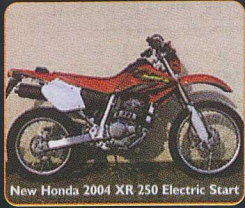


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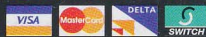
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- RoW CO-ORDINATOR** Roger Peters, Rose Bank, East Lane End, Morpeth,
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The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.

EDITOR

Is it my imagination or are we in the silly season? Press releases are flying everywhere (see page 9 & page 15). The TRF Press Release on page 9 is excellent and deserves a wider audience so if you can use some influence to get it published elsewhere, do it. The Press release on page 15 is asking for responsible behaviour so I'm quite sure this isn't directly aimed at TRF members. Irresponsible behaviour by anyone, member or not, often has a knock-on effect.

The cover picture on this month's mag was taken by yours truly in May this year. Ged Pearce, whose stag weekend it was, was in 'my last day of freedom mode' so it may have been his last chance to use the most incredibly bad language, which Brian Sussex said he'd never heard the likes of. Brian had kindly led our group around some of Devon's excellent lanes. It was the final straw when Ged fell off his bike and came out with a stream of choice expletives. Ged was a little shocked when I asked "Didn't you know he's a Vicar?" He muttered something under his breath, but we still didn't notice any improvement in his language! The pretence that Brian was of the cloth carried on until the Best Man's speech, much to Ged's embarrassment. Thanks to Dave Muller and 'Rev' Brian Sussex for an outstanding weekend.

Fred Ellison



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COVER PHOTO by *Fred Ellison*
Run Leader 'The Reverend' Brian Sussex with Ged Pearce on his stag weekend in Devon, possibly his last trail ride.

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

MEETING OF THE TRF EXECUTIVE

Saturday 25th September 2004
Lilleshall National Sports Centre
Newport Shropshire TF10 9AT
10.00 for 10.30

AGENDA

1. Chairman's introduction and report.
2. Apologies for absence.
3. Approval of Minutes of Meeting 5th June 2004.
4. Matters arising (not otherwise on the agenda).
 - 4.1. Mileage rate payments to officers (treasurer).
5. Elected Officer Reports (prioritise on important points please):
Vice Chairman, Secretary, Treasurer, Membership, Rights of Way, Public Relations, Editor etc. etc.
6. Use of Mechanically Propelled Vehicles on Rights of Way.
 - 6.1. "Solutions" paper.
 - 6.2. MPV Users / DEFRA Working Group.
7. Project Reports:
 - 7.1 RoW Project Coordination (Roger Peters and Geoff Wilson).
 - 7.2 UCR Status study (David Giles).
 - 7.3 Media agency (Andrew Prince).
8. Defra advice and Bridleway Preshute 12.
9. Support for equestrian / BHS events – update.
(Chairman is due to meet new CEO of BHS on 6 October).
10. GLASS offer of affiliation.
11. Membership Fees (P Cody, C Morris, treasurer).
12. Advertising for membership and fighting fund appeals.
13. Arrangements for AGM - 31 October.
14. AOB (At chairman's discretion).
15. Date of next meeting – AGM 31 October.

Target finishing time 16.00

NOTICE BOARD

THE RIDGEWAY

User evidence over the past 20 years is requested for that part of The Ridgeway that runs from the Wilts border to the Berks border.

If any member, or any person known to a member, can supply evidence, preferably documented, please forward to: Chris Blomfield, 68 Coleridge Drive, Abingdon, Oxon, OX14 5NT. This is to support byway claims that are currently being prepared.

Chris Blomfield

OXFORD GROUP NEW VENUE

Royal British Legion Club, Rutten Lane, Yarnton. First meeting and AGM, 21st October 8.00pm. Please be on time.

Chris Blomfield

AXE VALE MEETINGS

Axe Vale meetings are now back (for the moment) in The Star Public House at Star on the A38. Pub's gone a bit "foodie" since re-opening but so far no "motel", so no dirty weekends (trail riding) yet.

David Clegg

PEAK DISTRICT GROUP

A presentation will be made at the next group meeting (7th October) of progress made so far in submission of DMMO's and the current situation concerning RoW in the Peak District. If you want to stay 'legal' it's in your interest to attend. This presentation will also be made in bordering groups at future dates.

Peter Allt, Secretary, Peak District Group

PEAK RIGHTS OF WAY INITIATIVE

Members of the Peak Rights of Way Initiative will be giving a presentation of their work and progress to their supporting groups at the respective group evenings in October. High Peak & Potteries - Tuesday 5th; Peak - Thursday 7th; East Midlands - Wednesday 13th and Derbyshire and South Yorkshire - Tuesday 26th. Please bring your TRF membership card with you to gain admission.

Dave Giles, Hon. Sec. PROWI

CIVIL ENGINEER'S ADVICE STILL NEEDED

The Peak Rights of Way Initiative still require advice from a qualified Civil Engineer who has experience in road building expertise. This information is required so we can liaise with Derbyshire County Council on the repairs to routes which have either water or soil/substrate erosion. We have offered help and require technical knowledge which we have not got. If there is such a TRF member or someone you know, please get him/her to phone on either 01246 550044 (Mac) or 01335 370191 (John Ward).

Dave Giles, Hon. Sec. PROWI



RoW News

SUCCESS IN CAMBRIDGESHIRE

Good news for trail riders in the Fenland area at the end of August.

