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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.

MARCH No. 319



Mike Clarke taken at Clarwen Dam near Rhayader - Mid Wales.

Photo by Richard Thompson

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

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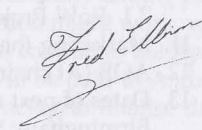
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EDITOR

Just a couple of things I would like to draw to your attention, a couple of items in the minutes of the January Exec meeting (if you have time it is worth reading all of the minutes). Page 7 Equestrian Liaison - the TRF has resolved its differences with the British Horse Society and page 5 Tim Stevens explains how to run events such as fun days under the TRF banner.

Talking about fun days - something we try to do all the time - the boys down at Moto Adventures who are one of our advertisers are offering a 5% discount to current TRF members and their rates already sound reasonable. Not only that but if you get bored with trail riding you can try Yamaha Grisly Quads in the mountains of Spain as well as water skiing and other water sports, also for the wannabies there's an international MX track to practice back flips and other insanities. Oh and beer at £1 a pint.

Doesn't sound just as exciting as the annual Coast to Coast, well oversubscribed as usual. For those taking part for the first time or even subsequent times it can be quite challenging - not the speed, its the mud and the stone steps etc. So if you said 'very experienced' on your entry and now you're wondering there might still be time to contact Phil Fawcett and save yourself from having a hard time.



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COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

MEETING OF THE TRF EXECUTIVE

Sunday 20th March 2005, 10.00 for 10.30

National Water Sports Centre, Adbolton Lane, Holme Pierrepont, Nottingham, NG12 2LU

AGENDA

1. Chairman's introduction and report.
2. Apologies for absence
3. Approval of Minutes of Meeting 15 January 2005
4. Matters arising (not otherwise on the agenda)
5. Elected Officer Reports (prioritise on important points please): Vice Chairman, Secretary, Treasurer, Membership, Rights of Way, Public Relations, Editor etc. etc.
 - 5.1 Transfer of Treasurer duties
 - 5.2 Co-option of Secretary.
6. TRF Insurance – Noel Squibb.
7. Use of Mechanically Propelled Vehicles on Rights of Way.
 - 6.1 Actions following Government Framework Document.
 - 6.2 Action on noise – working with motorcycle industry.
8. Horse Stiles Working Party with BHS.
9. Changes to Constitution / Rules – Tim Stevens.
10. Project Reports:
 - 7.1 RoW Project Coordination (Contractors reports)
11. Marketing the TRF – Ian Packer & Mark Williams.
12. AOB (At chairman's discretion)
13. Dates of next meetings – Saturday 25 June 2005 National Motorcycle Museum, Birmingham; Sun. 18 September 2005, National Water Sports Centre, Nottingham; AGM, 30 Oct. 2005, Heritage Motor Museum, Gaydon, Warwickshire.

Target finishing time 16.00

MINUTES OF TRF EXECUTIVE MEETING

Held at: Heritage Motor Centre, Gaydon on 15 January 2005

Present:

Principal Officers: Geoff Wilson (Chair), John Gardner (Treasurer), Fred Ellison (Editor), Tim Stevens (Vice Chair), Mary Stevens (Membership Secretary), Andrew Prince (PR)

Co-Opted Officers & Contractors: Dave Giles (BMF Liaison & Contractor), Mark Holland (Equestrian Liaison), Dave Tilbury (Contractor)

Groups Represented: (23 out of 43) Cumbria, Cornwall, Devon, Dorset, East Midlands, Essex, Gloucester, Herts, Kent, Peak District, Lancs, Loddon Valley, Mid Wales, Oxford, Ribble Valley, Southern, South Northants, Sussex, Thames Valley, Teesside & N Yorks, West Yorkshire, Wiltshire, Worcester.

1. **Welcome:** The chairman opened the meeting and updated members on the position regarding the Secretary. Ted has been ill and in hospital, but is starting to make a recovery. Everyone at the meeting wished Ted well. In the meantime we will need to find a stand-in. Tim Stevens reminded the meeting that the Constitution states that the stand-in for the Secretary is the Membership Secretary. Mary Stevens confirmed this and asked for help at

this busy membership renewal period.

The Chairman also noted that Richard Marshall who was due to take on the RoW Co-ordinator position has had to stand down for personal reasons.

One piece of good news is that Arnold Brewer has agreed to take over from John Gardner as Treasurer. This will take effect in March.

2. **Apologies for absence:** Ted Lowres (Secretary), John Jenkins (Norfolk), Graham Till, John Mills (N.Wales), Brian Harwood (East Midlands), Keith Westley (Lancs), & Richard Fordham (LARA Rep).

3. **Appointments from the AGM:** Positions remaining vacant from the AGM are Treasurer, and Public Relations, and the RoW Co-ordinator has become vacant again. The Chairman asked John Gardner to introduce the newly nominated Treasurer. John introduced Arnold Brewer who spoke for a few minutes about his professional expertise in finance, he is from Oxford and he hopes to take over from John in March, and certainly by the next Executive meeting. John then proposed that the TRF accept Arnold as Treasurer. **Agreed unanimously.**

The Chairman went on to remind members that we still need a PR Officer, and that the relationship with Apple Tree PR Company has been put on hold since the AGM. Chris Hurworth nominated Ian Packer for PR Officer. There was a suggestion that Andrew Prince might be able to help Ian from time to time. Andrew was happy to hand over all the PR duties, but feels there is a need to continue with Apple Tree as a PR Company issuing press releases. There followed considerable discussion on how the PR position might work, with Andrew Prince as a contracted media consultant on behalf of TRF and conduit to the Apple Tree agency. In future all fees previously paid direct to Apple Tree will be paid to Andrew Prince's "Cotswold" company. Andrew's role is to work with Ian Packer to finalise draft press releases and liaise with Apple Tree for distribution.

Ian explained his background and noted that he would be happy to work with others, indeed he felt that he would need a group of members to help with his work throughout the country. He went on to tell the members that he has appeared on TV and Radio and has more media items in hand.

The Chairman asked members to vote on the nomination of Ian Packer as PR Officer. **All Agreed.**

The Chairman also asked if members agreed to contract with Andrew Prince on a paid basis, with Ian Packer as Executive PR Officer. **All Agreed.**

Action: Ian Packer and Andrew Prince to liaise on PR.

The Chairman then went on to discuss the position of RoW Co-ordinator and asked if there was a volunteer here today. He explained that this role is now predominantly that of a Manager of the RoW Contractors. Dave Tilbury reported that he produces a spread sheet each month of work done and felt that if all the contractors produce one and send to the Treasurer, this should be an interim solution. John Gardner felt that the message needs to go back to the groups to try and find a replacement RoW Co-ordinator. The Chairman agreed and asked members to help find a replacement.

4. **Approval of the Minutes of the 25 September 2004 meeting:** The minutes were accepted and then signed by the Chairman.

5. **Matters Arising:** There were no matters which are not on the Agenda.

