After much debate the Chairman brought this discussion to a close with the advice that members may expect that discussions on regulatory mechanisms for legitimate trail user would continue.

12. Date and Place of next meeting:

The next AGM will take place on 31 October 2004 at the Heritage Motor Centre, Gaydon. Warwickshire.

There is an Executive Meeting on 17 January 2004 at Nottingham Water Sports

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Appendix – Constitution Changes as agreed on 25 October 2003

- Change rule 4.3 to read:
The Principal Officers shall each be elected ... (AGM) of the TRF and, except for the Membership Secretary, will hold office for one year from 1st January next. The Membership Secretary will hold office for one year from 1st November next.
- Change rule 4.4 to read:
The Executive Committee may co-opt any additional Officers as it deems necessary, or as replacements for any vacancies. Replacement officers so co-opted shall have the same titles, duties and powers as those whom they replace. Additional Officers shall be subject to ratification at each AGM.
- Add to rule 4.4:
In the event of an AGM at which any Principal Officer role is vacant, the person elected shall take on the role forthwith.
- Add to rule 4.4:
In the event that any of the roles of Chairman, Secretary, and Treasurer fall vacant mid-term, the title, duties and powers of each Officer shall automatically pass on as follows, until the vacancy is filled by co-option or election:
Chairman – the Vice Chairman;
Secretary – the Membership Secretary;
Treasurer – the Public Relations Officer.
- Add a new rule 4.10:
Organisations with similar aims may become Affiliate Members of the TRF at the discretion of the Executive Committee. The Executive Committee shall agree the fees, conditions and benefits for any or all Affiliate Members.
- Add a new rule 4.11:
Persons (including Companies) who organise events or provide facilities for trail riding or for TRF members may become Supporter Members of the TRF at the discretion of the Executive Committee. The Executive Committee shall agree the fees, conditions and benefits for any or all Supporter Members.
- Add to rule 5.5:
The Executive Committee has the power to terminate Membership of any class, subject to appeal to the next General Meeting and the provisions of Natural Justice.
- Change rule 8.1 to say:
In the event of the TRF terminating, a General Meeting shall be empowered to dispose, by gift to one or more registered charities only, of all assets and moneys owned by or accruing to the Fellowship.
- Change rule 6.6 to say:
Groups failing to comply with any part of section 6.1, section 6.3, section 6.4, or with section 6.5, may be presumed by the Executive Committee to have expired and formal recognition may be terminated.
- Add to the Code of Conduct:
TRF members should acknowledge the presence of other green lane users with a polite gesture of greeting. (NOTE: Because this wasn't a rule change I don't think we fixed on final wording).

TRAIL RIDING IN BUCKINGHAMSHIRE

Twelve months ago I fell off my Honda XR250 and the fickle finger of fate set in motion a sequence of events that has resulted in letters to Parliament, petitions, formation of an anti-trailriders action group, and verbal and bodily assault on my friends. No, I'm not a neo-Nazi; I'm a trail rider in Buckinghamshire.

In the beginning...

After buying my first trail bike, a nice new XR250 last September, ("don't worry Sir, they're easy to start once you've got the knack") I joined the TRF, came to a Herts meeting, met a bunch of friendly blokes and was invited out for a run the following Sunday around the Chilterns. Thinking that I'd better have a bit of a practice beforehand, I found a couple of byways on the OS map close to home and set off on the Saturday morning for a try out.

After pottering around the lanes for about 30 minutes I decided that there was nothing to it, gave it a bit of gas and promptly ended up in the adjacent hedgerow.

With only an injured pride, I sorted myself out, righted the XR and attempted to start the beast. After 10 long minutes of smooth follow through action on the kickstart (I learnt my starting skills on a 500cc Velocette Venom) I proceeded to kick the wheels, the engine, the mudguards, passing wildlife, a tree and some stones. Still no signs of life. It was a hot day, so I sat down took off jacket and helmet, and wondered why Orange could not manage to transmit their expensive radio waves into my little corner of the Chilterns. But little did I know, the Future was Bright, the Future was Orange!