A combined effort by Cambs TRF and the Green Lane Association defeated attempts by the County Council to stop up Byway 11 (Sandpit Lane) at Witchford near Ely. The Highway Authority claimed that this short, but popular, lane was unnecessary, however investigation soon showed the real reason for their desire to close it was more to do with fly tipping, travellers and general NIMBYism.

Fortunately the Authority withdrew its application for a s116 Order (at the 11th hour) due to the number of objections received, so all the local TRF (and GLASS) members who took the time to write and object can be rightly proud of the part they've played in saving this lane.

Special thanks should go to Graham Hall (GLASS), our own Tim Stevens (for invaluable help and advice as always) and last, but not least, to Richard Hawker (West Midlands TRF) for forwarding a copy of the London Gazette notice. A valuable service without which this order would probably have slipped by unnoticed and unopposed.

Richard Sugden, Cambs Group RoW Rep

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THE RIDGEWAY

In response to requests for information on the current Ridgeway situation from groups and individual members this briefing note has been drawn up by the principal officers.

Although the Ridgeway is a matter of national importance to the TRF it is the local groups that must address the issues surrounding the seasonal TRO. Local groups MUST learn to work together to create local action and partnerships, using local knowledge and contacts to work with the authorities. That is what the TRF was set up for and that is how it must again deal with local issues.

The National Executive will give whatever support the local groups

require and that is, in part, why five knowledgeable contractors were engaged – to guide assist and co-ordinate. The main role of these contractors is to ensure that every group is moving forward with byway claims but their role does not preclude assisting to retain use of what we already have.

It appears that DEFRA is applying pressure to the highway authorities through which the Ridgeway passes. It is known that a Minister has ties with the Friends of the Ridgeway, a pressure group that has chosen to remove itself from the Ridgeway Code of Respect - a cornerstone for co-operative working between all user groups. Thus far only Wiltshire have capitulated to this pressure, which is not surprising given that one of the senior highways managers is not a supporter of trail riding.

We therefore face threats on different levels. In those highway authority areas that have yet to announce plans for traffic regulation there is a need for local groups to contact the highway authority proactively and seek to minimise the impact upon our recreation. This must be done in a pragmatic way. If there are sections of a route that could do with some repair then suggest that this could be done via a temporary closure Order, rather than a full blown TRO. This will be to the advantage of the authority as it is cheaper and it is more likely to be respected by the more 'rebellious' element in our society. Suggest that prior to the imposition of a TRO that bans motorcycles, there should be an initiative involving the local police to clamp down on the illegal riders. Again this shifts the financial burden away from the local authority and may deliver benefits to the genuine trail rider.

Old reports suggest that some of the feeder routes in Oxfordshire and Berkshire are impassable to cyclists and equestrians. The current situation needs to be checked and acted on, possibly with leverage to our advantage. Some feedback to the National RoW Co-ordinator would be greatly appreciated.

As for Wiltshire, we need to react to the proposals. Again, it is not to our advantage to be purely negative. Letters stating 'It's not fair – I object' do not advance our cause. In fact we might see advantage in supporting the TRO providing that it is reviewed in two or three years time. If, after that period, there is no improvement then we engage with the review procedure and seek the lifting of restrictions on PTW.

It may be that we make representations regarding the Order where it relates to feeder routes to the Ridgeway. Some of those routes have slumbering rights on the continuations not shown as BOAT and as such the Orders are a) unnecessary and b) deny access to routes that do not incorporate the Ridgeway. This, of course, is a fundamental reason why the Principle Officers of the TRF cannot respond to local issues – they do not have the local knowledge.

It must be remembered that following the Public Inquiry into traffic regulation on the Ridgeway the TRF did say to the (as was) Countryside

Commission that we would be happy to discuss TRO options, but that offer was never taken up. There have been no Executive decisions that change that stance. So, for a decade or more the TRF have been open to discussing traffic management on the Ridgeway.

Remember that Swindon, as Unitary Authority, has responsibility for part of the Ridgeway. They must be involved in our lobbying.

Please also keep in mind that DEFRA may be softening their approach on mechanically propelled vehicles on RoW. And, further, that a TRO can be an extremely flexible tool. It can proscribe not only motor vehicles but other users; it can be applied to a weight limit; it can specify the maximum number of wheels. So an Order could be made that allows motorcycles and any 4 wheeled vehicle under 1,000kg. This would allow trail bike use but not transit vans and other heavy vehicles.

We understand that this is a matter of national importance; due to the wide media coverage this issue will receive. The TRF needs to come across as being positive in that coverage. The Ridgeway is also an issue that excites members living at a distance from the route but it must be the local groups, with their local knowledge and local contacts, that must carry this matter forward. Otherwise national TRF can do nothing but support seasonal management (if justified) with consensus agreement of local user groups

In recent years the Ridgeway has been ridden by principal officers with the express aim of photographically recording the surface condition. Thus far these pictures show no pressing need for traffic management, albeit that certain short sections need improving. The pictures used by the RA, Friends of the Ridgeway and other detractors are at best misleading and in some cases have been shown to be dishonest representation of the condition and location.

Please remember, local groups are not alone as the services of one or more of the contractors are available to them, be it for advice or to reinforce confidence at meetings with the local authority.

Roger Peters,
National RoW Liaison Officer

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TRF & LDNP PRESS RELEASES

This is the latest TRF Press Release. It shows the caring and responsible attitude of most trail riders - the TRF Coast to Coast organisers also donated £1000 to Air Ambulance last year. Please try to get it published elsewhere - contact Fred Ellison for digital copy.

