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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.

JULY 2004 No. 311



Leisure Trail UK

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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,
NP16 6NS. Tel Mobile: 07941 427774 (evenings).
- RoW CO-ORDINATOR** Roger Peters, Rose Bank, East Lane End, Morpeth,
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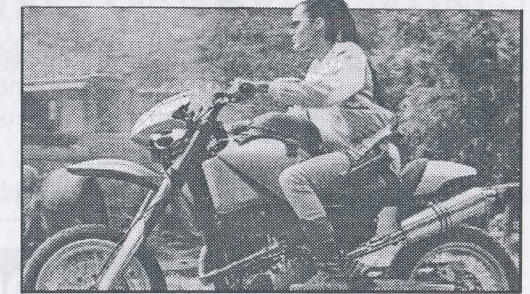
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EDITOR

Is there anyone out there with some spare cash burning a hole in their pocket? If so there are a couple of opportunities to mix business with pleasure. CCM, who recently began building the 404, which has excellent suspension looks



very stylish and has the bulletproof Suzuki DRZ400E motor, have gone into liquidation. Even the sight of Angelina Jolie on one of their bikes in the movie 'Tomb Raider' couldn't save them.

If anyone likes the idea of making a rescue bid for CCM, manufacturer of probably the last British-made trail bike, I believe there is still time to make an offer for the Blackburn based company. It can't be a bad bike otherwise Carl Fogarty wouldn't have been impressed enough to let his wife invest in the company. (Don't think Angelina Jolie is up for offers but you never know!).

If being a bike manufacturer doesn't appeal, how about Llanerchindda Farm which has been advertising in TRAIL for some time now. Nick Bointon has decided to follow the sun to Cyprus so Llanerchindda Farm, with all the facilities listed on the back page of TRAIL, is up for sale as a going concern. Might just be an opportunity to make a living doing what you enjoy most.

Finally a quote from Nick, "Our first advertisement in TRAIL gave us 92 replies in the first week. The best response we ever had from any advertisement." So if you are thinking of advertising, that should help you make up your mind. The very reasonable rates are printed on page 4.

Fred Ellison

CONTENTS

Notice Board	4
Draft Minutes of the Exec	5
RoW News	11
Mauritania by Moonlight	13
Adventure to the Baltic	18
Overheard at a Club Night	23
Letters	24

COVER PHOTO
by Clifford Wharton
Somerset. Rider Charlie Wallis

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

NOTICE BOARD

HELP!

I am planning a trip to the South of France to ride in the Pyrenees and would be interested in any information from any riders who have ridden there.

Gordon Wallace
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DRAFT MINUTES OF TRF EXECUTIVE MEETING

Held at: National Water Sport Centre, Nottingham on 5 June 2004

Present:

Principal Officers:

John Gardner (Treasurer), Fred Ellison (Editor), Roger Peters (RoW Co-Ordinator), Tim Stevens (Vice Chair), Mary Stevens (Membership Secretary), Andrew Prince (PR),

Co-Opted Officers:

Dave Giles (BMF Liaison)

Groups Represented:

Cambridge, Dorset, East Midlands, East Yorkshire, High Peak & Potteries, Lancs, Loddon Vale, Norfolk, Northumberland, Oxford, Ribble Valley, Sussex, West Anglia, West Midlands, West Yorkshire. (15 Groups).

1. **Welcome:** The Chairman sent his apologies and the meeting was chaired by the Vice Chairman. The Vice Chairman Tim Stevens read out the report that the Chairman had circulated, in which he noted that he has written to the BHS regarding their apparent anti vehicle stance, but has yet to receive a reply. It was known that there is a new CEO at the BHS, but until a response has been received the Chairman recommends that no marshalling duties be arranged for 2005 for BHS events.

The Chairman reported he had, as part of the LARA delegation, attended a meeting with Alun Michael on 31 March. A report from that meeting has appeared in TRAIL. A further meeting is arranged for 11 June with Alun Michael's closest DEFRA advisors, at which the 'Solutions' paper will be discussed prior to final issue to the Minister.

Tim Stevens read out the Press Release which challenges the Motorcycle Industry to reduce motorcycle noise. He explained that he is to attend a meeting at the MCI and will be putting the noise concerns to them, along with urging them to help find facilities for practice areas so as to separate trail riding from enduro practice. The meeting discussed all these issues and their fears for green lanes from continuous use by commercial operators, as well as the noise and tyre issues.

2. **Apologies for absence:** Polly Cody, Richard Fordham, Steve Hill, Ted Lowres, Simon Mills, Steve Sharp, Richard Stiling, Dave Tilbury, Dave West, Keith Westley and Geoff Wilson.

3. **Approval of the Minutes of the 20 March 2004 meeting:** The minutes were approved. The Vice Chairman was unable to sign the minutes, as the official record was not available.

Action: Secretary to bring the master copy of the minutes for signing, to the next Executive Meeting.

4. **Matters Arising:** There were no matters arising.

5. Elected Officers' Reports:

Vice Chairman: Tim Stevens noted the meeting with DEFRA on 11 June 2004 at which LARA will present the 'Solutions' ideas, but on the proviso that the Minister will be receptive.

He expressed concern that items on today's agenda could not be discussed properly as there were no back up papers giving clarity to the topics. Members also expressed concern that this meeting had not been properly advertised in TRAIL.

Secretary: Ted Lowres had sent a brief report which Tim read through. Ted had asked if the Byway & Bridleway magazine list was up to date, but no-one present knew who was on the list anyway, so this could not be answered.

The question of MAG affiliation renewal was discussed, but with no MAG liaison representative here, questions of what they are doing for us could not be answered. It was agreed that renewal would be held up pending a report from Richard Stiling. The Membership Secretary reported that she had written to all TRF members in Shropshire, regarding the demise of the group. She had received a reply from only one person who said they would go to the Mid Wales Group. John Gardner was concerned that group reps are not circulating information properly within their groups.

The meeting discussed Ted's item about motorcycle shops wanting to work with the TRF for their (commercial) runs. Dave Giles expressed concern about this, in terms of insurance liability, the TRF being sued etc and he felt the TRF should be cautious. The meeting felt there should be someone tasked to look after corporate and associate membership of this nature.

Future meetings this year are:

Executive Meeting on 25.9.04 at Lilleshall Sport Centre, Newport, Shropshire.