6. **Elected Officers' Reports:**

Vice Chairman: Tim Stevens explained that there was a need to sort out the way groups run events such as fun days in the TRF name. He was concerned about TRF's liability, and

wished to know if the groups themselves were responsible for their own actions? Can the Executive be separated from these actions? The meeting discussed insurance liability with the Treasurer confirming that the TRF is insured through their affiliation with BMF. He stressed the need for every group to produce a risk assessment for any events they run, even the fun days. The Chairman stressed most strongly that TRF Groups are an integral / inseparable part of the national TRF and must act within the guidance and constitution of the national body. Groups could not go alone. If they did then they automatically fell outside of any liability protection that national TRF affords them.

This was closely tied in with whether group funds were TRF funds. John Gardner expressed the view that individual group funds are not National TRF funds, but the TRF needs to be assured that group bank accounts are in the name of the TRF. He said that the TRF Accountant does not include group funds in our National Accounts. The Chairman said he would investigate what other clubs and organisations do in terms of groups holding funds. Tim asked what is covered by affiliation. Currently we have one organisation that is affiliated to the TRF. He asked what the GLASS affiliation to the TRF means in practical terms. Perhaps there is a need to confirm what this means. Andrew Prince noted that he has spoken to GLASS about coming to our meetings. John Gardner felt that groups could invite GLASS members to their meetings.

Secretary: Ted Lowres is unwell and the Chairman asked how we can cover Ted's work, some of which is electronically held, some is hard copy. Tim Stevens reminded the meeting that it is the Membership Secretary who should take over from the secretary, according to the constitution, should the role become vacant. Arnold Brewer offered to help in the interim from February to March.

It was agreed to take Ted's details out of TRAIL and use the P O Box 196 address for the time being. The meeting thanked Peter Alt who opens the P O Box.

Action: Editor to change the secretary details in TRAIL.

Treasurer: John Gardner reported that the financial position is very healthy. He was happy that Arnold Brewer will take over shortly. John went on to report that the advertisement in Trail Bike Magazine may need rewording and asked for suggestions. He reported that more groups were now asking for matching funding for their research projects.

The meeting discussed the wording for the advert, as well as the matching funding for RoW research. The Chairman noted the Cumbria group request for matching funding and expressed the need for groups to present accounts to back up their claims. Dave Giles was adamant that groups should make a business case for this funding. All agreed that the TRF needs to spend money to claim our lanes. Dave Loney proposed that we delegate responsibility to the Chair and Treasurer to accept or reject applications for funding. This is in the absence of a Secretary. **All Agreed.**

Item 8.2 was discussed at this point.

8.2 UCR Status Study: Dave Giles reminded members of this report, and announced that copies are now available. He needed to know how best to use this report now and in future, and expressed concern that the anti vehicle lobby will try to use it against us. Dave Tilbury suggested that this report was already out in the public arena and we should stand by it. He felt it would be most useful to TRF members at Public Inquiries. The Chairman felt that DEFRA need to see this and they should issue a guidance note on its findings. Following further discussion on the distribution of the report it was agreed that the price of the report is £20. Each TRF Group has 2 copies and members are charged £10. GLASS was given one copy and subsequent copies are £10. Mark Holland asked for a vote on giving GLASS one copy and charging for subsequent copies. All in favour.

The Chairman in summing up confirmed the agreed price structure as follows: and also noted that DEFRA have a copy. All Highway Authorities be sent a copy of the executive summary and a pro forma for further full copies, obtainable from the TRF Membership P O Box 343. A copy of the executive summary of the report will go to all MPs and Lords with Dave Tilbury's newsletter.

Membership Secretary: Mary Stevens explained that because this is a very busy time with renewals she had not produced a report, however she noted that paid up membership stands at 1968 with 1554 not yet renewed. She advised that donations were coming in and these appear to be higher than at this time last year. There have been several large donations from members as well as from outside organisations.

RoW Co-ordinator: The Chairman reported that Richard Marshall has had to stand down from this position and we are now looking for someone to take on this role. He asked the RoW Contractors present to give a brief report on their activities. Dave Tilbury reported on the groups in his area and their activities in researching etc. Dave Giles also noted his close cooperation with groups, but it is mainly individuals who are doing good work. Tim Stevens was disappointed with the response from his area, and will use the Minister's announcement to contact groups again. He noted that West Midlands group will be claiming routes again and will need help shortly.

The meeting also discussed ways in which to help groups and individuals at public inquiries. It was suggested that a training day be organised, with Alan Kind assisting with legal aspects.

Action: Alan Kind be asked to help with a training day on Public Inquiries.

Public Relations: Andrew Prince expressed concern at a recent debate in the House of Lords which highlighted their ignorance at the real situation out in the countryside. He felt reassured by the UCR report, which he feels should take away the uncertainty on access to the countryside. Andrew has drawn up a press release to go with the UCR report release, and this will go out next week through Apple Tree.

Editor: Fred Ellison reported a message he has had from Brian Thompson (RoW Contractor for the North) which highlights the problem of relying too much on e-mail communications. Brian has had offers of help from members in East Yorkshire who are not on e mail, but still want to help.

BMF: Dave Giles explained that he has put an article in TRAIL about the BMF's work. Polly Cody asked if the TRF wants to have a stand at the BMF Rally this year, bearing in mind we had a bad position on the site last year. She noted that South Northants Group manned the stand last year and also asked for help for this event as it runs from Friday to Sunday. The meeting discussed whether it was worth the expense of being at the BMF Show if we are put in the corner of the site. John Gardner noted a BMF Council meeting next week at which he will express the TRF's concerns.

The Chairman asked for an answer as to whether we attend or not. **The majority vote was to attend the BMF Show.**

MAG: Tim Stevens asked if the volunteer to be MAG Liaison (Steven Wass) was in place. The Chairman thought he had not been contacted, and he also felt that our membership of MAG needs reconsidering at the appropriate time.

Equestrian Liaison: Mark Holland noted the organisations he is involved with, mainly the Endurance Horse people, and asked the Chairman if there was any progress with the BHS. The Chairman reported that the BHS has a new Chief Executive and that the BHS Board have now agreed to write to Alun Michael to retract their statement regarding vehicle

access to the countryside. The LARA Concordat has also been revised, and it is fair to say that we are now back to where we were previously with the BHS.

Action: The TRF will now restore its cooperation with BHS, and groups can continue to support horse events.

National Motorcycle Council: Dave Tilbury said there was not much to report from the latest meeting. He noted that the Manufacturers now accept that they are in trouble with noise issues and that a point of sale leaflet will be drawn up.

7. Consultation Paper Use of Mechanically Propelled Vehicles on RoW: The Chairman updated the meeting on this consultation. The Minister instructed his Civil Servants to set up the Time Limited Working Group which had met twice at DEFRA. These meetings resulted in the LARA 'Solutions' paper which went back to the Minister. The main strand of the paper was concerning management of routes, keeping this separate from research. Also included in this paper was the sustainability of routes with Byway Rules which we will assist with. Two extra additions were, the proper prosecution of wrong doers, and the provision of sites where those that want to use them can.