MOTORBIKE CLUB RAISES £1300 FOR THAMES VALLEY AND CHILTERN AIR AMBULANCE - AND CHALLENGES THE GOVERNMENT TO SPEND OUR MONEY MORE WISELY.

The Loddon Vale Trail Riders Fellowship has just completed a sponsored ride to raise over £1300 for the Thames Valley and Chiltern Air Ambulance - a charitable trust which operates a helicopter ambulance from White Waltham airfield near Maidenhead.

The Air ambulance has flown over 6000 missions to date and is called to urgent life threatening emergencies and situations where a land ambulance would have difficulty in operating. At the presentation to Stevie Horton,



Director of Fundraising, the riders, who ride the local legal 'green lanes' explained that their recreation was under imminent threat of being closed down due to moves by central government to ban currently legal vehicular use of these rights of way.

Bryan McCrae, who organised the sponsored ride, commented: "These lanes with vehicular rights represent less than 5% of the available network and we are working all over the country to develop local agreements and policies to allow sustainable ecological use of the lanes and manage any particular local problems. We operate to a strict code of conduct, ride non-competitively and co-operate with all other users such as walkers and horse riders, but a tiny minority of hooligan riders and 4X4 drivers have brought us to the brink of having our recreation banned due to their irresponsible behaviour."

He continues: "We currently work hard to persuade these people to become responsible riders and drivers. If the government go ahead with this outright ban there will be no organisation left to persuade and educate these people and they will carry on regardless, disregarding the law as they do today. If this happens, the problems will only get worse and nobody will benefit - hardly the basis for good democratic government. We have submitted our case to government and are optimistic that sense will prevail."

Most people assume that the Air Ambulance is paid for by the NHS in some way, but apart from the costs of the paramedics it is entirely funded by voluntary contributions, costing about £1000 per day to operate. At an average of three potentially life saving missions per day it is a small price to pay and all contributions are very welcome. Perhaps the government could be persuaded to divert the money for the proposed changes to the legislation on the rights of way to funding Air Ambulances around the country?

To make a donation, contact the Thames Valley and Chiltern Air Ambulance at 01628 584218 or visit www.airambulancetvac.org.

The TRF is a national, voluntary and non-competitive body that was established in 1970, for people who enjoy exploring green lanes by motorcycle. Its aim is to conserve our heritage of green lanes for everyone to enjoy. For local information, contact the Loddon Vale Trail Riders Fellowship's local secretary Dave Cook on 0118 9014481 or Bryan McCrae on 07739 465219.

LAKE DISTRICT TRAIL USERS SUPPORT AWARENESS CAMPAIGN

Trail rider and 4x4 user groups in the Lake District are partners in a campaign to raise awareness of rogue riders and drivers who put the countryside and habitats at risk.

Geoff Wilson, Chairman of the Hierarchy of Trail Routes in the Lake District Group said "there is a strong partnership between users and the National Park Authority to manage this use of the national park to appropriate levels, in appropriate places at appropriate times. But rogue riders put that work in jeopardy, and put the enjoyment of legitimate and lawful riders at risk and spoil the enjoyment of other users of the national park. They also create unnecessary problems for companies such as the Forestry Commission, the National Trust and English Nature who maintain very constructive and positive dialogue with trail users".

And Geoff adds that: "Sometimes the rogue riders are local youngsters seeking a bit of simple fun, like the two teenagers out of Coniston that I intercepted one afternoon on their unlicensed uninsured motorcycles on the slopes of Coniston Old Man. We often do this they said. No-one minds. We live in the village. But people do mind I said. You really shouldn't be here. Take it gently".

The Lake District Hierarchy of Trail Routes partnership has set standards that the rest of the country is looking at with great interest. But in places like the Lake District where many roads and parking areas are unfenced it is very difficult to manage use by those who have no knowledge of or no care for the laws of the countryside. The awareness campaign is aimed at drawing the attention of rogue users to the problems they are creating and by pointing them in the way of legitimate use of green roads through clubs.

Recreational vehicle user groups have supplemented the National Park's very stretched budget to enable the effectiveness of this awareness campaign to be

maximised and will be joining with the National Park authority and motorcycle dealers in the area at the official launch of the initiative later in the month.

Clubs such as the Cumbria Group of the Trail Riders Fellowship, the North Lakes 4x4 Club, the Green Lane Association and the Cumbria Rover Owners Club will be carrying the awareness message to their own members and beyond.

For more information contact: Geoff Wilson, Chairman Hierarchy of Trail Routes in the Lake District Group, North Regions Liaison, Land Access & Recreation Association, 4 Scaur Close, Lazonby, Penrith, Cumbria CA10 8BT, tel & fax: 01768 898584, mobile: 01768 898584, e-mail: GeoffMoto@aol.com.

ROUGH RIDE FOR ROGUE BIKERS

A campaign to stamp out harmful and illegal motorbiking on fells and pathways is about to be launched in trouble spot areas of the Lake District.

A pilot plan to tackle the problem in south western areas of the National Park aims to show there are legitimate alternatives to riding over sensitive countryside. The campaign also stresses that offenders will be prosecuted.

The Lake District National Park Authority has teamed up with police, motor-sport organisations and traders to produce posters, flyers and credit-card sized reminders under the heading "Ride Responsibly - Retain your rights".