TRF AGM on 31.10.04 at the Heritage Motor Centre, Gaydon, Warwicks.

Treasurer: John Gardner reported a good financial situation, explaining that at this time of the year, most of our income has come in. He noted that he has received some donations from ACU Clubs and thanked all those who donate to our cause. John confirmed that all current schemes are in budget, and went on to explain the situation regarding LARA's subscription which will rise this year, as discussed at previous meetings, and the TRF will also be making a donation to LARA in recognition of its close working relationship.

John noted that Byway Bonus Scheme payments had been made, but he is concerned that none of the claims already put in have been processed by Authorities, and wonders if we should be pressing them to complete the process.

The question of mileage rate payments had been discussed at previous meetings and John reported his findings. After some discussion he asked to bring a final figure to the next meeting. Dave Giles expressed concern that these discussions had been going on for a long time, and that as he does a lot of miles for the TRF, he would like it to be resolved very quickly. John felt that Dave should be included in discussions

with himself and the Chairman and Secretary. Tim asked for a decision on this before the next meeting.

Action: Treasurer to get a decision on rates for mileage payments before next meeting.

Membership Secretary: Mary Stevens reported membership had just reached 3000, which is about the same as this time last year.

The meeting discussed membership numbers, and how to get more trail riders to actually join the TRF. Some members feel that the TRF has an old fashioned image which needs reviewing, but no-one had a real solution on how to get more members to join. Suggestions included some kind of leaflet which motorcycle shops could hang onto handlebars of all cross country bikes sold, or serviced. Groups should encourage new members by having a newcomers run each month.

The meeting also discussed a trend where TRF groups are reluctant to go riding because of the current political situation. Mike Broome suggested wearing a TRF tabard when riding to indicate to the public that we are the responsible users.

Rights of Way Co-ordinator: Roger Peters reminded members that he prefers to use e-mail for communications, but is always happy to take phone calls. He explained that in discussions with the Police, they had asked the TRF to consider telling them when we were going trail riding. Members expressed deep concern over this.

Roger noted a few concerns around the country: Tynedale Council who were concerned about the 60 foot wide routes in its area, this item had been hyped up in the local press. Llandoverly, Charlie Morriss has been helping Nick Boynton with a problem there.

Roger felt it was essential for us to continue to go out trail riding. He went on to ask that if there is anyone who would like to take on the role of RoW Coordinator he will pass the role on, but he is equally willing to continue.

The meeting discussed RoW in general and the DMMO process.

Public Relations: Andrew Prince updated members on the Appletree PR Contract, reminding them that the TRF has contracted for one and a half days per month to produce Press releases and longer articles. We have received three press releases and one article so far, when the other articles have been produced we should receive a report from Appletree of their assessment of the reactions from this material. Andrew felt we now need to address issues such as noise, damage and overuse. We are working closely with GLASS, and their Wayfinder system is very useful for research purposes. The BMF Media Conference was very helpful and the TRF needs to consider having its own media database so that we can send information direct.

The meeting discussed aspects of media reporting. Roger Peters read a report from Sally Madgwick who had been involved in a motorcycle awareness day in Cornwall. It had been a useful way in getting the local Council aware of what different motorcycle events take place in the countryside. Andrew asked members to get involved in these events wherever they are held, as it is all good publicity for us, and helps get our message across.

Editor: Fred Ellison noted that TRAIL had not carried a notice or the Agenda for this meeting and said he would like to see this information in TRAIL in time for these meetings. He went on to ask for articles and photos and hoped to see more good news in TRAIL, as it all looks so gloomy at present. He also felt that the groups should distribute the TRF Calendar more widely than at present.

BMF: Dave Giles reported that the BMF has been very active on our behalf. His contact at the BMF is Richard Olliffe who sent our 'Solutions' paper to every MP and the House of Lords. Dave went on to explain that there will be a National and One make Club Forum on 17 July 2004 at the ACU Offices, Rugby. He is unable to attend and has asked for a volunteer to represent the TRF. This forum gives us voting power at the BMF General Assembly and AGM, currently 6 votes.

Dave feels the TRF gets good value from the BMF.

Action: Secretary to seek volunteer to attend the 17 July BMF Meeting for the TRF.

MAG: Richard Stiling was not present today and did not send a report on MAG or the NMC.

LARA: Richard Fordham was not present today, but sent a report from the recent LARA meeting.

6. Use of Mechanically Propelled Vehicles on RoW:

6.1 'Solutions' Paper: Tim noted some important points in the paper. One was the need for an accurate up to date Definitive Map. Also, that the Discovering Lost Ways Project needs to get going.

The meeting discussed aspects of the solutions with Dave Giles saying that if we have signs and rules specific to Byways this can be National just as road signs are now. Members were concerned about item 3 which seems to restrict use of BOATs claimed, until management systems had been worked out. Tim replied that the Minister had wanted to TRO all new BOATs claimed, and we are trying to turn this round to try Voluntary Restraint, rather than TRO, and only for a three month period. There was more discussion on RUPPs and Dual Status UCRs.

The meeting was satisfied that the Officers had presented the views of the TRF accurately, and had every confidence in what the 'Solutions' paper says, and felt that the LARA delegation would get the best deal it could for the TRF and trail riding.

7. Project Reports:

7.1 RoW Project Coordinator: Roger Peters explained that 4 of the 5 contractors are in place and active. The Country is divided into North and South Sector and a West Midland and East Midland Sector. Dave Tilbury is working on a structure for delivery. Dave Giles is working in the East Midland Sector on training modules. Roger felt that motivation of members is a concern, especially as the TRF appears to have some groups who are not as active as others and there will be a need to gently motivate beginners. Roger also felt that there is a need to find out where the 'holes' are in the country, and maybe bring in outside help for these areas. Tim asked if the

meeting was happy that the process has started. **All Agreed.**

7.2 Other Research Studies: Dave Giles reported on the research studies being carried out by independent sources. This research is going ahead and on schedule. Dave has received an interim report from the researchers which gives encouraging findings.

John Gardner noted that there may be some Authority boundary changes coming soon and that also the 'Freedom of Information' legislation will mean that questions to Councils will have to be answered within a strict timescale.

7.3 Media Agency: Andrew Prince reiterated his earlier suggestion of a TRF Media Database and asked what members feel about this.