After considerable discussion, the Chairman asked the PR members to focus on the response to the Minister by press release.

8.1 RoW Project Co-ordinator: This item was dealt with at item 6 above.

8.2 UCR Status Study: This was dealt with earlier.

8.3 Media Agency: This item was dealt with above.

9 Judicial Review Bridleway Preshute 12: The Chairman reminded members that this case has come about because of a DEFRA Guide Note to their Inspectors which has indicated that claims cannot be made on RUPPs already dealt with under the 1968 Act on suitability grounds. A claim has now been dismissed at Inquiry because the Inspector has used this guide note, and the 1968 act. The TRF has applied for Judicial Review on the advice of barristers who have agreed to take on the case under a conditional fee basis. We are also looking at insurance to cover some of the costs.

There was considerable discussion on this case and the implications for the TRF. Also discussed were future cases like this which may catch the TRF out financially. The Chairman also reminded members of the Jack Lane case which the TRF had agreed to support.

10. Byway Bonus Scheme Rules: Tim Stevens reminded members of the way this scheme had been set up, and because of some discussion regarding inappropriate claims on this fund the Secretary (Ted Lowres) had wanted the rules changed. Dave Tilbury felt that Ted had not understood the rules fully, and consequently had possibly misrepresented the situation. There was further discussion on this topic. The Chairman felt this item should be held over.

11. Change to Constitution: Tim Stevens noted that he had been asked to address areas of the Constitution, and asked for advice on possible changes to the rules.

Action: all to let Tim know of their concerns

11.1 Nomination of Officers: The Chairman asked for flexibility to be written into the rules, and asked for a draft to be drawn up for the next executive meeting. The meeting discussed charitable status and limited company status for the TRF. They also discussed concerns about liability for trail runs and fun days and wondered if the constitution could cover this.

11.2 'Events' & TRF Insurance: Tim Stevens reported that a claim from a rider on a TRF run who is not a TRF member was being dealt with by the insurers. John Gardner reiterated

his earlier point about doing risk assessments for any TRF events. The Chairman asked for a model risk assessment to be printed in TRAIL.

Action: Vice Chairman to liaise with insurers on claim.

12. TRF Leaflets etc: Dave Tilbury reported that he has revised the text in some of the old TRF leaflets and has now sent this to the Executive and Website for downloading. One of these leaflets is designed as a three fold for circulation, and Dave asked if we want to print this off. The meeting discussed quantities and asked to see the leaflet prior to printing.

The Chairman thanked Dave Tilbury for his work on these publications.

Mark Williams asked if we should discuss the paper he wrote about PR Marketing and working with the Motorcycle Trade. The Chairman asked for this as an Agenda item next time.

Action: Mark Williams PR Marketing paper on the next Agenda.

13. Review of Payments to Co-opted Officers: Mark Holland asked to be reminded of what is paid to Principal Officers and Co-opted Officers. John Gardner confirmed that £990 is paid to Principal Officers and £500 to Co-opted Officers.

14. Group Constitution: Mark Holland noted that some groups feel there should be a group constitution. John Gardner felt that the TRF Constitution is applicable to groups as well as the National TRF. The Handbook also states what groups need to do.

15. Advertising: The Chairman felt there was a need to have ideas on where to advertise, should it be in Trials and Moto Cross News, or Motor Cycle News, etc? The meeting discussed the possible publications the TRF could use, including some of the 4x4 magazines and GLASS magazine. Tim Stevens also mentioned Historic Motorcycle Clubs, or Historic Car Clubs who run trials on green lanes. Mark Williams suggested asking for a magazines research on what its readers ride. He also asked for design input on the advertisements. The Chairman asked for agreement on taking several advertisements in magazines such as TBM, TMX, GLASS Mag, MCCs 'Triple' magazine.

Unanimous vote in favour.

16. Any Other Business:

Local Access Forums: There was concern that RoW Improvement Plans are not mentioning vehicles and it was suggested that members click on websites for RoWIPs and note their vehicle use. Tim Stevens said we should try and contact LAFs and talk to the vehicle representative on the LAF. If there is no vehicle representative members should try and volunteer.

Consultations: Dave Tilbury noted two new consultation papers. One on Register of Claims and the other about Legal Event Orders combining Definitive Map Modification Orders. Dave asked who is to respond for the TRF. There was no conclusion. (Note: John Gardner did respond for the TRF)

The meeting closed at 4.30 pm.

15. Date of next meeting: The next meeting will be on Sunday 20 March 2005 at the National Water Sport Centre, Nottingham.

Further meetings are scheduled for:

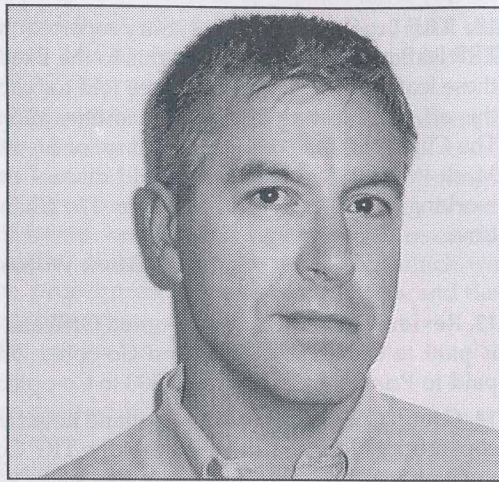
Saturday 25 June 2005 at the National Motorcycle Museum, Birmingham.

Sunday 18 September 2005 at the National Water Sports Centre, Nottingham.

AGM on 30 October 2005 at the Heritage Motor Museum, Gaydon, Warwicks.

Introducing Ian Packer, P.R.

I'd like to introduce myself. My name is Ian Packer and I am the newly elected PR Officer. I became PR Officer somewhat to my own surprise whilst attending an Executive Meeting as Loddon Vale Group Rep. I had expressed an interest in assisting and soon found myself proposed and shoved forward by the efforts of Chris Hurworth and Dave Tilbury. I am as yet unsure whether I should shake them warmly by the hand or the throat. Having been unprepared for this I find myself in the position of having shot myself



in the foot before I started. Anyone who reads the letters page in TBM will understand. The letter I refer to was written prior to my surprise appointment in a blatant attempt to a) get published and b) foist my view of the world on everyone. I stand by the general theme but would have tempered the tone had I known what I know now.

That brings me on to express my views and why I was interested in the role. Well I believe that the media have an often unfortunate degree of influence on politics these days. It's something I dislike because in general they are commercial enterprises. The dear old BBC despite being publicly funded must too operate in this environment. This leads to coverage that focuses on sensationalism at the expense of both balance and realism. Because of this unfortunate situation it means that to fail to engage when the opportunity presents itself is to accede a significant advantage to your opponent. What politician is interested

in a group that has no public voice? Read that as few votes and no influence on voting. So I believe we must try to counter the negative public image that motorcyclists are tainted with. Generally trail riders are not youths on racing bikes we are middle-aged professionals and responsible well-behaved adults. It suits selfishness and intolerance to paint us otherwise. We are the victims not the antagonists!