As I lay there, and thought about what I would do to Ron Humphreys with his XR250 if I ever saw him again, the air was filled with the lovely sound of a 2-stroke engine coming my way.

Into sight came a gaggle of trail bikes, lead by a bloke on a bright orange KTM. It was, I now know, "Dangerous" Kevin Marshall on his infamous "Three Counties" ride. Kevin started the XR in about 30 seconds, I thanked him, we exchanged phone numbers and I carefully picked my way up the hill, acutely aware that six pairs of eyes were watching me. I made it to the top, got back on the paved road and headed straight for home.

An addendum to this episode was when, a few weeks later, I read on the "Rides" list, a "Three Counties Ride" report by one of Kevin's squad, which included a reference to "meeting an old git who'd fallen off a brand new 250XR. We were worried as to if he ever made it home". Yes he bloody well did! But it's been downhill ever since.

I later rang Kevin to thank him again and to ask if I could come on his next Three Counties run. He politely told me to bog off, and that I needed a bit more experience first. However, if I was interested, I could help him with a small project checking out a list of green lanes in Bucks. Lambs, slaughter etc.

A few days later I went to Kevin's house for a 2 hour introduction to rights of

way, Definitive Maps, UCRs, DMMOs, BOATs etc.

After this "training" he gave me a list of 135 unclassified roads in Buckinghamshire, which were also (incorrectly) shown on the Definitive Map as bridleways and footpaths, and asked if I would go to the Bucks County Records Office, check the Definitive Map, identify the routes, and mark them up on OS maps. Nothing to it really!

Some weeks later, the job was sort of done, and the headaches from straining to identify Footpath 32a in the parish of Great & Little Kimble were starting to ease. A meeting was called and a motley crew of TRF members appeared at a small country pub in darkest Bucks. I'd never met any of them at Herts TRF, and so presumed that Kevin assembled them from survivors of his Three Counties rides. The Browsers (Bucks Right Of Way uSers) group was born.

The plan was to put in applications to have the definitive map modified to show all the UCRs as Byways. So over the course of another meeting or two we all had the "Marshall" introduction to filling in DMMOs. Kevin assigned a number of routes to each of us and we set about the DMMO process. Little did we know the storm that we were about to unleash.

The first DMMOs went in in February, and by June we had 20 applications lodged with Bucks RoW Dept. I should mention that these applications were sent in with very sparse documentary evidence (copies of Bryant's 1825 map of Buckinghamshire and 1st Edition OS maps). We thought that it was not necessary to do in depth research at this stage as the routes were shown on BCC's List of Streets and their Unclassified Roads Register, so the Council already thought that vehicular rights existed.

We also had more column inches than you could shake a stick at in the leader pages, letters pages, and editorial pages of every local paper, parish magazine, Chilterns Society magazine, etc. etc.

It has to be said that the opinion expressed in all of these publications was not exactly favourable to motorised users in the Bucks countryside. The phrase "spawn of the devil" would probably sum up the way the good citizens of (certain areas of) Buckinghamshire thought of the Browsers. There seems to be a very hefty contingent of NIMBYs in the southern part of the county.

The phone calls poured into the County Councillors, the Rights of Way Dept, the Bucks MPs and anyone else who would listen.

The level of understanding of rights of way issues possessed by some of our public servants in Buckinghamshire is rather worrying. It may be illustrated by the following extract from a letter a Planning Officer at Chiltern District Council sent to Kevin on hearing of a DMMO application for a lane in their area:

".....if you intend to surface any part of the route, planning permission may be required.....In addition....the use of any of the land for...motorcycle racing.... is not permitted for more than 14 days a year....."

Bucks County Council made a formal submission to DEFRA supporting calls for the legislation to be changed because they don't like it. (So that's all right then). The

Council Overview and Scrutiny Committee put it on their agenda, because they really didn't like it either. The Local Council Committees put it on their agenda, because they really, really didn't like it.

An action group, BOBB, (Bikers Off Bucks Bridleways) was formed. Petitions were raised and presented, there was much wailing in the streets and motorcyclists were hung, drawn and quartered. No, sorry, that last bit is an exaggeration. They only threw stones at us, and they only did that once so far, so it's not that bad really.