The key elements of the scheme are:

- Illegal use of private land, footpaths and bridleways is anti-social and dangerous.
- Landowners who have traditionally allowed rallies and trails are becoming increasingly concerned and could stop them taking place in future.
- Fines of up to £1,000 can be imposed and reckless riders face losing their vehicle or licence for some offences.
- Intentional damage to landscape or wildlife can bring maximum penalties of £20,000.

LDNPA trails adviser Dave Robinson explained the campaign, due to begin later this month, was necessary because of the increase in illegal motorcycling, particularly in Torver, including Woodland Valley, and Grizedale Forest.

"We have gone to dealers, organisers of rallies, trail events and garages to get our messages across," said Dave. "They are keen to help as they are often the first port of call for people who want to service, repair, or buy new bikes and so they can advise where riders can and can't go.

"We are especially targeting motorcycles, but are including 4x4s vehicles as well, because they have also been seen on footpaths and bridleways."

Riders and drivers are being urged to find out about the rules, use specific off-road driving centres and join clubs - which organise trips, have maps of legal routes, offer advice and organise rallies and endurance competitions.

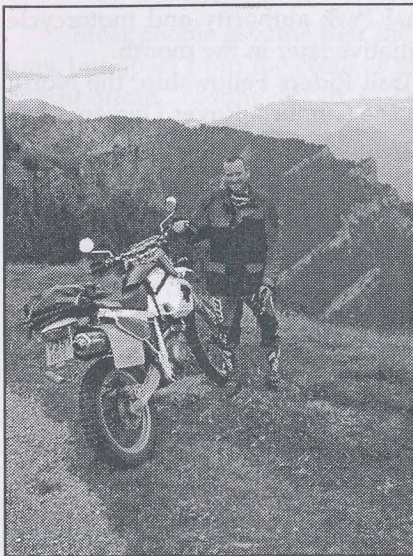
Full details of the rules and campaign will be available on www.lake-district.gov.uk under "access to the countryside".

Lake District National Park Authority

Ed.

Didn't know whether to print this or not as it obviously doesn't apply to TRFers

Andorra '04



This year we took a trip to Andorra for some trail riding, me on my Yamaha TT600E (MT21 front, TKC80 rear, big Acerbis tank, ex-army canvas panniers, homemade rack) and my friend Russ on his KTM 625 Adventure R (TKC80 front, MT21 rear, Touratech luggage system). Neither of us had owned our bikes very long and not been trailriding on them yet so this would be a good test for them offroad as well as for long distance riding. As these aren't touring bikes and we're both past our best we planned a leisurely trip through France with a bit of trail riding on the way. We spent a few days

camping at Quillan, south of Carcassonne where the campsite owner had a Gas Gas 300 and said there was loads of trailriding in the surrounding hills. He gave us a mountain bike map that showed various loops, and we used this to plan some siteseeing via the trails. In fact some places such as a small museum of the French Resistance buried deep in the forest you're expected to trail ride or 4x4 to.

This was the first time I'd ridden a large (at least for me) trailbike offroad for a while so initially I took things a bit gingerly. Being used to a KDX200 the bike felt way too heavy especially on gravelly corners where I felt the front end was about to tuck under. But after a while I got my eye in, everything came together and I really started to enjoy myself.

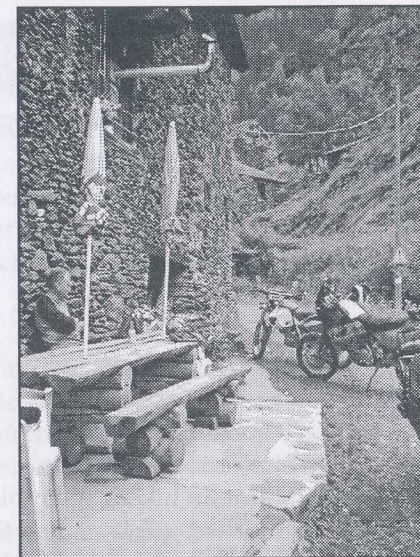
The trails varied between rocky track, loose gravel and muddy, rutted earth and some of it reminded me a bit of Hampshire and Wiltshire lanes except the hills were bigger and steeper. Talking of which Russ planned a route for day 2 which started outside a village and snaked up some forested hills along a well defined rocky track. Soon it turned to a narrow, bumpy, earth track that pointed straight up the rapidly steepening hill. I realised things were getting dicey when Russ stalled and I stopped behind him but with the brakes locked I was still slithering backwards. I snatched a look behind and realised that even if we could turn around it was so steep now I really didn't fancy descending the same way. I managed to get some forward momentum and made sure I kept the power on and kept moving. The scary part was not knowing if it was eventually going to get easier or so steep we'd really screw ourselves up. Fortunately there was a turn which took us along the contour of the hill. Even

though this was narrow, off-camber and strewn with dips, bumps and exposed roots, it was a bit of light relief compared to the previous and took us to a proper track that got us back to the village. Later I inspected the map only to find that with Russ' non-existent French he'd taken us up a mountain bike descent graded as "very difficult". Now I'm all for adventure but it's a long way home with a knackered bike and/or body so after confiscating the map we continued on our way.