Tim reminded members that the BMF, MSA, MCI and other LARA members have this information and he suggested Richard Fordham be asked to write to LARA asking for access to their information, rather than reinvent this wheel.

Nick Harris felt that the TRF needs to act locally most of the time, so it may be that the Groups need local media contacts.

Action: DG to contact the BMF, RS to contact MAG, RF to contact other LARA members asking for access to their press listings.

8. Amendments to the Constitution: In the absence of Dave Tilbury, Tim read the proposal and noted that it would help if Dave could write the proposed wording for the Constitution. Tim suggested we accept the spirit of this as a properly made proposal and asked for comments.

Dave Giles suggested accepting this proposal as given. The debate on whether members want it is for the AGM.

The meeting agreed that Dave Tilbury should rewrite the proposal for the AGM and get it properly seconded. **All Agreed.**

Action: Dave Tilbury to write proposal for the AGM.

9. Support for Equestrian/BHS Events: John Gardner reiterated what the BHS letter said, and a TRF letter giving notice that the TRF will not help next time unless the BHS retract their statement. He noted that he helps at only a couple of BHS events. Other members noted that the Endurance Horse Society are trying to get the message through to the BHS. Tim felt there is a need to put pressure on all horse event organizers because it is the BHS who go to the Government for all of them. Colin Patient noted that British Eventing is a breakaway from the BHS, and that they have written to the BHS supporting us.

The meeting endorsed the Chairman's actions on this.

10. PR Collaborations: John Jenkins (Norfolk) explained that his group tries to get a different speaker each month to the meetings and this has meant that the group has met a lot of people with differing views. There is a common view that people are not against vehicles in the countryside so long as they are riding responsibly. He felt there is a need to get our message across to those riders not doing it properly.

The meeting discussed working locally, attending as many meetings as possible,

including Parish Councils etc. Perhaps leaflets giving details of our lane clearing, and other activities involving other organizations.

Andrew Prince asked groups to keep him informed of what they are doing so that we can tell the Minister we are trying to tackle the hooligans.

Action: Groups to keep Andrew informed of their activities

11. GLASS Wayfinder System: Tim explained that the TRF is back where we started with the wayfinder system being free to TRF members. This system is not a riding guide, but a list of routes which is useful for research purposes, and is a good source of information. Tim hoped that TRF members would note the routes which they have claimed onto the system to avoid duplicating effort.

The meeting discussed this system and the register of claims etc.

12 & 13. TRF Subscriptions: These two items were discussed as one. It was agreed that this is an AGM decision and there is no need to discuss it in advance.

The Meeting discussed aspects of recruitment and the possibility of joining the TRF on-line, with on-line payment systems.

Action: Treasurer to report on the options to the next meeting.

14. Arrangements for AGM 31 October: The Secretary was not available today to discuss what this item is about. The AGM will take place on Sunday 31 October at the Heritage Motor Centre, Gaydon, Warwicks.

15. Any Other Business:

15.1 BMF Show: John Gardner noted that the TRF stand had won the Best in Show award this year, and the meeting congratulated the groups involved. There is a need to update the pictures on the display board and the meeting discussed aspects of TRF image. Richard Sugden apologized on behalf of the Cambridge Group because they were unable to send anyone to help, he hoped to do better next year.

15.2 CCPR Best of Both Worlds: Tim explained that the CCPR has had a conference on how recreation can take place on areas of SSSI and AONB. He noted that English Nature has no problem with events in these areas, so long as they know about them, and they are sensibly managed.

15.3 Local Access Forums: Colin Patient expressed concern about his local access

forum, which appears to be acting outside the general rules for these meetings. He asked whether it is worthwhile giving up his time to go to these meetings, where he feels sidelined from the discussions. Tim felt it was worth attending, and if Colin has a problem he could write to the Chairman of the National Access Forum asking for help. He also asked Colin to let him have a note of his concerns which he will try to feed into the system elsewhere.

The meeting discussed these forums and other local meetings like them.

16. Date and place of next meeting: The next Executive meeting will take place on 25 September 2004, at Lilleshall Sport Centre, Newport, Shropshire. 10 for 10.30 am.

The AGM will be on 31 October 2004 at the Heritage Motor Museum, Gaydon. 10 for 10.30 am.

The meeting closed at 4.45 pm.



RoW News

FROM THE RIGHTS OF WAY TEAM

As we, trail riders, have faced some incredibly mobile goal posts in recent years. A couple of decades ago we researched and we rode. There was no motivation to claim BOATs because the law of the land said that it was not necessary to do so. We have rights and we could exercise them – recorded or otherwise.

In the intervening years we have pretty much ignored three forces that have worked against us. Manufacturers and importers have moved away from trail bikes to the sale of thinly disguised competition bikes. This, in turn, has attracted a new sort of rider, a rider that does not subscribe to the established values of the TRF. The fast and flash bikes and their fast and flash riders have awoken a section of society who, to suit their purpose, have aggregated the motocross rider, the enduro rider and the law breaker in with the trail rider and have conveyed that image to the press and to Government.

Some groups have had to face up to these problems for some time now. For others the Governments proposals (Mechanically Propelled Vehicles on Public Rights of Way) came as something of a shock. Some groups are making a future for the trail rider in their area – others a floundering, not sure which way to turn. In all cases the changes that are afoot, and there will be changes, are putting group officers under considerable pressure.

The TRF advertised for contractors who could devote time to assisting groups in need to training and guidance. Half way through April five contractors started to engage with the issues and a strategy was sent to the executive in time

Voyager

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for the Nottingham meeting.

Group officers are urged to contact the National RoW Co-ordinator if there is a need for guidance or training. It would also benefit the TRF more broadly if those groups who feel that they have it 'sorted' were to pass on tips and hints so that they might gain wider acceptance throughout the Fellowship. If there is a point of interest, again, talk to Roger about it. It may well be that the subject could be passed to our PR team.

There is one contractor, Alan Kind, whose main role is to advise on those little legal matters. The other three are in post to provide guidance and advice. They will also be available training sessions on any aspect of the research and claiming process.