Just as all the brown stuff was hitting the fan, Kevin casually announced that he was moving over to the west, the other side of Bristol, somewhere called Wisconsin, but it's great for snowmobiles, and we can get him by email if we need him. And anyway, he had organised reinforcements.

Reinforcements were desperately needed. We were sinking under a barrage of ill informed, hysterical, inflammatory comment and needed to start fighting back.

Enter the cavalry. They were in the form of some long standing TRF and GLASS members, and even a transient appearance of a professional RoW person (in mufti). We were now about 10 strong.

A Public Relations officer was appointed and we started to write letters to everyone telling them that we were really, really nice people.

In the past few weeks, we have had letters published in the local papers putting our side of the argument. Our PR officer took the political editor of the largest Bucks newspaper out for a mornings green laning, which she thoroughly enjoyed, and should result in a balanced article in her paper.

The high point of our PR activity was a presentation to the annual forum of the Chilterns Conservation Board. There were around 100 delegates present, covering staff members of the AONB, RSPB, Beds CC, BHS, Bucks CC, Oxfordshire CC, Chiltern DC, Chiltern Society, DEFRA, National Trust, Wycombe DC and a number of Parish Councils, Farmers and The Browsers!

We put on a very professional presentation that was extremely well received. The Chairman invited delegates to question the Browsers contingent during the lunch break, and we got our points over to a wide range of delegates. There was no actual hugging and kissing, but no stones were thrown, so we felt that progress was being made.

A couple of weeks later a meeting with the BCC RoW Dept was organised and a constructive couple of hours spent hearing each other's views and wishes.

Our PR officer asked Bucks CC if we could make a presentation to the next meeting of the Overview and Scrutiny Committee. This has been accepted and we are booked for 26 November.

The PR side of things is now bubbling along very well and we have to start some proper research for both the existing and future applications.

An introduction to the Bucks County Archives is in the process of being organised, and we are starting to make enquiries about a possible paid researcher.

To be continued...

Peter Sharples

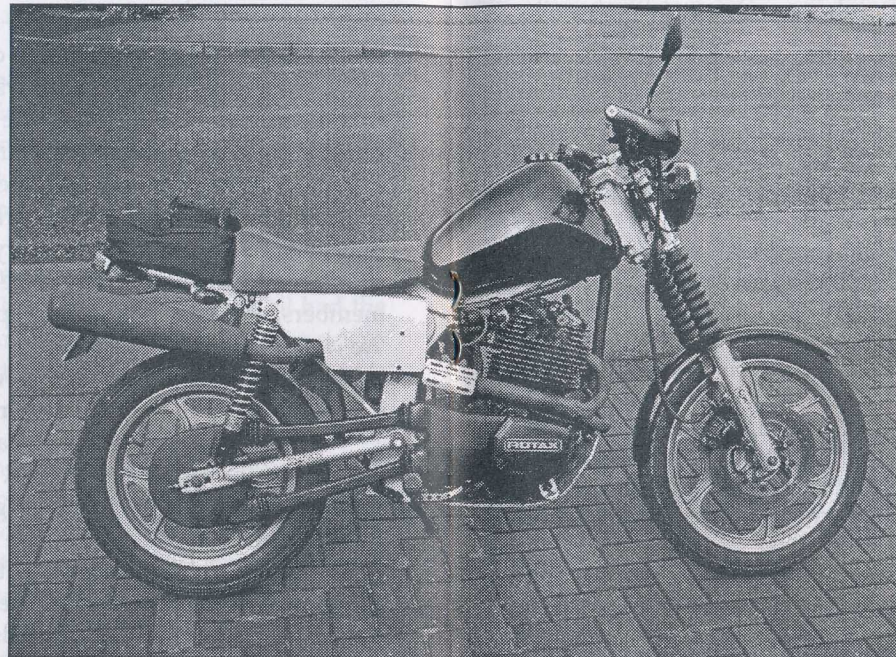
RETRO-SPECTIVE

Do you remember the first time? Riding a motorcycle that is.

My first time was on an elderly black lady from Birmingham. I would like to say that she was Matchless, but she was really masquerading as A.J Stevens. A rigid rear end and a lack of performance did nothing to lessen my enthusiasm, but alas, eventually she died through a total lack of TLC.