After a couple more days of rocky climbs, descents and hard-baked red earth it was on to Andorra which is busy, crowded, cheap and looks like everything has been built since the 1970's. Bikes are very popular here and there are plenty of moto shops doing cheap gear, especially on the San Julia road out of Andorra la Vella. The trails here are mainly rock and gravel that snake up through the forests and hills sometimes passing a little house or farm seemingly miles from nowhere. We explored using a local tourist map and would often try the service roads for the ski lifts and cable cars; sometimes the trail would be closed to traffic before the summit and sometimes it wouldn't. Also some of the minor roads start as tarmac but become unsurfaced outside of town, turning back to tarmac as you approach the next town.

There are plenty of trails that run into Spain and others to take you back to Andorra. One loop runs from the Port de Cabus where the tarmac ends on the Andorran border, returning via Os de Civis and then San Julia. The track was well used with us meeting a quad bike safari, German bikers and a herd of horses in just the first 5 minutes. Setting off we found the first section was 12 miles long before reaching tarmac again at the Spanish town of Alins. But en route was the hamlet of Tor which with a few old buildings, a tiny church and only being serviced by the stony track, is like stepping back in time to the days of the horse and cart. You can also get a drink and a bite there from a small bar, but more than anything else it's really just a private house with a bench and table outside.

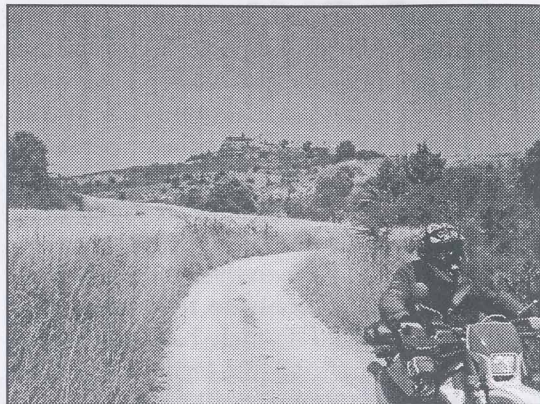
On to Tirvia and the villages of Burg and Farrera where the tarmac stops again and then a 20 mile trail ride to Os. A great ride with a herd of cows, horses, a river crossing, a little farm appearing out of nowhere, a couple of good



climbs and a Guardia Civil jeep parked up on the trail above Os. He gave us a friendly wave but I bet he didn't to the Spaniard in a loaded up 4x4 we passed a few minutes later. These are popular smuggling routes where the Spanish try to take advantage of the low Andorran tax.

In fact the trail was so good we did it in reverse the following morning. We met Brits on monster trailies, careering mountain bikers, a couple of enduro boys, a wayward bull and a 4x4 safari. And that was pretty much the last trail before a leisurely ride home.

Despite a new clutch cable that kept stretching, a poor rear shock (for a decent shock you need the tougher TT600R kickstart model) and a seriously uncomfortable seat, it's still a good trailbike with a great engine that will chug along comfortably all day. It also handles well, shock notwithstanding, going



pretty much wherever you point it. The KTM on the other hand never felt relaxing being ridden at an easy pace. This reflects its rally racing credentials where it needs to be ridden at a smart clip to feel comfortable but having said that it's got the handling and suspension to take the extra speed – although I never felt too comfortable with it because it's also such a tall bike. The Yam engine, with the long history of the XT marque behind it didn't miss a beat. The KTM although it ran well was a bit leaky, used oil and boiled over on at least one occasion for no apparent reason. So would I do a similar trip on the same bike? Well, I'm already planning my next trip for the spring – once I've fitted some new seat foam.

Dave Stacey

Voyager

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LDNP PRESS RELEASE

RIDE RESPONSIBLY, RETAIN YOUR RIGHTS

Thanks for taking the time to read the poster and flyer (Northern TRF members only). The aim of this 'Ride Responsibly, Retain your Rights' campaign is to raise awareness of the sensitivities of trail motorcycle riding in the Lake District National Park. This information sheet is designed to give you a bit of background into what we are trying to do.

Access to the Countryside

The Lake District is rightly regarded as one of the most beautiful and spectacular regions of the British Isles. People come from all over the world to enjoy the special qualities of the landscape. Motorcyclists and 4x4 drivers are no different from walkers, climbers, canoeists, mountain bikers and sailors to name but a few.

We all have an impact on the landscape and in many cases this has to be managed. This can be by enforcing the law or working with others in partnership to provide advice, guidance and best practice. For example under highways law mountain bikers are only allowed to use bridleways and Byways Open to All Traffic (BOATs) while vehicles can only use BOATs.

Both however also have their own codes of conduct outlining some simple and common sense dos and don'ts. For example canoeists work with land managers and landowners to obtain access to rivers and climbers are asked to comply with restrictions on certain crags during bird nesting seasons. We also produce a Green Road Code of Conduct that offers common sense advice to trail motorcyclists and 4x4 drivers. We should all abide by these regulations if we want to retain access to the landscape we care for.

Motor vehicles in the countryside

There are many unsurfaced tracks in the Lake District National Park that using vehicles on is a sensitive issue. There are many people who would like to see this type of activity banned in National Parks.

There has been a rise in illegal or unauthorised motorcycling across the National Park recently. This is giving responsible users a bad name and causing concern among landowners who have traditionally given permission for events such as rallies and trials. The continuation of these events is threatened, meaning that responsible users will be penalised. Organised events are well planned and marshalled and little or no damage is caused to tracks and nearby land. However there is no right to ride your bike on private land whenever you feel like it. Landowners are now fed up with seeing their land damaged by people using it on motorbikes without permission.