Dave Giles:

Cambridge, Derbyshire and E/Midlands, Essex, Hertford, Lincoln, Norwich, Oxfordshire, Peak District, South Northants, Suffolk, West Anglia

Brian Thompson:

Cumbria, East Yorks, Lancashire, Northumberland, Ribble Valley, South Yorks, Teesside and North Yorks, West Yorks

(to be announced):

Black Country, Bristol, Gloucestershire, High Peaks and Potteries, North Wales, Mid Wales, South Wales, West Midlands, Worcestershire

Dave Tilbury:

Axe Vale, Cornwall, Devon, Dorset, Exmoor, Isle of Wight, Loddon Vale, Kent, Somerset, Southern, Swindon, Surrey (South London), Thames Valley, West Sussex

Please make your contact via the National RoW Co-ordinator, Roger Peters (01670 519432 - roger@waymouth.co.uk). Many members can find the answers they seek on the TRF web site or via the TRF email list (access available from the web site).

The Rights of Way Team

LAKE DISTRICT NATIONAL PARK

As some of you will be aware, we lifted the no use 4x4 voluntary restraint on Walna from 1 April this year and have been monitoring the route condition since then. A survey carried out last week raises the following concerns:

1. There are clear 4x4 and motorcycle tracks leading south from the summit of the Pass over towards White Maiden. You are entitled to drive off a highway for a distance of 15 metres for the purposes of parking but some of the tracks go further than this. There is no right to take your vehicle over to White Maiden. The summit of the Scar is over 1900 feet - please think about how fragile the vegetation is up here before you go off the track.

2. 4x4s have been cutting off a bend high up on the Coniston side. It is difficult to

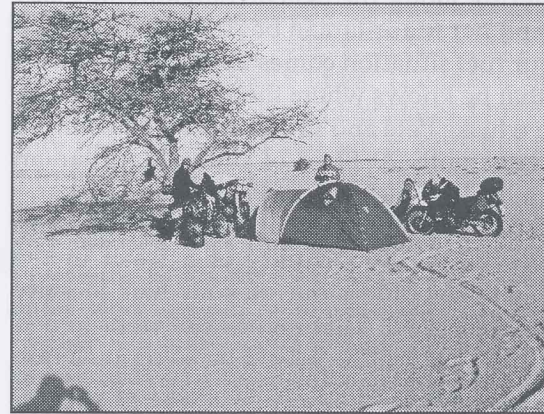
describe its location but it is after a long straight section of the track which has large flat blocks of slate on its surface and is the last set of zigzags before the route starts to level off towards the summit. It is at grid reference SD 2620 9634. We reinstated the bend in 2002 and blocked off and landscaped the straight section in an attempt to stop vehicles and others from using it. The bend is tight but passable by all 4x4 vehicles. This has happened in the last month. We don't know why it happened (two-way traffic trying to avoid each other perhaps) but will all 4x4 drivers please not take this short cut. The bend is part of the original track and should be used.

3. The water bars high on the Dunnerdale side have collapsed. Water is now getting onto the track. We are not blaming vehicular users at this time; it will be a combination of general recreational pressure, weather, steep slopes and a mobile surface material. Please exercise great care when you drive or ride this section and think twice about using it after wet weather.

We will be looking to see how we can repair these sections in due course.

Dave Robinson, Trails Adviser, Lake District National Park Authority

Mauritania by Moonlight - Part III



We pitch the tents next to an Acacia tree and set about collecting firewood and heating up our pre-prepared camping meals, which actually taste quite good. I can personally recommend the chocolate sponge and custard. After cleaning our pots etc we set about lighting a fire, using a drop of Silkolene Pro-Boost to get things going. Now we can finally sit back and just marvel at the number of stars we can

see, as there is no light pollution to spoil the view. It's very peaceful.

The wind really picks up in the middle of the night and I remember that most of my riding gear is hung up in the Acacia tree. Should any of it blow away that'll be it, gone forever. I reluctantly get up from my very uncomfortable bed and pull everything down from the tree. Thankfully everything can still be accounted for.

After a breakfast of sausage and beans we continue south and eventually pick up a piste that takes us to the small fishing village of Ten-Alloul, where

we stop to buy some provisions, including cans of Coke and packets of Pringles. Across the way two locals slit the throat of a goat, which would suggest that someone will be having goat tajine for supper.

After a short break we push on and follow the piste into some monumental dunes. It soon becomes very apparent that attempting to cross these would be very unwise, as at regular intervals the back wheels just sink into the soft sand, making forward motion impossible. We all start to get a little stressed out as we realise that carrying on would be a dangerous and foolhardy thing to do. We struggle out of the dunes as best we can and resort to stopping at another nearby fishing village called Tessot, where we are able to rent a pre-erected tent for the night. We opt for the spacious seven birth which comes in at 6000 Ougs for the night.

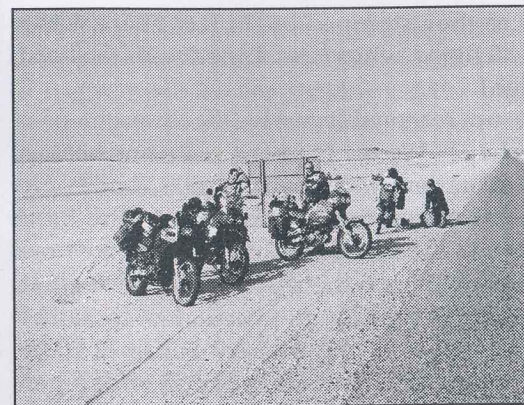
The next morning our landlord pops in to collect the rent, and Ross is invited to sign the visitors' book. Unbelievably the last people to use the camping facilities at Tessot were a German family who called through exactly a year ago to the day. This could explain why the villagers were so pleased to see us and so welcoming.

After breakfast we calculate that we have used just over 50% of our fuel, and so turning round at this point is not an option. But do we have enough fuel to get to Nouakchott? Whilst wandering along the beach contemplating our predicament we meet a French girl and her Mauritanian boyfriend on holiday. We chat with them for a while and our fuel situation comes up in conversation, at which point their guide explains that he knows where there is fuel available. To cut a long story short, their guide whisks Pete and myself off with an empty jerry can, only to return an hour later with 20 litres of finest Mauritanian unleaded (which we then mix with a healthy measure of Pro-Boost).

With this piece of luck we decide to have another rest day and stop another night in Tessot, which gives us the opportunity of a wash in the Atlantic Sea! Trying to wash Head and Shoulders out of your hair in salty water is not easy, but never the less it felt good. That night Ross went to bed shaking uncontrollably, but we were all sure that he would be as right as rain after a good night's sleep. How wrong can you be?