40 (yes 40) years have gone by, since I used to ride my 500 AJS to school along the railway tracks. This was pretty hazardous in those days, since trains used to run - and regularly too!

I now ride modern machinery costing



obtain all these features without spending much money?

The answer was found in a low mileage Rotax-engined MZ, discovered in a local bike shop. 500cc's of electric start 4-valve engine in a lightweight frame/oil tank. Gold alloy wheels, Hagon shocks, front disc brake and enclosed chain, completed the package. Surely this was a way of combining all the features of a British single with decent electrics, reliability and no vibro-massage.

18 months later a cut-and-shut 275 pound machine rolled out of the garage complete with high level exhaust and an alloy plate under the engine, replacing the frame.

The bike is pretty competent, both on the road and on the trail, due to lots of soft torque, low seat height and low weight. I have not fitted trail tyres yet, since the original road tyres still have tread. I shudder to think of how we used to ride big heavy British singles and twins

much more than the original £5 but the initial excitement can never be recovered.

A succession of British singles followed, including an Ariel HT5 and a Matchless Metisse, both ridden in actual competition, even before pre-65 events existed. These machines were really cheap then, since everyone wanted the new-fangled lightweight two-strokes.

I always lusted after a BSA/CCM, but this desire was never realised, due to a marked reluctance to part with serious money. The combination of lots of torque with light-weight and extreme simplicity as well as making a beautiful noise is a great attraction for me, but how could I

on muddy trails with ribbed front tyres.

Second hand spares are ridiculously cheap, at least for the cycle parts, eg forks and wheels £10 each, tanks £5 and a distinct lack of complicated suspension linkages means no maintenance.

There are, however, some disadvantages to old-fashioned technology. A flexy swinging arm and a lack of suspension movement and braking power, serve to remind you that rose-tinted spectacles provide unreliable hindsight.

I can't help thinking that my MZ/Rotax is the bike Norton, Matchless or BSA should have made in the early sixties. Unit construction, oil-in-the-frame, electronic ignition, alloy wheels, electric start, disc brake, four valves per cylinder, enclosed chain - what a mouth-watering combination it would have been.

Post-millennium the package is not so great, but good fun and being black, it is possible to take part in vintage and classic runs, wearing a camouflage of old Belstaffs, until your secret is discovered. Some people have no sense of humour.

But after the apocalypse the MZ will fit in perfectly? Now there's a thought.

Rodger Davies

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RoW News

HINDHEAD TUNNEL

Hindhead Tunnel is expected to cause the loss of several BOATS in the Devils Punchbowl area.

Please could you send your comments and objections to the Highway Authority as dictated below;

Details of the Hindhead Tunnel proposals are up on the website in the Surrey Area of the GLASS website at http://www.glass-uk.org/pages/contacts/glass/areas/South_East/Surrey/Hindhead_tunnel_scheme.htm and pages linked to there from.

The proposal if adopted will result in the downgrading of several sections of BOAT in the Hindhead Area. An Act that prevents that land being compulsorily purchased from the NT was instrumental in setting up this their first property. The loss of parts of BOATs follows pressure from the NT who are using the Act in which the land was donated to them to block anything that they can for motorised users. From their own articles it is fairly obvious that they do not want recreational motorised users on their land.

The Highways agency says in their leaflet :- "If you wish to support or comment on or object to the draft Orders, put forward alternative proposals or comment on Environmental Statement, you should write to the A3 Hindhead Team at the Highways Agency address not later than 2nd January 2004."

Motorised users of BOATs will want to object and put forward alternative suggestions.

More information may be available from the following contacts.

Jeremy J Purseglove BA MSc DipLa, <mailto:jp2@mm-camb.mottmac.com> (Cambridge) 01223 463 500 / 01223 463614

Hugh N Kent TD BSc CEng MICE <mailto:hknk@mm-winc.mottmac.com> or <mailto:Hugh.Kent@atkinsglobal.com> (Epsom) 01372 756

Also Paul Hayland 01372 756977 (Epsom)

The orders themselves may be viewed at the addresses below and may appear on the GLASS website in due course. The text describing the orders on display is up on the website.