Because of this, well-known figures and organisations in the Furness motorcycling scene such as Nigel Birkett, John Wren, the Barrow and District

Motorcycle Club and the Lake Motorcycle Trials Association Ltd, have agreed to support this campaign.

The campaign

The organisations and people mentioned above have agreed to help us promote this message. They will display a poster in their shops/garage. They were also keen for us to get a strong message across that riding with non-road legal bikes or on footpaths and bridleways is illegal. The price of continuing to do so could not only be a large fine for yourself but 'off-road' motorcycling in all its different forms could be stopped for everyone.

We would like to make it clear that in printing this press release, in no way does it mean that we think you are part of this illegal activity and we are not trying to restrict the responsible activities you carry out already. We would just like you to help us spread the message. Pass this information on to friends and colleagues that also ride motorbikes, let them know what the issues are and tell them the rules and regulations.

Our message

- The rights of way network and the open countryside is not the place for irresponsible motorcycling and driving. You can drive or ride legally on Byways Open to All Traffic (BOATs) while use is presumed but not proven on Unclassified County Roads (UCRs). You should not drive or ride on a public footpath, bridleway or restricted byway. You must have a road legal vehicle to ride on BOATs or UCRs – registered, taxed and insured and with appropriate exhausts. Many competition and enduro bikes are not road legal.
- If you want to motocross, enduro or scramble then join a club, go on authorised practice tracks and enter competitions. There are many clubs throughout Cumbria that organise rallies, trials and enduro competitions on private land throughout the year. You could join one of these. You could also visit a dedicated off-road centre that should give you the technical challenges you are looking for.
- If you want to trail ride, join the local Trail Riders Fellowship Group. They organise trips, have maps of legal routes and will provide advice on responsible riding.

Remember:

- Persistent illegal riding and driving will seriously damage the future of motorsport and recreational access.
- Ride and drive responsibly with road legal vehicles or face the possibility of losing the right to do so.

For more information contact;

The Lake District National Park Authority, Murley Moss, Oxenholme Road, Kendal, Cumbria, LA9 7RL. Tel: 01539 792649. Fax: 01539 740822

Email: Dave.Robinson@lake-district.gov.uk

GROUP NEWS

SOMERSET GROUP RUN

Usual starting place at Stars Lane Car Park Yeovil then off to the local lanes around Yeovil to start with.

Plackets Lane then towards Nash Lane where an old lady, if you can call her that, shouted out as Kevin passed, gave Rob a two fingered wave finally getting her act together combining both gesture and verbal abuse as I slowed down to listen. This was even before we got to the lane. Then onto a series of lanes which we have claimed, Culvers Grave, Camp Lane, down East Chinnock Hollow and up Stump Lane and past Manor Farm in Odcombe. Over Ham Hill down into Little Norton to go up Hocker's Hill,

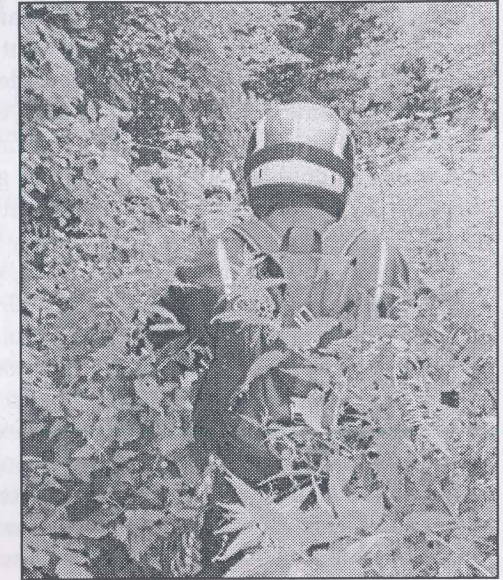
back down Stump Lane. All the lanes were dry and a bit dusty. Hocker's Hill has been completely flattened and made featureless.

On to East Coker through the lane from Isles Farm to Hyde Farm to Sutton Bingham Reservoir past Halstock Golf Course. Combining the two lanes in Corscombe, the second being the steep chalky climb.

Kevin then took us over Beaminster Down towards Mapperton then onto Beaminster to Mintern's Hill, back through Beaminster Tunnel taking a challenging lane back onto the Beaminster Hill. This was a new lane to me which I would not recommend doing on your own. Onto Stoke Abbott then Lewsdon Hill through a lovely wooded section. Onto Burstock and Hursey Lane around the back of Knowle Cross. A bit of road work to go past Attisham Farm before the unmetaled road at Lambert's Castle. Here Rob learnt all about compression punctures and the balance required between getting enough grip and preventing punctures. After a lesson on puncture repairs by Kevin, back to Northay and through Woodcote, a bit more road work before the last lanes at Misterton and Pipplepen Farm.

Good weather, company and fantastic scenery, all what trail riding should be about.