Another area I hope to tackle is the TRF image to our peers. This is very important. I like many of you not only trail ride but compete. During the execution of both differing pastimes I notice that there are an awful lot of trail riders not in the TRF. When I started asking why they were not members by and large the response was along the lines of; "The TRF's not for me, it's old guys on old bikes arguing about arcane law, they don't want me." I often then hear about some negative experience at a group meeting when they were dressed down on the first ride out for having an enduro bike or MX gear. That impression must be changed. We must be seen to represent ALL responsible trail riders. Representing them is not enough we must be perceived to represent them. It will enhance our influence on the trail riders out there and increase the funding to fight our corner.

As time passes there are fewer and fewer true trail bikes being sold and many enduro bikes never see a competition. I don't believe our opponents are able to distinguish between a MX bike and a trail bike let alone an enduro. Provided a bike is legal and properly silenced it should be acceptable. It would indeed be better for our public image if we all wore subdued clothing and open face helmets but some people won't and we should accept that. We expect the public to accept our choice to ride motorcycles we should accept the choice of a full face helmet even though we may prefer open. Now that is not to say we should forget about the more traditional values and image of the TRF for that is equally important. I for one would dearly love to see some classic machines out trail riding - their decibel rating would not be welcomed by the RA but I bet the general public would give a benign smile. We should also remember that it tends to be the elder statesmen that do most of the hard work in organisations.

I would like to call on each group to nominate a PR Rep and let me know who they are by email if you have not done so already; pr@trf.org.uk I hope to build a team to increase our exposure and ability to respond to the media. The ideal would be to respond to every negative article and have a cool responsible representative at hand whenever requested. Also it would be nice to see some positive articles about trail riding appearing. True, some programmes or articles will be edited to put us in a bad light but that happens already with no one to correct them. Let's not give the antis an easy ride. We care about our trail riding so let's fight for it with reason and clarity.

Ian Packer

COSTA BLANCA



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NOTICE BOARD

REQUEST FOR INFO

As part of a report for GLASS magazine I got a few pictures of TRF members. I would like to make contact with them to offer them copies.

Details were: 23/11/04 on Roych Clough, Derbyshire. Registrations of two of the bikes were G702FVT & DX03DFJ

If this was you please contact me.
Andy, editor@glass-uk.org

ATTENTION ALL MEMBERS

Attention all members with letters and numbers in your TRF membership numbers e.g. SH71AEA.

It has come to my attention that the final letter in membership numbers like this have not printed properly. Would you please check your new membership card and if you find it different from last year please let me know and I will send you a new card.

This glitch will only cause you a problem if you wish to log onto the members area of the TRF website, or the GLASS Wayfinder system.

Sorry for any inconvenience this may cause you.

Mary Stevens, Membership Secretary

BRAMHAM 3 DAY HORSE TRIALS: CROSS COUNTRY SATURDAY 11TH JUNE

I am looking for a team of 4 or 5 motorcycle riders to collect scores, mainly from post boxes, having been placed there by horse riders, and take them to the checking point.

This is not hard work and can be fun especially if you enjoy riding at five miles an hour with 100% concentration and doing a worthwhile job.

A quiet motorcycle is essential as there are horses, people and dogs.

I look forward to hearing from anyone who is interested. A trail bike is not essential; I did it last year on my CD200 Twin which later in the month I rode to Great Yarmouth and back. The ability to ride slowly and quietly is, more so as the day goes on.

*Gordon Thackray, President, West Yorks Group
Tel: 01943 813429, theothergordon@hotmail.com*

BMF ONE DAY CONFERENCE

Every year the section of the BMF that the TRF are most closely associated with, the specialist groups and the one make clubs - like the Triumph and Vincent owners clubs - hold a one day conference. This year it will be held on Saturday 16th April, starting at 11am at the ACU Headquarters, Wood Street, Rugby.

The topics this year are:

1. Clubs and Shows, speaker Paul Moreton BMF Events Manager.
2. Administrative Services the BMF could provide for affiliated clubs, speaker Simon Wilkinson, BMF Chief Executive.

Anyone from the TRF is welcome and Groups may find good experience here, rather than having to 're-invent the wheel' for themselves.

Issues or questions for the speakers to particularly address are invited, please send them, together with any queries and delegate numbers to:
Frank Whittaker, BMF 'National & One Make Clubs' Forum Chair,
The Hopyard, 1A, Viking Way, Ledbury, HR8 2DN, Tel: 01531 635843.

Dave Giles

APRIL 21ST 2005 SOUTHERN TRF CLUB NIGHT PATSY QUICK

*3 times rider of the Dakar
European Women's Enduro Champion
British Women's Enduro Champion*



Patsy will talk about her experiences with the latest Dakar attempt and will bring her KTM supported bike with her.

*Southern TRF Club Night, Southampton District
Motorcycle Club, Woodside Avenue, Eastleigh
(opposite Halfords)*

*Evening starts at 8.00pm prompt.
Donations gratefully received on the night.*

LIMITED NUMBER OF FREE TICKETS LEFT

TRAIL RIDES FOR THE HANDICAPPED 2005

Just an early warning of this year's event on Saturday 18th June at the Gwyddon Forest near Cwmcarn.
Hope to see you all there.

Mike Rees, mikerees65@hotmail.com

TRF MEDIA DATABASE

Remember to send media e-mail contact addresses with a brief description for inclusion in the TRF media database to receive our press releases.

*Contact Andrew Prince,
TRF Media Consultant, Tel: 01789 450366
Email: cotswold@trf.org.uk*



RoW News

THREE NEW BOATS!

Amongst the doom and gloom it is good to report an excellent result from the Bridestowe (near Okehampton) Public Inquiry! It was worth the effort and expense. I have just had the Inspector's decision following the Public Inquiry and two new Byways Open to All Traffic (BOATs) will be added to the Definitive Map plus almost certainly a third.

Order A confirms upgrade to BOAT of Footpath 10 from Station Road (SX 517 878) north easterly for 1,510 metres to the UCR west of Lake (SX 527 890).

Order B upgrades the route across the road to the south and upgrades Footpaths 16 and 16a to BOAT. Starts at Station Road (SX 517 878) and runs south south-westerly along the western boundary of Fernworthy Down. It crosses a ford (and we like fords don't we!) and meets the UCR near Bolts House (SX 511 856). A total of 2,170 metres.

Order C (route 6A) from Bolts House (SX 511 856) to the County Road between Lydford and Hedge Cross (SX 507 853) which the Inspector has confirmed with modification to a BOAT with a length of 560 metres, although this one will need to be re-advertised as DCC only wanted to upgrade it to Bridleway on the original Definitive Map Modification Order (DMMO).

So, in total, we have almost certainly gained THREE BOATs and an additional 4,240 metres of recorded byway – or 2 miles and 1,144 yards in old money – all in a continuous run!