Highways Agency, Major Projects (South), Federated House, London Road, Dorking, Surrey, RH4 1SZ.

East Hampshire District Council, Penns

Place, Petersfield, Hampshire, GU31 4EX

Grayshott Library, Small Village Hall, Headley Road, Grayshott, Hampshire, GU26 6TZ. Surrey County Council, County Hall, Penrhyn Road, Kingston Upon Thames, Surrey, KT1 2DN.

Waverley Borough Council, Information Centre, Council Offices, The Burys, Godalming, Surrey, GU7 1HR.

Sub Post Office, 6 Tilford Road, Hindhead, Surrey, GU26 6TD.

Hampshire County Council, The Castle, Winchester, Hampshire, SO23 8UJ.

Waverley Borough Council, Hazelmere Local Office, Lion Green, Hazelmere, Surrey, GU27 1JB.

Sub Post Office, Beacon Hill Road, Hindhead, Surrey, GU26 6QL.

Clive Westwood

JACK LANE UPDATE

I am pleased to report that, at long last, the 'consent order' in the Jack Lane judicial review case was issued by Mr Justice Elias on 15 October. The effect of the consent order is that the decision of the Secretary of State to award costs against Alan Kind is quashed, and the applications for costs by the Sayers (the applicants for the bridleway downgrading) and North Yorkshire County Council must be redetermined de novo. The costs order against the British Horse Society stands, and this is clearly stated in the consent order: This is in no way indicative of any failing in the actions of the two BHS volunteers involved – Rachel Connolly and Catriona Cook – it is simply because the BHS took a decision not to back its people and withdrew from the legal challenge.

The costs of the judicial review proceedings will be paid by the Secretary of State, but the indications are that, as often happens in legal cases, we will not get all – so the solicitor's bill and other matters may leave some deficit.

The matter of the costs applications now goes back to the Secretary of State. Yesterday I received a letter from the Planning Inspectorate's Costs Branch saying that they would now follow the direction of the court and redetermine the two costs applications against me – and did I want to make any further representations? These will be copied to the applicants, and all responses cross-copied.

I have responded to the PINs' Cost Branch by saying that six of the seven grounds of challenge set out in the skeleton argument for the judicial review still 'bite' on the whole approach of the inspector, Mr Graham Laslett, CBE, and I am simply adding the new decision of the court on downgrading proceedings as set out in the Leicestershire judicial review case reported in Byway and Bridleway, issues 2003/9 and 2003/10. This decision further illustrates that our approach to the evidence and the legal process at the public inquiry was completely correct. How long this stage will take I do not know – I doubt there will be a decision this side of Christmas.

Now that the home straight is in sight on this, the next task is to apply for a DMMO to add the 'alternative line' of the end of the Jack Lane bridleway on the evidence we adduced in the downgrading case. Further, assuming the SoS does not come to another questionable decision on the costs, we need to engage the complaints procedure to seek that measures are taken so that this sort of thing cannot happen again.

Alan Kind

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A TRIBUTE TO 'RANGER' RON VAREY



Ron Varey is the one in the doorway

TRF run in the Rivington area around Bolton, Ron appeared in his role as ranger. When he recognised me he said that he fancied doing what I do. "You mean teaching?". "Don't be stupid. I mean trail riding".

So it was that Ron took up motorcycling with a vengeance. Since then he has been an enthusiastic member of the TRF and latterly of the Big Trail Bike Club. The goodwill Ron brought with him to the club resulted in us developing links with United Utilities, the biggest landowner in the Northwest and the ensuing use of a number of concessionary routes.

Ron was always willing to go out on his bike, whatever the weather and would go out of his way to help anyone out, whether this was finding bike bits or putting people in touch with others. He was a gregarious person who loved to be in the thick of everything, but was never overbearing. Ron was very much a catalyst. Things happened around him, without him seeming to make much of an effort.

On a number of occasions he persuaded me to come along on one of his runs, which I found myself leading. I didn't know how it happened it just did. Such was Ron's influence.