The next morning Ross was in a bad way, and was unable to hold anything in or down, Imodium tablets, electrolyte powders, anything. As the hours passed he just got worse, and we ended up staying a further two nights in Tessot. This gave us the opportunity to really get to know the villagers, and find out a bit more about how they survive in such harsh conditions, and yet every one of them was fit, healthy, strong and with glistening white teeth. It must be the diet of fish (or lack of burgers and sugar).

Come Monday morning and Ross was slightly chirpier, so we made the decision to pack up and start moving north again. This meant that our original plan of doing the triangle of Nouadhibou to Nouakchott to Choum (and back



to Morocco via Nouadhibou) went out the window, not that this was a problem because we knew that the ride back up to Dakhla was still going to be an adventure in itself, and besides time really wasn't on our side. For the return leg we decided to religiously stick to the piste and only use the GPS as a guide. For once we started making some serious progress across the desert and realised how much harder the ride down was by just

following the arrow on the GPS. At times we were cruising in top gear at 80kmph having a blast, but still being wary of obstacles such as soft sand, big holes and general debris.

We finally exited the National Park and came across an encampment (hidden behind a large dune). It was time to stop for a breather, and started chatting (in our best French) to a couple of the locals that appeared to be in charge. We soon learned that they had some petrol for sale and so decide to buy as much as they will let us have. At 2 Euros per litre, a deal is struck and we all take on board 5 litres. The fuel is stored in the boot of an abandoned Rover 213S on British number plates. Our fuel seller proudly shows us that not only does he have a full set of keys but also the registration document. He informs us that the car came into his possession on the 15th January, as the clutch had expired rending the car undriveable. We put two and two together and realised that this must have been one of the entrants in the charity Plymouth to Dakar Run, which left Plymouth on Boxing Day. The rules to enter were simple, you were only allowed to spend £100 on a car, with a further £25 allowed to prepare it. And we thought we were barmy. Its new owner became very excited when it was pointed out that the engine was built by Honda and not Rover, and he asked if we could help him put the half stripped car back together.

At about 16:00 we left our new found friend (and his very dead car) and decided to try and push on closer to the border. An hour later and we had only travelled 8 kms, as the piste was badly rutted and almost entirely covered in very soft sand. We knew that we only had an hour or so of daylight and so decided to stop and make camp. After all we had water and the remains of our camping food, and there seemed little point in taking that back to the UK. After erecting the tents Paul and Ross started cooking the food whilst Pete and myself wandered about looking for firewood. Again, we sat out and watched

the stars and the regular flow of 4x4s as they stomped by. In fact, there was a regular flow of vehicles going past us all night, which, combined with the hard sand meant that I hardly slept that night.

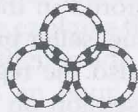
Tuesday morning and we were up reasonably early, the thought of a (cold) shower at the Motel Barbas perhaps? We rejoined the piste and after a short while I came across Ross trapped under his Yamaha XT600 Tenere. He had hit several large rocks head on causing a nasty tumble onto the hard ground. He appeared ok (although a little shaken) but his once shiny bike now bears some impressive battle scars. By sticking to the piste we met a regular flow of traffic (although no other bikers), including an articulated container lorry! As we near the border (and railway line) the scenery becomes more familiar and we recognise the power sapping (engine destroying) wide open plateau that we had struggled across a week earlier. It turns out that the piste (which we are now using) skirts around the edge of the danger area, which makes sense when you think about it.

We decide not to return to Nouadhibou, instead crossing the border back into Morocco. This involves answering the same list of questions about half a dozen times but by now we have learned to just chill out and smile, which works really well. We do have a bit of a scare at the final checkpoint, as the Moroccan Customs Official cannot (or doesn't want to) find the all important

paperwork we need in order to return the hire van back to the UK. His filing system is non-existent, but after about twenty minutes of paperwork flying everywhere, our all important forms are found and the cross-eyed Official beams a big smile, sorted.

Late afternoon and we arrived back at the Motel Barbas (to a hero's welcome), well actually the place was all but deserted, but at least it means we are guaranteed a bed for the night. We celebrate our safe return back to Morocco that evening with a slap up meal of roast chicken and chips and more Fanta. So on Wednesday morning we head out for the final ride back to Dakhla. As usual the air is warm and dry and we take a leisurely ride back up the tarmac, stopping off in the run down fishing village of Porto Rico to soak up the views. The beaches on the west coast of Africa

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have beautiful golden sands and no one for miles around. We pass through several more Police check points on our way back to Dakhla, and Ross runs out of fuel whilst we are playing on the beach on the outskirts of town. All this means that we eventually park up outside the Hotel Sahara Regency as the sun is setting. Perfect timing.

This leaves Thursday to arrange for the van to be released by Customs, in order that we can reload the bikes and all our gear. That evening Pete, Paul and myself venture into Dakhla proper and are taken aback by the amazing sights (and smells) that it has to offer. On Friday we try our hand at a spot of beach casting which the hotel arranged for us, but don't catch a thing. The locals however bring in a healthy catch, typical!

At 19:35 Ross, Paul and myself board our plane back to Casablanca, and wish Pete a safe drive through Morocco and northern Europe. The adventure is all but over.

Although we didn't achieve quite what we first set out to do, the trip itself was just an amazing experience. The people were incredibly friendly and not once did we feel threatened. The riding was challenging but at the same time very rewarding, and the weather was just fantastic. I would recommend to anyone that they should visit this part of the world, but a word of warning, go with an open mind and don't make too many hard and fast plans or deadlines, as you will invariably miss them.