I call that a result so well done DCC and our RoW researcher Roy Coombs who has many mentions in the Orders so he did a brilliant job! Paying Roy to do the background work and attend the four days of the PI cost Devon TRF Group nearly £1,000 pounds - all raised locally by members from Fundays. So please keep attending the Devon Fundays and you can be sure that any donations to the Devon RoW Fighting Fund will be well used. If the weather is good, I hope to have a celebratory ride

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over the new BOATs very soon!

VERY IMPORTANT FOOTNOTE! At long last my Georgeham Byway claims have reached Public Inquiry. The PI will be held on 10th May at 10:00 at Croyde Village Hall, 1 Jones's Hill. EX33 1LX. Six Orders are being heard and I would recommend that anyone who can attend does so. A very valuable learning experience - find out what you need to know to defeat the other side - assuming we do that is. I will need all the support I can get....

Brian Sussex

Rights of Way Officer for the Devon TRF Group,
e-mail briansussex@hotmail.com

COCKENSKELL 277888 TO GREEN MOOR 257896 OR SPUNHAM 255889, STARTING ROUGHLY A MILE NORTHWEST OF BLAWITH ON OS MAP 96

We have a request to cease riding the above from Dave Robinson, Trail Advisor, Lake District National Park.

This route, with it's alternative from a junction at 266895 is not on the Cumbria TRF Group list of lanes and we have no evidence currently available that vehicular rights exist.

So, if it's on your map, or in your mind, please scrub it out and choose from other opportunities identifiable by studying Hierarchy of Trails maps which can be found in local Information Centres and at Cumbrian motorcycle dealers.

Steve Pighills, ROW Cumbria Group

WHITE POST TO UPPER WILLINGFORD BRIDGE - EXMOOR, DEVON (GRID REF. SS813318-815325)

The Exmoor and Devon groups are putting in a claim to have this Bridleway (ex RUPP), upgraded to a BOAT. User evidence forms will be very important to the outcome of the claim, so could I ask anyone who has ever ridden this route to complete a form. For all you computer whizz kids, the form can be downloaded from www.devon.gov.uk/userevidenceform.pdf Please send any completed forms to - Doug Richardson, 20 South Street, South Molton, Devon, EX36 4AA. (Tel. 01769 574108, email. devonrim@ukf.net) Don't worry about attaching a map - I can do this.

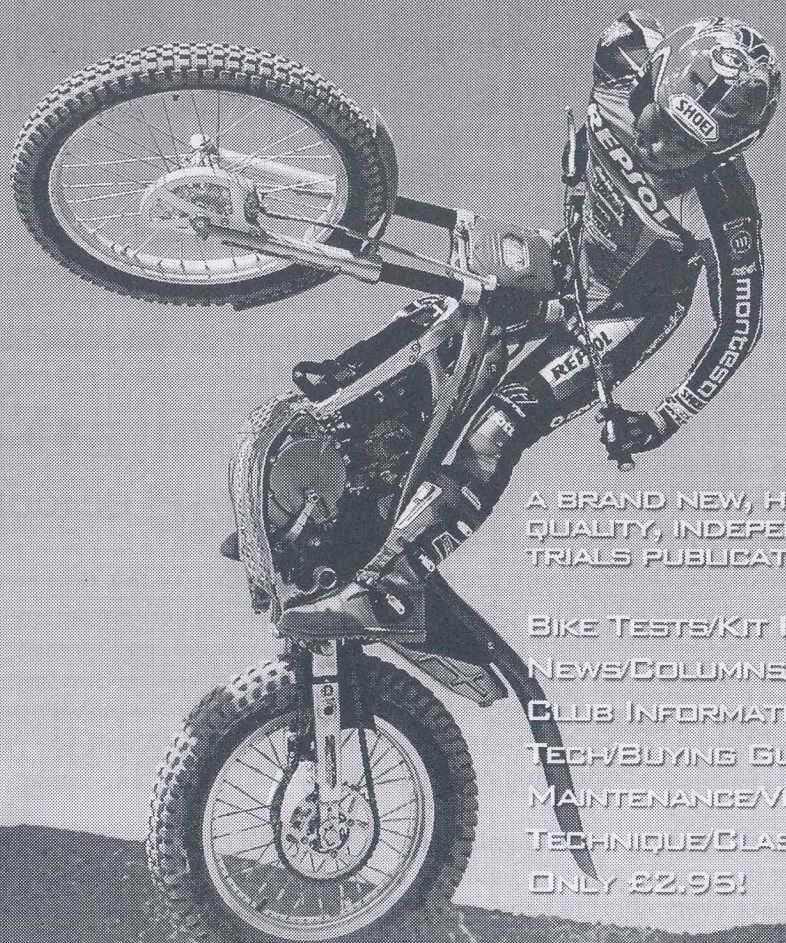
For those of you who can't download the form, I have plenty of copies - Just give me a ring (or email) and I will send one by post.

Please make every effort to help with this claim, as this is an important route on Exmoor - If we can't ride this lane, it makes a very long RUPP in Somerset a dead end. (Upper Willingford Bridge is on the border between Devon and Somerset)

Doug Richardson

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ISSUE 1 MAY '05

TRF PRESS RELEASE

TRAIL DRIVERS MEND THEIR WAYS



Last weekend teams of recreational motor vehicle enthusiasts abandoned their wheels for picks, shovels and pry-bars and made tracks for an ancient road high in the English Lake District.

National Green Lane Day is sandwiched between the frozen ground of winter months and the nesting season of early spring. National Green Lane Day is an annual event organized by the Land Access and Recreation Association (LARA) and recreational motor vehicle user groups. Members volunteer their labour for

green lane maintenance initiatives at many sites across England and Wales.

Geoff Wilson, Chairman of the Trail Riders Fellowship (TRF), was one of the volunteers working on Gatescarth Pass, one of the highest old roads in the Lake District which escaped the tarmac machines of the 20th century. Geoff said, "This weekend of voluntary work makes a direct link between trail riding and our countryside. When we ride pedal cycles, horses or trail motorcycles, drive 4x4s or even walk over an old road, we don't always appreciate the need for care to sustain these routes. But getting our hands in the earth increases our awareness of the history and the need for sympathetic maintenance if we are not to lose an important heritage."

Duncan Green, Chief Executive of the Green Lane Association (GLASS) stressed "many people using the countryside think the wear and tear that recreation causes should be repaired by the local council or National Park Authority. But in the real world, where financial resources are finite, we believe that there is great benefit to society from encouraging volunteers to assist with the maintenance work. What we do on these Green Lane Days is add value to the limited rights of way maintenance budget of the local authority and improve routes that everyone can use. Volunteering is generally on the decline in Britain but with our Green Lane Day programme we are working hard to revitalise it."

Tim Stevens, Motor Recreation Development Officer for LARA said, "All members of LARA support the introduction of partnership trail-route management programmes that help ensure the use of routes remains sustainable for all users. These programmes range from just keeping a watching brief on lanes that are not under any

pressure to sophisticated traffic regulation regimes that restrict vehicle use on a seasonal, monthly or sometimes daily basis, or according to type of vehicle."