The vast knowledge Ron had about all sorts of countryside matters, provided us with an immeasurable resource. His enthusiasm for bikes and biking, combined with an insatiable curiosity about, well, everything, made him a great travelling companion.

Ron always wanted to ride his bike abroad, especially in France, Spain and North Africa. Sadly he never achieved this goal. I think there is a lesson here for all of us. 'Just do it' - NOW.

I am sure that many of us in the motorcycling world that knew Ron, will feel a great sense of loss, as I do. Perhaps his untimely death will encourage us to get out to all those places we have never been, and/or organise something to raise funds for the British Heart Foundation.

Rodger Davies

letters

UNITED FELLOWSHIP OR DOWNTRODDEN EX TRAIL RIDERS!

Yes its me again, completely on the peak of the moral high ground doing the usual constructive moaning and groaning about the few doing a lot and the lot doing not a lot.

Please readers, do as much as you can to help your TRF group to gain as much momentum as possible into the Section 14 Definitive Map Modification Order process. This may be in the form of evidence gathering/collating onto the DMMO forms, finding the vital landowner information, letter writing to your local council, MP, records officer, RoW officer, legal department (county secretary) or just doing any useful tasks in this process. It does not really matter how much effort you make, but no effort to support your chairman and elected colleagues is no good if we are to win this war.

We have to win the battles on the way to a victory in this campaign, which will be long and hard going, people will opt off the committee in your group and new aggressive people must take this battle to the enemy.

The TRF is not just committee members it is a Fellowship and must start acting like one. Don't just keep asking questions, try to help out and be a part of funding.

The answers: If you do not do this small but vital service towards your legal (at the moment) hobby, perhaps all the answers will be the same - SORRY THAT'S MORE LANES WE HAVE LOST, because on our own we are not strong enough.

The more experienced members will guide you through the process, I for one will keep on nagging at your (the members') conscience until I either make inroads or give up. After four years of trying, the Peak Rights of Way Initiative is on a roll, only recently we have submitted over 30 claims. We



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have also got the main evidence in place for approximately another 100 DMMO claims, if my colleagues and I can do it, then so can you.

The staunch TRF can supply the tools of war, but you must teach yourselves to do the hard work, so come on, get the TRF strong **NATIONALLY**. Help recruit new members who will be pro-active and work and ride to our code of conduct. Together, if we shout and fight, screaming and kicking all the way, we can defeat the Friends of Whatever and many other pressure groups, but only if we are united, strong willed, ambitious and most of all **never give up** our valued hobby/pastime.

If you don't help now, there will only be a handful of lanes which you can ride anywhere in the country and the adverts in the magazines will be selling your bikes to people who can't ride them anywhere.

If **YOU**, yes I do mean **you** who are reading this, help with this invaluable work, then perhaps myself and many other like-minded TRF members will be able to ride our bikes more instead of being buried in paperwork.

John Ward

Co-founder along with Richard (Jack) Hall and Ian (Mac) Macpherson of the Peak RoW Initiative. R.o.W. Officer Peak Group (Derby)

Ed. *Dave Tilbury will offer to come to your group to advise/guide you in this process if you feel you are not confident enough to get the job up and running. There must be sufficient numbers interested to make this happen. Contact Dave for further information, details on inside front cover.*

PEDDARS WAY

In response to N. Bence-Jones' enquiry about Peddars Way in the last letters page I think I may be able to help or at least I may be able to try so here goes.

Firstly you have to realise that Norfolk County Council have always had a rather strange attitude to signing their RuPPs. The traditional method has been wooden finger posts inscribed PUBLIC PATH, sometimes, but not always with a white plastic tablet nailed to the back saying RuPP. Obviously this led some people to assume that PUBLIC PATH meant PUBLIC FOOTPATH an understandable mistake perhaps but at least the enlightened could tell the difference.

Unfortunately, in their infinite wisdom the local authority recently decided to replace all these signs with new ones, which just say PUBLIC BRIDLEWAY.

Alarmed by the widespread appearance of these signs on my favourite Norfolk trails I telephoned the Rights of Way department at county hall expecting to be told that they had broken the habit of a lifetime and actually reclassified some RuPPS but alas no, the explanation I was given was that as the minimum protected rights on a RuPP are that of Bridleway (albeit with the

probability of vehicular rights) Bridleway signs are now considered more appropriate.