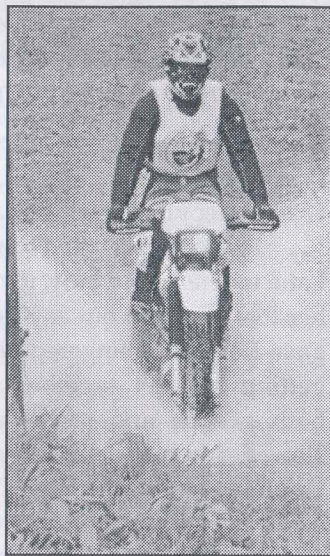
Brian Bailey



NUNNY SOUTHFIELD PONY EVENT

On Sunday the 18th of July a team of three trail riders Graeme Alexander, Keith Williamson and myself helped out at the Nunny pony event score card collecting. This took place just the other side of Nunny Castle near Frome. The event runs once a year and the Somerset TRF were asked to help out this time at short notice due to double booking by another group. The three of us left the Podimore service station riding together, arriving on site at approximately 9.20 ready to check out the course for 10.00 o'clock, only to be told we would not be required until 11.00. This gave us plenty of time to find out what was going on and to check the route out for both the morning and afternoon events. When volunteering to do this, event organiser Mrs "Mouse" Berry wanted experienced trail riders only, as she thought it would be too dangerous to use quad bikes. Having ridden the route it was clear why she made this comment as the circuit consisted of a couple of fences in a field before plunging down a steep hill through a wooded valley with several river crossings, what a cross country course should be. The rest of the course was through fields with steep drops and climbs before completing the loop back at the start. As we had a bit of time it appeared to take us several circuits before we got the course firmly in our minds, especially the river crossing which required several attempts before we were happy with the line we would take. Unfortunately for Keith no sooner had we had it all worked out he had to go back to work to sort out a little problem leaving Graeme and I to race around, I mean ride around collecting score cards. Actually we were on our best behaviour, which did not go amiss as "Mouse" Berry, what a name, was very impressed with how quiet and unobtrusive we were. A good bit of PR which would not go amiss on the marshall who was on the gate when we turned up, who pointed out that we must be at the wrong place when I said we had come to help out. The score card collecting went very well and as usual we appeared to be more organised than the fence judges and food ladies. The event was for ponies but they just looked like horses to me, but a 'horsey' person at work informed me they are ponies until they are 14 hand and an inch high, after that they then become a horse. While score card collecting, a young lady indicated that she would not mind having a ride on the back of one of our bikes. Lucky for me that I kept the pillion pegs on my bike. I think she quite enjoyed it up to the point where we hit the water crossing at high speed and she got a little wet. The day turned out to be a good fundraiser with £75 being donated to the cause. If you have not helped at one of the events then I suggest you put your name forward ready for the next one. Brilliant day out.

Brian Bailey



letters

DEVON FUNDAYS

Following on from Noel's letter last month, I'd just like to say to all of you who haven't yet made it along to a 'Devon Funday' – get on down there, you don't know what you're missing!

The laid back atmosphere and warm welcome my sons and I have received on our two visits to Haccadown Wood, a few miles west of Exeter on the A30, coupled with an excellent trail course with both easy(ish) and challenging sections, linked in with Noel's next door neighbours' MX track make it well worth the trip.

Where else can you legally take your young son or daughter, girlfriend or wife, with little motorcycling experience and begin to instill skills that could well give him/her a lifetime's pleasure? At Haccadown you can follow them around the easy course, stopping every now and again to pick them out of the undergrowth, and by the end of the afternoon get the biggest smile you ever saw when they get right round without falling off! Young Phil says a big thankyou to everyone who stopped to help lift his bike out of the various predicaments he found himself in.

With the MX practice track and 'challenging' sections, riders of all capabilities are well catered for, as is 'the inner man' with Brian's refreshments.

With the increasing challenges that trail riding faces, someone will always be able to find ways to spend TRF funds. Not everyone has the necessary skills, time or inclination for historical research, the definitive map modification process or defending existing rights, fortunately the TRF have a number who do. Supporting all fund raising events, be it Coast to Coast, Funday, Raffle or any of the events organised by our groups is something we can all do to help the cause.

Riding trails unobtrusively in small groups is another.

Keith Dobson

THE PHOTO OF THE POLICEMAN!

Returning from a holiday driving around France, Spain and Portugal, I eventually got around to reading the two issues of TRAIL which had arrived in my absence. One issue, July's, contained a letter by John Chilcott. At the end of the letter, the Editor asked for "any comments". Well, yes, I thought I would comment. John makes reference to the photo of a policeman interviewing two trail bike riders on the Quantocks in May's TRAIL. Reference and a rather flattering colour picture also appeared in July's edition of TBM magazine under

the heading "unhappy trails". As the rider "talking" to the police officer, I can say that we had absolutely no problem from the police over the legality of the route. The police were there to stop vehicle users so that rangers/wardens could hand out leaflets explaining the legal position of the route - a RuPP. The leaflet accepted our right to use this RuPP, I still have a copy if anybody is interested. The photo was taken by the ranger/warden and the police officer was no more than a prop. Nothing more than that. So, whilst we have many issues to worry about, this 'incident' is not one of them.

Keep smiling, Rob Stephens, Axe Vale Member

P.S. When I enquired about the legality of the route over the Quantocks some years ago I was referred by Somerset County Council's Rights of Way Department to the Quantocks Ranger/Warden Service who did provide me with a leaflet very similar to those being given out last January.

EXPOSURE ON THE RIDGEWAY

Six of us had met at Chilton Garden Centre near Didcot, Oxon for a regular evening "run" of about 50 miles, usually ending at a local hostelry.