Gatescarth Pass, The Lake District February 2005: Members of the TRF, GLASS and the Lake District Hierarchy of Trail Routes Group work together to repair surface erosion in a dramatic location with Haweswater Reservoir in the background. The use of motor vehicles on this road is regulated to just one day in each month.

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.

Note :

1. LARA - Land Access and Recreation Association acts as a national forum for the principal groups in countryside motor sport and recreation. LARA does not organise events or act as any sort of governing body, but it does assist its members in a wide range of land access issues: policy, practice and problems. LARA - PO Box 20, Market Drayton, TF9 1WR <http://www.laragb.org/>

2. GLASS - The Green Lane Association is a national user group, dedicated to researching and protecting the UK's unique heritage of ancient vehicular rights of way and promoting sensible driving in the countryside. PO Box 48, Huntingdon, Cambridgeshire, PE26 2YY. <http://www.glass-uk.org>

3. The Hierarchy of Trail Routes is an approach by the Lake District National Park Authority to manage the level of activity on green roads through voluntary restraint rather than statutory legislation. The aim of the Hierarchy is not to promote use or stop it but to eliminate irresponsible use. Between 1995 and 1997 over 100 unsealed Unclassified County Roads (UCR) and byways were identified and surveyed by Rangers and local users, and then categorised by overall condition, likelihood of conflict with other users, proximity to buildings and livestock, and narrowness to create a three-colour code system: green routes - proceed with caution; amber routes - proceed with special care and attention and follow advice given by signs; red routes - proceed only with great care and follow advice on signs explaining special controls in place. All green use routes are surveyed once a year whilst the amber and red routes are surveyed twice each year by joint teams of National Park staff and representatives of vehicle user groups. For more information see <http://www.lake-district.gov.uk/>



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TRF MEDIA DATABASE

I would like to thank the many members who sent media contacts after my appeal in last months Trail. The TRF media database is now really starting to take shape and is 'searchable' by interest group such as TV/radio/LAF/bike mag/police/national press/local press etc. This feature ensures that our press releases are only sent to groups that have an interest in the topic of that particular press release. We do not want to irritate for example, Local Access Forum (LAF) members, by sending information unrelated to their function.

We need the ongoing help of members to expand, improve and update the database and my appeal for contacts will be a regular feature in Trail. Would members please send e-mail contact information for any organisation they feel we should be sending our press releases to. Including, local & national newspapers, special interest magazines, radio stations, Park Authorities, forestry organisations etc. Though we may already have a major newspaper on the database, if you can send a contact for a named journalist that you think has an interest in TRF issues then please send it. There is no risk of duplicates as the database is able to distinguish these.

Please send details of the contacts you would like added to our database with a few words to explain who the contact is e.g. joe@radiotrail.co.uk Joe broadcast an interview with some of our members about trail riding and is helpful to our cause in our local area.

Once again, many thanks to TRF members who responded so promptly to last months appeal.

Andrew Prince

Tel: 01789-450366 E-mail: cotswold@trf.org.uk

Waterproof Maps

Rick Stowell sent in to the Somerset Group Newsletter a useful web site for obtaining OS maps either the standard paper maps or the new aqua out door plastic maps, www.mapkiosk.com. The good news is the maps are generally a pound cheaper than the normal price and they are delivered free by post.

I have just purchased four of the aqua maps to see if they would be more suitable for carrying when out riding. My first impressions are they are slightly thicker than the standard paper maps and take a bit more time to fold to the shape you want. At present I am experimenting to find the best way to mark up the lanes, standard highlighters do not work as they just rub off the plastic. Any tips or ideas on the best way to mark this type of map would be most welcome.

Brian Bailey,

brian@bsbailey.freeserve.co.uk

Equestrian Events: Enjoy Yourself and Benefit the TRF

How can you ...

- Raise funds for research, byway claims, and protecting byways?
- Improve 'public relations' with horse-riders, landowners, other recreationalists, and nearby residents?
- Get these people to speak up for us and support claims for rights of way?
- Challenge the media portrayal of trail riding as "scrambling on footpaths"?
- Enjoy yourself for an outlay little more than for trail riding, with free refreshments, and often convenient accommodation or camping if multiple days?
- Obtain landowners' permission to ride in places we cannot normally enjoy by motorcycle, with more off-tarmac riding?
- Gain a real appreciation of an area, improve your map reading skills (if you want to), and enjoy taking part with a group of like-minded friends in an adventure?

Answer - by helping at horse events!

Two main types are ...

Endurance

Up to 160 km routes on tarmac public roads, green lanes, bridleways, and with landowners' permission for the horses on footpaths and private land.

The horse event organiser obtains landowners' permission for us to ride our motorcycles for the event on the route where it is not a public carriageway.

We mark usually with orange ribbon loops, check the marking before the event, are on response during the horse rides, and remove the markers after the event.

(Endurance GB - www.endurancegb.co.uk and Scottish Endurance Riding Club - www.scottishendurance.com).

Trials, Eventing, Cross-Country or X-C

Horses take about twenty varied man-made jumps (fences) over several fields. Horses are spaced at intervals of a few minutes and there are always about four on the course at once. We circulate carefully while the horses are on the course and collect from every jump Judge their score-sheets and take them to the scorers point.

We may also collect sheets from the phases dressage and show-jumping. We can also carry messages and items such as raw photographs; and escort ambulances, vets and the like in emergencies.

British Eventing also hold many large and prestigious events throughout Scotland - would interested trail riders in northern England and Scotland, even if not all TRF members, please offer yourself to British Eventing.

(British Eventing - www.britisheventing.com and British Horse Society - www.bhs.org.uk).

To get involved you will need ...

- Reliable helpers with quiet motorcycles so they may ride near horses and across

farmland.

- Helpers who can ride responsibly - simply to follow the TRF Code of Conduct, and challenge rather than create or reinforce any prejudiced image of "scramblers" (no competition numbers, no showing off, etc).
 - To get in touch for smaller ('un-affiliated') trials events look at notice boards in horse and agricultural feed merchants.
 - To get in touch with larger event Organisers contact via their websites (listed above).
 - To confirm you are insured through their organisation's insurance against third party claims.
 - To remember that not all will need our help, some will need prejudices quashed and to be convinced of the benefits, while others will be delighted you made contact.
- Please ask me for any advice, and let me know how you got on.

Mark Holland, National Equestrian Events Liaison Officer.