Now personally I'm not sure I agree with this especially as many of these RuPPs are also UCRs but the Rights of Way department seemed to think this was progress.

As for Peddars Way itself this route is mostly RuPPs, UCRs and dual status RuPP/UCRs so its a fair bet that the Bridleway signs you saw were actually signing RuPPs although the only way to know for sure is to phone the Council and ask. I am also sure the guys at Norwich TRF would be happy to help you out with this as they seem to be well organised and very active.

In any case I can assure you that the longest unbroken section of Peddars Way between Castle Acre and Sedgeford is definitely UCR as I have seen the Highway Authority maps (road numbers U22114 and U22296 as it happens). Of course as some of this Unclassified Road is also a RuPP expect it to be signed as a Bridleway!

If all of this is just causing more confusion please don't give up, Peddars Way is still a fantastic lane and well worth a ride.

At the end of the day, as long as you avoid the section of Footpath at Sedgeford between the Fring road and Sedgeford belt you shouldn't go far wrong.

As an added bonus the latest O.S. map should also show you lots of other UCRs (indicated by the green dots on the explorer maps), all of which are well worth a look.

I hope this has been of some help and by the way anyone who shares my opinion that Norfolk should sign their RuPPs as RuPPs could always telephone Peter Dugdale the council's countryside access development officer and discuss it with him. He can be contacted on 01603 222143. I'm sure he would love to hear from you.

Richard Sugden

PEDDARS WAY (AGAIN)

I was sorry to read about Mr Bence-Jones' experience of the Peddars Way (November TRAIL). Unfortunately Norfolk County Council only appear to

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erect footpath and bridleway signs but if you are extremely lucky you may find a small plastic disc that displays its higher status. Indeed we have a BOAT in North Norfolk (off the Peddars Way) which consists at one end of a footpath signpost with a RuPP disc affixed and at the other end a bridleway signpost with a byway disc affixed.

The only answer is of course, up to date local knowledge and using explorer maps. The Peddars Way is a complex route if ridden legally, changing status several times on a straight track, so great care is needed. I must mention at this point the plight of one of our members who lives on a footpath section of the Peddars Way. He unfortunately has suffered abuse from illegal riders when he tries to point out their error and receives even more trouble from his neighbours for "encouraging" the illegal riders. In conclusion, should any TRF member like to ride in Norfolk please contact me for assistance or possibly a "conducted tour".

Richard Aisthorpe. Tel: 01553 810940

DEALING WITH COMPLAINTS

A local resident got my address from the county Highways Dept. and wrote a polite, but perhaps misinformed, letter asking for my help to stop the use of the two tracks which go past our house/garden by cross-country motor-bikes. He is concerned at the increasing numbers and speed of these riders, particularly regarding other users, and has had polite 'slow', notices removed. Apparently when questioned they were often not Gloucestershire riders. These lanes are near Duntisbourne Abbots in the Cirencester area, so please could you remind members to ride, as you always do past houses and other road users, with particular consideration here. Many thanks.

My reply took some time to word, so thought it may be useful to others.

Thank you for your letter regarding excessive speed on the Unclassified County Roads past your house. Whilst I appreciate your concerns, and indeed suffer the same problem on the narrow road past my house, I'm afraid there is little I can do to help.

The Trail Riders' Fellowship (TRF) has a code of conduct and subtly 'educates' new members. I am sure our members, locally and nationally, are always aware of other rights of way users and would certainly heed a polite 'slow' sign. I will however mention your concerns at our next local meeting. I will also write to our national newsletter to remind riders of the need to ride at safe speeds, but I'm afraid we are preaching to the converted.

I would be most surprised that any motorcyclist (intent on their riding, their enjoyment of the countryside, their journey over interesting terrain that is steeped in history) would be bothered to stop and remove your signs, unless they were obstructing the highway. I am not sure about the legality of erecting signs,

but I would think that they would be effective, particularly if you added a reason, eg. 'children and animals'.