Reuben Alcock (Wiltshire Group)

Byway and Bridleway

Journal of the Byways & Bridleways Trust

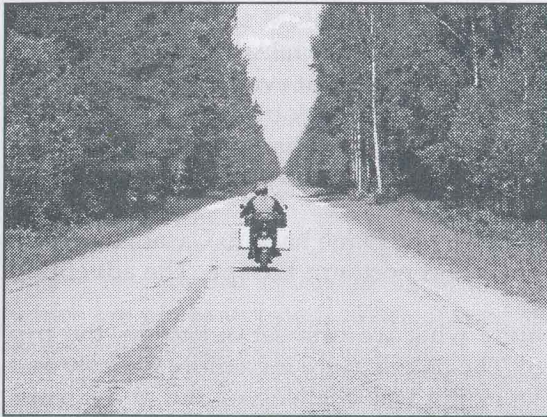
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Adventure to the Baltic



The story of the Baltic nations is one of centuries of struggle to retain their identity and to achieve independent statehood. Until the early 20th century, the ethnic identities of Estonia, Latvia and Lithuania were denied or suppressed. They emerged from the turmoil of WW1 and the Russian Revolution as independent countries and enjoyed two decades of statehood until WW2, when all three fell under Soviet influence. Occupation

by Nazi Germany was followed by Soviet re-conquest and the region was forcibly merged with the USSR. Almost half a century later, in 1991, the three Baltic States again won independence.

My fascination with eastern Europe arose from being born in that period of the last century when the cold war was at its height. The USSR was the enemy, occupying huge swathes of red coloured landmass on my school atlas and serving up images of oppression, clandestine spy circles and abject dreariness. Communism however held a certain attraction to an impressionable schoolboy, those of my generation may recall the pride of ownership in possessing a copy of Mao Tse Tung's little red book and protesting about the Vietnam war.

In my early teens, my parents upgraded their wireless and I was presented with a genuine short wave radio. Apart from following Swindon Town's progress in winning the League Cup Final in 1969, this wireless was the means of discovering distant far off radio stations from eastern European cities with unpronounceable names and incomprehensible languages. I resolved that one day I would visit eastern Europe for myself.

However these aspirations came to nothing until I met my German friend Karl at the Manx Grand Prix. Karl is an avid rallyist, covering thousands of kilometres each year on his faithful RS1100 from his home near Hamburg. Karl suggested that we visit the 2003 Otepaa Tour in central Estonia. A visit that meant travelling 3000 miles through Germany, Poland, Lithuania and Latvia. I jumped at the chance and dates were set for June 2003.

The tool of choice was a BMW 1150 Adventure, fitted with standard BMW

panniers, a Touratech tankbag and engine protection bars. Preparation included the purchase of a full set of maps from the ever helpful Stanfords. Hotels were prebooked in Poland, Lithuania and Latvia. The International Driving Licence I had been advised to take proved unnecessary. Insurance proved a bit of a nightmare. My existing Carole Nash policy provided comprehensive cover in EC countries and third party only in Poland and Estonia. Securing cover in advance for Lithuania and Latvia proved impossible and I resorted to buying insurance at the border posts, for a not unreasonable 10 Euros for 15 days cover. I had also been advised to take a Green Card, however Carole Nash's certificate acts as a Green Card in itself. This only proved a problem once, when a zealous border official had to be persuaded that my papers were indeed in order. You do however need to double check your certificate, before you leave, to make sure that the countries you are visiting are listed on the certificate! Travel insurance was also arranged through Carole Nash. Apart from these documents, the other must have is your vehicle registration document. Great play was made of checking every frame number letter and numeral against the registration document at every border crossing from Poland north. Presumably in an effort to control the vehicle black market. [note: with EC membership these requirements may have changed, but you never know so it pays to check]

Those wonderful people at DFDS ferries provided the means of getting to and from Germany. The Harwich sailing to Cuxhaven, west of Hamburg is ideal for accessing eastern Europe, as it cuts out the long haul through France or Holland. The downside is that the ferry is quite small, you have to secure your own bike on board and the crossing time averages 18 hours. Cost for a return fare was £240, including prebooked meals, the choice and quality of which was excellent. DFDS offer solo cabins for a small extra charge or otherwise you take your chance and share with fellow travellers, which can of course be highly entertaining.

After renewing acquaintances with Karl [BMW RS1100], we hit the autobahn on the first leg of the journey through northern Germany on route 104, via Prenslau, to Szczecin, in Poland for the first night. It is clear that the

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massive investment by West Germany in the East, although unpopular in terms of taxes, is resulting in a rapidly changing country. In particular I noticed the extensive road improvement programme, which has produced wonderful tree lined well surfaced roads sweeping through sleepy villages - ideal for biking.

We met up with the third member of our team, at the hotel Neptune in Szczecin. Andreas was to prove a real asset, as not only does he have a wicked sense of humour, but he is also a fluent Polish and Russian speaker. We retired to a comfortable nights sleep after a typical Polish dinner of fried pork and cabbage washed down with beer, which came to a very reasonable £10.

Day 2 took us on route 20 via Bytow and the 212 [a thoroughly recommended road winding past lakes and through quiet villages each with their resident storks nesting precariously atop lamp posts] via Lebork to the outskirts of Gdansk. It was here that the more sinister side of Polish life exposed itself in the shape of purveyors of the world's oldest profession. A common and sad sight on the side of forested main roads, but arguably somewhat understandable given the average manual wage of 50 pence per hour.

Gdansk is a beautiful Hanseatic city that was bombed mercilessly by the Germans, then the Russians and the British during the second world war. It now boasts many reconstructed quarters, a booming economy and a place in history as the cradle of Solidarity. We stayed nearby in Sopot, renting a room for £40 and took a switchback taxi ride into the city for dinner in a Russian restaurant in the Dlugi Targ square. Gdansk is well worthy of a longer stay.

Lithuania was the target on day 3 and we took the E77 from Gdansk over the river Wisla. Near Maldyty we took a detour to visit the world's longest working vehicular canal barge lift. We escaped from the nightmare of the E77 at Ostroda and struck northeast along route 16 via Olsztyn and then on route 59 and the 655 through more twisties to Sulwalki and the border at Ogrodniki. My concerns about arranging insurance proved unfounded as we approached the border. On either side of the road we found huts selling third party insurance at the rate of 10 euros for 15 days. Insurance for Lithuania and Latvia was essential as documentation was checked thoroughly at all border exits and entries throughout the Baltic states.

First impressions of Lithuania were the contrast in traffic congestion the roads being well surfaced and traffic free, passing through rolling countryside dotted with small holdings, being worked by horse drawn ploughs and harvesters. We arrived at the Nemunas Park hotel near the village of Nemunaicio, south of Alytaus, early in the evening. We asked about security for the bikes and the very helpful English speaking owner murmured 'I'm sorry, this is Lithuania' as she guided us to the security of the headquarters building of the Lithuanian Ballooning Club. This hotel is thoroughly recommended and we enjoyed steak and chips al fresco overlooking the wooded valley of the Nemunas river.