On this occasion our route was to take us through the village and by various lanes onto the Ridgeway, under the A34 trunk road and then a sharp left onto a RuPP which would route us towards Newbury. At the point where we

left the Ridgeway we were suddenly confronted by about 20 nude male ramblers of various middle age. They were "wearing" if that is the correct word only walking boots and rucksacks. I don't know who was more surprised, them or us. Baseball caps, if worn, were quickly used to cover up the "dangly bits" or shorts were pulled up over walking boots to achieve the same. I can vouch for the fact that they were all males even though I only looked at one walker's face! All this happening only 150 yards from the A34.

We rode on for a few minutes, stopped, looked at each other and just "burst out laughing".

The lesson of this tale is probably, "what will innocent trail riders encounter next on the Ridgeway".

Chris Blomfield



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HONDA XR250R 99T Tax & Tested, many extras. V.g.c. £1900. Tel: 01942 259637 or mob. 07850 706417 (Wigan).

HONDA XR400 '98 MOT, white, CRD bash plate. Talon lower suspension link, dep exhaust, new wheel/steering bearings pads. Good cond. £1800 ono. Tel: 01494 474807 (Bucks).

BMW R1100GS brand new front wheel still in box 250X18. £140 ono. Tel: 01494 474807 (Bucks).

GAS GAS 200 2004 400 miles ready to Trail, all usual extras. £3400. Tel: Rob 07733 072079 (Kent).

SUZUKI DR350 Enduro competition, 1999, last of the air cooled true enduros, covered to street legal with MOT lights, CRD exhaust, acerbis socks, guards, tool bag. Oxbow plastics, CRD side plates, Taylor racing tank, new tyres, renthals. Immaculate. Comes with orig. exhaust & spares. £2,300 or swap for BMW R80gs/R100gs. Tel: Jon 01603 759508 (Norwich).

HONDA XL125R Rear wheels, swing-arm, rear brake pedal, seat, side panels, rear mudguard, switch gear etc. **Honda XL185** Frame with V5, swing-arm, tank,

front wheel, forks etc. All rough! **Honda CR250R** seat, sub-frame, swing-arm, side panels etc. **Wanted** Yamaha DT175 MX 1978 headlamp assembly & side panels. Honda SL230 seat. Tel: 01225 866577. **DRZ400E** '02 reg. Exc. condition. Green lane only. Well maintained. New chain & sprockets. £2650. Tel: 01254 823893 or 07821 164972.

ALPINESTARS M4 TRAIL BOOTS Size 8, black, all terrain sole. Worn once, still boxed, absolutely as new condition. Cost new £140. Sell for £75 ono. Call Simon 01642 839449 (Middlesborough).

SUZUKI DRZ 400S '03 reg (March). 3400 miles, full service history. £3,100 no offers. Tel: 01200 441739 (Lancs.).

YAMAHA WR200R '92 model. V.g.c. New tyres, renthal, chain, sprockets, plastics, technosel gripper seat, full MOT, exc. runner. £1195 ovno. Pics. available. Tel: 01429 282289 or 07803 772774.

HONDA XR280R L reg. T&T. Well maintained. Sensible extras. Recent tyres & forkseals. Strong reliable trail bike. £1395. Tel: 01926 614595 (South Warks).

KAWASAKI KDX 220 1999, T&T. One careful owner from new, very little trail use only, handguards. Very good cond. £1800. Please ring 07855 881316 or 01200 426824 (Lancs.).

YAMAHA TTR250 2002 Superb cond. with all new plastics, seat, tyres, c/s £2,650. see www.ttr250.com/TTRforsale.htm. Tel: Brian Sussex 01392 811234 (Exeter).

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HONDA CRM 250 AR 1998, 13500km. Fitted useful extras. TRF owner last 5 yrs. Smart appearance & good cond. Some spares. £2400 ono. Tel: 01332 670605 (Derby).

FOR SALE Yamaha XT225 Serow: '91, Taxed & MOT, electric & kick-start, spare rear wheel, religiously maintained, recent gearbox re-build & engine strip-down. Loads of new parts, spares & tools. Can e-mail full details & pics. Ideal bike for trail-riding or L.D.T.s £1,300 ono. Tel: Laurence 01256 861759 or 07780 665690.

YAMAHA TDM850 1997, red & black. V.g.c. T&T, stainless legal exhaust, carbon can, R1 callipers, stainless lines, Scottoiler, datatag, one owner. £2100. Tel: 01276 475835 (Surrey).

KAWASAKI Z550 F reg with touring panniers. Yes its old but its good throughout. Only £700. Or swap with cash adjustment for smaller lighter trail bike. Contact Gordon 01524 427919 or 07811 962466.

ROTAX 560cc air cooled/electric start PBH (CCM lookalike) - White Power USDs & Monoshock. VERY low mileage. Full lighting kit & new battery, open to sensible offers for this rare m/c but it must go soon - buyer collects. Tel: 01275 373652 (N. Somerset M5/Jnc 19).

SUZUKI DR250 1998 15000 miles (10 km), elec. start, some service, green & RFL April 05. (Honda) **Honda XR250** 1998, 15000 miles, kick start, fully serviced, RFL, clean smart condition, used for commuting, £2,300 ono. Tel: Keith 020 89 447528



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

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, The Star PH at Star on A38.

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 Wheatshaf 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, The New Inn, Leek Road, Longsdon. (A52, 1.5 miles West of Leek).

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, 8.00pm, Royal British Legion Club, Rutten Lane, Yarnton.

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, Wellesborough.

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 Tuesday, White Hart, Fernhill Heath, Worcs.