I am sure that you realise and respect the fact that these are roads just like the M5 or A417. Less than 5% of the rights of way network carries vehicular rights, so there are plenty of routes that walkers and horse riders can use if they do not wish to encounter wheeled traffic. Unfortunately most counties do not signpost their rights of way clearly so that all users can be aware of the status of the route they are following.

As a regular walker (with dogs and a young daughter), cyclist and horse rider I very much appreciate it when vehicular users pull over, stop or exercise extreme caution when passing on roads, with or without tarmac. I would add that I find the vast majority of motorcyclists to be more considerate than car drivers.

In any sector of society there exist the few who spoil things for the many responsible ones. I suspect your problem may be one of illegal vehicles, perhaps young riders on untaxed motocross bikes, who do not understand the status of the road. Unfortunately there are no local facilities for such young people to use, so they stray onto the unsurfaced roads and other public rights of way. Perhaps your local or parish council could be persuaded to set up an area where they could 'play' legally. This may go some way to solving your problem. Otherwise, if illegal vehicles are using the roads it is a matter for the police, who have the authority to stop a vehicle.

The TRF supports the use of these lovely old roads as part of our heritage of ancient unspoilt ways. Experience shows that vehicular use keeps them from becoming overgrown and impassable and they provide a unique opportunity for disabled access to the heart of our countryside. We strive to conserve them for future generations of walkers, cyclists, horse riders, motorcyclists, carriage and other vehicle drivers to share and enjoy.

Damon Northeast.

Rights of Way Officer, Gloucestershire

KEEP POLLUTERS OFF GREEN LANES?

An open letter to Ms. Street Porter, I have recently read your article "Keep polluters off green lanes". I would like

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to point out one or two things to you.

1. Motorbikes do not "rip up and destroy ancient routes" - the biggest cause of surface damage is caused by agricultural vehicles, you need only look at the depth and width of some of the ruts your magazine regularly features to see that motorcycles could not possibly have caused this damage!
2. "roaring motorbikes" - most of the machines used are small, low powered and don't actually "roar".
3. Macho Poseurs!! as a forty five year old female I find this description of myself highly offensive. It's like saying all Ramblers are middle aged males with buck teeth and bobble hats.

I could continue but what's the point you probably won't read this anyway. Oh, and before you jump to any conclusions about me, I enjoy walking - having been a scout leader for seven years, I've walked in the Peak District, Lake District, Wiltshire etc. etc. My partner, also an avid Green Laner has taken part in many long distance walks with the LDWA! We choose to enjoy the countryside in more ways than one - we can only use 5% of the rights of way in this country for one of our pleasures - the rest are there for others to enjoy!

Sue Fitch

WHY DO WE DO IT?



I like Symon Woodward's letter in November's TRAIL and am in whole

hearted agreement. When I lived in the distant East (Hampshire/Sussex border country), on one occasion, whilst riding my Greeves, sedately, (or sedately), along what is now the South Downs Way, I was obstructed by a walker who insisted on walking in front of me in the middle of the lane dodging from side to side as I attempted to pass, doubtless hoping that I would knock him and then he could sue for assault. Had I been able to ascertain his name, presumably I could have had him charged with jay walking. I'd love to see him try such antics on the A39 or M5!

Symon did forget one tax - that on our insurances.

John Chilcott

*"The Oldest Swinger in the West"
- now 74 and still laning twice a month!*



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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, *Pencaron Club, Bodmin*

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 Wheatsheaf Public House, Halfeld Peveral*
4th Wed, *The White Hart Public House, High Street, Billericay (social meeting)*

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)*

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)
1st Tues, 8pm, *The 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
Mark 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 Lee Wildsmith, Tel: 02380 611110
3rd Thurs, *Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords)*

SOUTH LONDON & SURREY
Steve Sharp, 0208 773 4204
9pm 1st Wed, *Carshalton United Ex Service Club, West Street, Carshalton, 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 Nick Harris, Tel: 01798 344594
Last Thurs, *Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing*

TEESSIDE & NORTH YORKS
Roger Preston, Tel: 01429 837093
3rd Tues, *The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93..493074*

THAMES VALLEY Gary Hiller, 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*