Devon Run Report: A Few Words from The 24/7 Monday Man

So my first ride out as a leader / navigator. I thought it would be nice if the rideout began from my place at Zeal Monachorum. My posse of five riders gathered at my place for around 9.30am helping us to get away for 10am after a coffee and last minute preparation. I'd had a sleepless night of it before due to some apprehensiveness on my part it being my 1st trip up front 'n all. TTR250s were well represented, 3 in all with 2 KTMs, a 520 and a 525, very nice bikes indeed. Our route took us out the back of my village thru' the stream (Gossage Lake Outfall), along the track, Loosebear Farm and on toward Bondleigh, riding thru' the open pastureland of Luxton Manor, down to North Tawton, not before crossing the River Taw and stopping for a photo opportunity. Chris on his KTM impressed me making riding a bike in water look easier than doing the front crawl. Not bad for someone just making a return to the sport. We made our way down towards Whiddon Down via Cocktree Throat, Sessland, tackling the nasty ruts and Ford (where I believe a certain Brian Sussex had previously tried to drown his Yamaha). It was whilst we were here I received a phone call from John Isaac saying he was to join us ASAP this he did at Cullaford Lane. You can't keep a good man down, despite him putting his right-hand shoulder out the day previous whilst competing in an enduro at Honiton, sounds painful. Ruts at Liverton proved challenging for some. A 360 flip from me losing my reg plate in the process whilst progressing through Hannicombe Woods. East Down/West Down took longer than anticipated due to an extremely sticky muddy rut.

We covered Lanes at Steps Bridge, Windmill Gate. Two excellent stoney descents at Poolmill Cross and Slade Cross, (my favourites), before taking the River Bovey in our stride at Houndtor Wood and North Bovey. It was here we stopped for a photo shoot before going our separate ways. Many thanks to Rob Cowing, Mark Rufus, John Isaac and Chris for a very enjoyable day out.

"The Monday Man", Ben (M.B. Cummins)

letters

BYWAY RULES

In recent months there has been quite a lot of interest in copying the Dutch traffic management model in which footways on major thoroughfares are removed to create a single level surface shared by vehicles and pedestrians. In February's TRAIL Geoff Wilson drew a parallel between byways, where "mixed use" already exists, and redesigned urban roads. That observation is very valid to us because one benefit claimed for "mixed use", is enhanced road safety and that provides the potential to develop a powerful counter-argument to those who demand segregation of vehicles from pedestrians, cyclists and horse riders in the interests of safety.

So why, Geoff, do you dilute this message by taking a swipe at those, like myself, who choose to wear full face helmets? That we, as trail riders, should show care and consideration for other road users is not up for debate and I would suggest that when we do encounter other users we should be taking actions that signal to them that we have seen them long before we are close enough to make eye contact. Like slowing to walking pace, or even stopping and cutting engines for horses. Like raising a hand to warn following riders of a hazard ahead. Like removing goggles when you actually are close enough to make eye contact. None of these actions are dependent on the type of helmet worn but all demonstrate the consideration that other byway users will appreciate.

So let's not alienate one another with personal prejudice. Instead let's seize the few real opportunities we have to neutralise the prejudice of those who want us off the lanes altogether.

Ross Cameron, Wiltshire

REVISITING OLD PASTURES

This Labour government is trying to stop us from riding on RUPPS. As a group, we need to practice the arguments on either side of this issue, rather more often than we have done so far.

The Labour government's case, often stated, is as follows. It is wrong for the motorised user to be able to establish a right for motor vehicle use just by showing that carts and carriages once used a route (Point A). We the government, will therefore stop all future vehicular use claims made on this basis (Point B). We will also stop the existing vehicular use of RUPPS, by proposed new legislation (Point C).

To argue against this, I suggest we say that, A and B are perhaps valid, provided that they offer instead an improved method of determining rights of way. We can state that this method of proving prior use has been used constantly by the walkers lobby since the 1952 Act. There is little difference between walkers turning a local permissive footpath, into the very different category of a public path today, and the TRF confirming the former use as a road, into a public road or byway today. We should state that we are merely continuing an established vehicular use across the period of the introduction

of the motor vehicle, and that is how we are able to use cars on most of the tarmaced road network today.

The proposal to stop existing use of RuPPs by vehicles is simply, radical, draconian, and totally unfair. This needs to be said slowly, and said often. It bears no relationship to the previous strand, regarding prior usage. This proposal amounts to a removal of rights, which have been enjoyed since the dawn of motoring, and as such, needs proper and valid justification. In the name of fairness, you can not just arbitrarily remove rights of vehicular use which have been enjoyed by motorists these last ninety years, without just cause. We must argue vigorously for the retention of our existing rights.

We need to refute the running together, or conflating, of two separate strands in the government's case. The first, prior rights establishing current rights (points A and B), and the second, the current established use of RuPPs by vehicles (point C). There is no actual connection, although they imply that there is one. We must ask for cogent reasons for extinguishing existing rights to ride RuPPs, as none are given. We must also insist that any future restrictions on how rights are established, must be equally applied, in both principle and timescale, to the other groups of users of the rights of way network.

The pendulum always swings slowly in politics, but we cannot rely on that alone to protect our rights. We need to debate our case extensively, in order to discover the very best arguments to use to sustain our future on two wheels in the countryside.

Simon Roberts

TLAs

I am a recent new member of the Trail Riders Fellowship (TRF). I don't ride every weekend and I don't attend any TRF meetings so I probably don't count as a true enthusiast. I joined the TRF last year because I wanted to support the good work that the organisation does to help protect our access to the countryside. Indeed, I'm grateful to all those members who evidently spend much of their free time working to preserve Rights of Way, all of which I try to read about in my copy of TRAIL. I say try because I normally have to give up when I hit the first flurry of TLAs and FLAs in fact the February edition even contained an SLA. I am familiar with some of these but I can never remember the meaning of them all. I wonder if for the benefit of people like me you could adopt the convention of using the expanded Three Letter Acronym (TLA) the first time



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it is used in each article. An alternative would be to print a small glossary in each issue.

February's issue contained the following Acronyms and Abbreviations: SSSI, EN, DEFRA, CCPR, PO, OPD, CoAG, CEORA, TRO, BOAT, YPDNA, NYCC, NYTMAG, UCR, NGLD, RUPP, LARA, BMF, BHS, DLWP, ORPA, OS, MPV, NCAF. Please keep up the good work.

Richard Taylor

Ed. *All or at least most of the abbreviations are in your member's handbook which you should as a new member have received. If not contact the Membership Secretary.*

MOAN AGAIN

Its the old 'MOANER' John Grew again, but this time I wish to thank Brian Thompson for his clarification on just what an 'OPRA' is. However Brian, I would be grateful if you would also answer my other question which was on the legality of a TRO if the signs are missing.

My other 'MOAN' about 'THE CALENDER BOYS' was answered by their Photographer, Clive Perrior, who seems to have completely missed my point, which was, we should not be giving the ENEMY any more ammunition than they already have. We say that we 'do it right' and that we only ride 'legal' machines, then we put out a calender showing number plates which clearly (or not so clearly) are not. Ok, in a lane my plate gets the same as everybodys, but I will always stop and wipe it off when I get to the next bit of tarmac. The last thing I want to do is give the local plod an excuse to stop me. To me that is 'common sense'. Advertising to the world that we are not always as good as we say we are, is not.

Yours, with a clean number plate, John Grew

Ed. *Now listen here you old 'MOANER' the Calendar Boys were still on the lane and I'm sure that the number plates will be cleaned as soon as they reach tarmac.*

RESPONSE TO DOG AND MOAN

In response to John Grew's letter in January TRAIL, page 20.

ORPA is in the key on Ordnance Survey maps.