The border with Latvia required an additional check, with a border guard running a geiger counter over all vehicles entering the country. Satisfied that the Adventure was not smuggling nuclear material I was allowed on my way.

That night we stayed at a recently built road side motel north of Daugavpils. House martins swooped overhead as we enjoyed yet another excellent meal, washed down with copious supplies of vodka.

In contrast with Latvia, Estonia oozed prosperity and modern agricultural methods. We crossed the border at Ape and shortly after Voru, 20 kms from the Russian border, turned west onto a series of gravelled roads. It was here that the GS's came into their own, however the RS coped well, although Karl was relieved when we reached Otepaa.

Every journey has an objective. Otepaa, a winter ski resort in southern Estonia was ours. Each June, the Otepaa Motorcycle Club hosts an international rally renowned for its friendliness. Set a few miles to the south of the town, the rally is held in a beautiful hilly and wooded location, complete with a lake and millions of vicious blood thirsty mosquitos. 23 Euros seemed a reasonable price to pay for all meals over the rally weekend, a pitch for the tent, access to the sauna and live music on both nights.

The Otepaa tour is immensely popular with Scandinavian riders and the reason was abundantly clear - cheap booze. The idea seemed to be to get as much down your neck and as quickly as possible on the first night and then keep the blood alcohol level at an optimum level for the duration of the weekend. I however, passed on the offer of vodka with my morning porridge.

We had pre booked a cabin, which on first acquaintance looked little bigger than my garden shed, but was fitted out with two bunks, electric power and little else. It was at least clean and comfortable.

After settling into our five star hotel it was off to the lake to check out the sauna. It was here that the English reserve kicked in with a vengeance. The sauna was a genuine wooden building set in idyllic surroundings next to a verdant reed lined lake. Memories of school football changing rooms and the horrors of communal mass showers came flooding back. However having come all this way it seemed churlish to pass up this opportunity, so off came the kit and I snuggled up next to four naked Finns. I did however pass on the added delight of the 50 metre dash, with one's tackle waving in the breeze, to plunge into what was a very cold and murky lake.

Saturday is the highlight of the rally, with a mass rideout to the Town square, followed by a hill climb in the afternoon. My only previous hill climb experience has been Red Marley held in Worcestershire each Easter Monday. Clearly in Estonia hill climbing is a major summer spectator sport and enjoys huge support. The difference to my eye was that the competitors had no more than a 2 metre run up to a full 60 degree climb through pine trees along a 500 metre course. Judging by the numbers of them, the weapon of choice seemed to



Hill Climbing in Otepaa

be Ural twins with lengthened swinging arms, open pipes and huge bolts screwed into the rear tyre for added traction. The usual comedians and costumes were in evidence a la Rachau, but top man, and the only one to clear the hill, rode – a Harley Davidson.

Saturday evening was prize giving night. Trophies for the hill climbers and crates of beer for the longest trip club and rider. A group of Harley riding Swedes won the club award and yours truly staggered away with the beer, a certificate and a genuine 2 kilogramme Russian coal iron, which neatly fitted into the tailpack.

The upside of rallies is the variety of bikes, the easy atmosphere and new friends from far flung countries. The downside was the band starting its

third set at 3am in the morning and the dawn burnouts. Not appreciated when an early start is planned for a 500 mile, four country fast tour to get us back to Poland by dusk – or perhaps we're just BOF's showing our age!

The route south took in Valga, Valmiera, getting lost in the badly signed Riga, Panevezys, Kaunas and Suwalki. The west coast of the Baltics is flat and, apart from forests and huge open plain, pretty featureless. 80mph cruising along deserted yet first class roads was the order of the day in time to reach our destination, the Polish town of Glsycko.

The following day, we made for the old East Germany via routes 16 and 10. These roads provide direct access from the east to the west and vica versa and yet must rank as two of the worst roads in Poland. Choked with Latvian and Lithuanian lorries travelling west and German lorries travelling east, they demanded absolute concentration if overtaking manoeuvres were to be completed safely. The standard of driving in Poland was also a shock even compared with UK standards – clearly indicator bulbs last a long time on Polish cars, judging by their absence of use. Added to the traffic hazard was the condition of the roads. Particularly watch out for signs warning of road ruts caused by heavy freight lorries and soft tarmac at the bottom of long hills – akin to riding the Ridgeway in places. Northern Poland badly needs a motorway network and with EC membership secured, it cannot be long before investment takes shape to divert goods carriers away from what will be superb biking

roads. In the meantime, it makes sense to take an extra day in crossing Poland and stick to the quieter minor roads.

The final night was spent in Prenslau, a respectable town in the old East Germany, before the final run on excellent German roads and motorways to Cuxhaven.

I can thoroughly recommend a touring holiday in the Baltic States. In terms of climate, we enjoyed 10 days of unbroken sunshine and indeed summer temperatures throughout eastern Europe average 18 – 30 degrees. There is a plentiful supply of good quality and very reasonably priced accommodation and wonderful traffic free roads. English is increasingly being spoken as the second language and the cost of living compares very favourably with the rest of the European community. All three Baltic States joined the EC earlier this year, which will open up access to these countries even further. If you are really adventurous, why not visit the Kaliningrad region of the Russian Federation, which is gradually opening up to the west. But make sure you have either an invitation or prebooked accommodation, as access can be difficult. I might even see you there.....

'Head aega', Keith Johnston

Useful websites:

www.dfdsseaways.co.uk

www.hot.ee/mcotepaa/otepturen.html

www.orbis.pl, www.nemunaspark.lt

Overheard at a Club Night

Three TRFers were sitting together bragging about how they had given their new wives duties. The first had married a woman from Albania, and bragged that he had told his wife she was going to do all the dishes and house cleaning that needed doing at their house. He said that it took a couple of days but on the third day he came home to a clean house and the dishes were all washed and put away. The second had married a woman from Korea. He bragged that he had given his wife orders that she was to do all the cleaning, dishes and the cooking. He told them that the first day he didn't see any results, but the next day it was better. By the third day, his house was clean, the dishes were done, and he had a huge dinner on the table. The third had married an Australian girl. He boasted that he told her that her duties were to keep the house cleaned, dishes washed, lawn mowed, laundry washed and hot meals on the table for every meal. He said the first day he didn't see anything, the second day he didn't see anything, but by the third day most of the swelling had gone down and he could see a little out of his left eye.

Got to love them Australian girls!

letters

PUBLIC RIGHTS OF WAY AT WEST QUANTOXHEAD

Seeing the photo of the Policeman on the Quantocks in May's TRAIL prompts me to enclose a copy of a reply I received from Somerset (see below) to the lane there, to a letter I wrote before TRAIL arrived.


Thank you for your letter dated 19th May. From the NGR you supplied, the route appears to be part bridleway/part RuPP. Unauthorised vehicle use by mechanically propelled vehicles is not permitted on public bridleways.

The County Council considers that all Roads used as Public Paths A (RuPPs) shown on the Definitive Map as such may be used by pedestrians, horseriders and cyclists. Vehicular rights may or may not exist over routes shown as RuPPs on the Definitive Map. It is the responsibility of drivers of vehicles to check the legal position before using a route.

When the relevant section of the Countryside & Rights of Way Act B 2000 is enacted all RuPPs will be reclassified as Restricted Byways which allows use for walkers, cyclists, horse riders and horse drawn carriages only.

Regarding A. - why do they try to place the responsibility on US - surely it is every C.C.'s duty to sign clearly the status of all lanes and produce an ACCURATE, definitive map? B. This is what they HOPE, but they are forgetting that many RuPPs are being claimed. I often wonder if horse riders carry insurance against Third Party claims.

The lane in question is ten miles long which makes me wonder if there are any others of comparable length. It would be interesting to ask other TRF members.

 *Any comments?*

Safe riding, John Chilcott

LEGAL LOOPHOLE?

"The Mail on Sunday", June 22nd 2004, stated that cyclists are now allowed on footpaths.

I wonder if this could be the breakthrough we need as our machines ARE cycles as clearly stated on Tax discs - "Taxation Class BICYCLE". Maybe I'm too optimistic!

John Chilcott

HANDICAPPED TRAIL RIDE



Over thirty riders turned out for the annual South East Wales Handicapped Trail Ride on Sunday 12th June. This year's event was moved slightly north from the Scenic Drive to the Picnic Site in the Gwyddon Forest near Abercarn. Mike Rees & his team laid out a splendid 3 mile loop of forestry tracks with a rocky climb & descent towards the end to extract the required number of squeals of delight.

The weather was perfect & as soon as the burgers hit the BBQ 6 minibuses full of lads & lasses from homes throughout SE Wales appeared as if by magic. Nigel Smith had repaired his sidecar outfit in the week after the Powys for fans of Sparticus. James Bowers packed his Landrover for repeated trips. Anthony from AW Motorcycles brought his GS500 trike & it proved to be very popular. Andy Richardson & his dad once again

travelled down from the Midlands with his mum's 3 piece suite which offered a touch of comfort whilst being bounced around the forest on a quad powered trailer driven by one of the country's top enduro riders. Later the ride got wilder when Nibbs Adams took the wheel. All the riders queued to take their turn & so did the passengers. Everyone got a real buzz out of the day.

Just a quick note to say thanks to everybody (riders, chairman, Landrover driver, mobile sofa driver, loaders, cooks and anybody else I've forgotten) for turning up to help and making it yet another successful day. You can all go home absolutely shattered, happy in the knowledge that thanks to you some of the world's less fortunate folk had a special day out. They are already asking when the next one is!

See you next year, Mike Rees



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GENUINE BMW stainless exhaust system for K1100 and K100016v. Ex. cond. £150. Tel: Chris 01494 446194 (Bucks).

SUZUKI DR200 SEII Elec. start. 1995, 20,000km. V.g.c. New MOT/Tax & battery. V. reliable. Ideal green laner/commuter. £1200. Tel: 01373 464760 (Somerset).

HONDA XR280 1998/9 model S. reg. 6 mths MOT not ridden since. Fully road legal. 8,000 miles. Recent engine overhaul, road legal enduro tyres, sump guard, barkbusters, brakes, bearings recent. Good cond. Reliable. £1800. Tel: 07904 093715 (day).

HONDA XL185S FRAME with VS £75.00. **Honda XL185 engine** fitted with 6 speed box and XR200RC cam £200. **Wanted** Honda XR200RC tool bag. Tel: 01225 866577.

SUZUKI DRZ400S 2003, 2900 miles, standard bike, FSH, handbook, new enduro tyres. £3200 ovno. Tel: 07803 772774.

HUSKY TE410 X reg 2000, 4000km, new c/s, good condition. £1995. Tel: 01254 240099 (Lancs).

SUZUKI RMX 250cc 1991, three owners, trail use, MOT, new bike forces sale. £1250 ono. Tel: Gordon 01423 881469 (evenings).

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, venue to be confirmed.

BLACK COUNTRY Nick Hammond, Tel: 01902 700749
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore, Wolverhampton.

BRISTOL Richard Stiling, Tel: 07974 151439
4th Mon, 8pm, The Tennis Court Inn, Deanery Road, Warmley, Bristol.

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, Hatfield 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 Geoff Wilkie, Tel: 01453 811412
1st Wed, 8pm, 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 Anthony Evans, Tel: 01732 360884
2nd Wed, 9pm, Pied Bull, Farningham, Off A20, Nr Brands Hatch

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tues, Black Bull, Hall Lane, Mawdesley.

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.

MID WALES Stephen Hall, Tel: 01982 570295
Last Thurs, 7.30pm, The Crown Inn, Rhayader.

NORTHUMBERLAND Chris Moody
Tel: 0191 387 3507 6-10pm or 07860 302001 (mobile)
1st Tues, 8pm, North Durham Motorclub, Annfield Plain, Nr Stanley.

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 Peter Cole, Tel: 01844 214075
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).

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
Graham Walker, Tel: 07796 308123
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, Wellyingborough.

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
Dave Gunster, Tel: 01527 456095 Mob: 07960 422523
1st and 3rd Tuesdays, White Hart, Fernhill Heath, Worcs.

MEMBERS CLASSIFIED ADS ARE FREE. If you must write an essay a contribution to the 'fighting fund' would be appreciated (enclose a fiver!)