The Ramblers campaigned for years to have those white roads, with public access rights indicated as such. Therefore, it's no coincidence that rights higher than the minimum of on foot, are not clarified. (Maps show white roads, because they are landscape features apparent from ground or aerial surveys, and either with no boundary features - unfenced - or with one or two boundary features - fences or walls).

Trying asking Ordnance Survey for a proper explanation. I responded to their original public consultation and followed up by asking them what ORPA meant, the rules for their inclusion, etc. Their reply evaded my questions and told me nothing. I phoned their helpline on 0845 6 05 05 05 on 27th January and Stephen told me that only Local Authorities know what they are, OS merely put them on the map - there are no rules for inclusion or not.

The map key states: 'Other Routes with Public Access - the exact nature of the rights on these routes and the existence of any restrictions may be checked with the local highway authority'. Accordingly, I subsequently wrote to Gloucestershire County

Council, quoting the map key and asked them to clarify. Their reply evaded my questions and told me nothing.

An ORPA may be shown although there is no visible landscape feature, for example a ploughed-out carriageway. Some white roads, are private tracks. Some ORPAs may be depicted on the map as a path, - single dotted line - but this relates only to what Ordnance Survey thinks is its appearance, rather than its actual appearance or the rights it carries. All types of highway on the Definitive Map take precedence, which implies ORPAs are lower status than a footpath. It is alleged that OS will not show cul de sac, ORPAs - is this a rule? Also they will not show what should be shown as an ORPA in a sunken lane where a Definitive Map route runs alongside in the field - is this another rule?

A google search using "other routes with public access" (quotes included) gives very good results. The Ramblers website item is good; as is the Rights of Way Best Practice, site from CoAg/IPROW/CSS/etc.

Anyway, the new TRF-commissioned independent report on Unclassified County Roads, see news on TRF website, puts uncertainty to rest.

Cover photograph on January TRAIL

Firstly, the sun and/or fill flash from the camera has obviously flared the number plates. The distance compression effect of a telephoto lens also makes some plates look relatively smaller as they recede from the camera. Secondly, the law on tyres has changed. Personally I think the appearance of tyres to others is important. If it looks like their idea of a 'scrambling tyre', they think you're 'scrambling'.

TRO signs

A TRO can only apply if the signs are legally erected and in place. Obviously if you travel to a place with which you are not familiar then you cannot be expected to comply with a TRO (of any kind, e.g. speed limit) you know nothing about because there are no signs. Brian Thompson is saying that if you know there is a TRO on a lane where the signs are missing then you should respect the TRO. Often landowners or anti-vehicular rights of way campaigners will take the signs down temporarily so they can complain to the Highway Authority about vehicle users ignoring the TRO. Sometimes you will come across incomprehensible TRO signs, such as those for a long time on the Monk's Trod in mid-Wales: 'except authorised vehicles'. What are you supposed to do when you come to this on a Sunday?

Mark Holland, Gloucester Group



81 Rumbridge Street, Totton, Hants
02380 871777 (shop hours)
07989 703553 (other times)

Many Japanese 250 Trail Bikes
now in stock - new consignment
to arrive late April

See www.tottontrailbikes.co.uk
for more information & photos of stock

Please phone before visiting as not all stock is kept on site
BICYCLES & SKATEBOARD SPARES ALSO SOLD

CLASSIFIED

BRENDAN CHASE B&B SUZUKI DRZ400E Feb 2002. MOT. Windermere from £17.50 each x 4 sharing. Bike lock-up, parking, all rooms c/h, CTV, H & C, pub and grub handy, CCTV surveillance. Tel: 015394 45638.

PROFESSIONAL WHEEL BUILDER Wheels trued, rebuilt, new spokes, rims, polishing, new bearings etc. Rejuvenate your old wheels. Email excelsior.ps@ntlworld.com or call Nik on 07968 784421 or 01522 869094.

YAMAHA XT225 SEROW T&T June H reg. V.g.c. Quick sale £900.00. Tel: Winchester 01962 717650.

FOR SALE Gas Gas FSE400 2002 '02 plate, T&T. 1,500 miles green lane only. Road wheels & tyres also. 2+1 bike trailer inc. in price. Can sell all separately. Can deliver. £3,000 ono the lot. Tel: 0191 280 4670 (Northumberland).

BETA ALP FOR SALE Beta Alp 4T-200, 199cc, 4 stroke. 109kgs dry kerb weight. Datatagged. 1st reg 5/12/02 (MW52 ZKZ) 457kms from new. 1 very careful (timid) owner. 6 speed box, elec. & kick start. (Suzuki H402 engine). As new; £1850. Contact Val 07879 407930 (Day: 01257 252589).

SUZUKI DRZ400S Yellow. '03 reg. 4000 miles. Full service history. £2650 ovno. Tel: 01200 441739 (Lancs.)

KAWASAKI KX60 Good cond. £595 ono. Plus helmets, boots, body armour, clothing etc. (hardly used) sold separately. Tel: 01993 882760 (Oxon).

Full road conversion. V.g.c. New plastics, graphics, seat cover. £2700. Call for details 07876 355446 (Kent).

KTM 250 EXC '95. V.g.c. Engine rebuilt. Lanes only. £500 updates, inc. tyres. Easy start, no leaks. Superb. £1595. Tel: 020 737 35101 (London).

1995 HONDA CRM MK3 7000 miles, tax & test, spares, Renthals, bash plate, brush guards, Proccircuit pipe, Muggen ignition box, recent fork rebuild. £1600. Can email photos. Tel: 01438 869407/07900 206634 (Herts).

KTM 200 EXC-GS 2002. Oil pump version. New front tyre. 11L tank. Indicators, mirrors, taxed. Good cond. £2650. Tel: 01476 402447 (Grantham).

SUZUKI DR350 SEW Dec'98. 7100 Miles, New tax/MOT. New chain/sprockets/bearings/tyres. Rental Dakar bars, bash plate etc. Maintained regardless of cost. New toy forces sale. £1750 or best offer. Tel: Peter 02380 580484 Mon-Fri 9-6, or Nigel 01425 474800 Mon-Sat 9-6.

SUZUKI DR250RS 1995, electric start, sought after twin cam model, v.g.c., excellent green laner. £1,600 ono. Tel: 01386 554572 or 07841 741500 (Worcs).

XR250T & T 'B' REG, LONG TERM CURRENT OWNER 3538 miles ago rebore & Big end assy. 1290 miles ago road legal 21" ED03 & 18" ED04. 760 miles ago chain/sprocket kit. Rental bars, tank jacket, unmarked seat, 12v lighting etc. Tel: 0115 9282806. £575(ish).

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 Glenn Summers, Tel: 01454 619246
4th Mon, 8pm, The Midland Spinner, 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, The Gilpin Bridge Inn, Levens, 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 Abbot.

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.

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 John Ward, Tel: 01335 370191
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: 07841 158820
2nd Mon, 9pm, The Live & Let Live Pub, Harpole, Nr. Northampton.

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

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

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

SUSSEX Nick Harris, Tel: 01798 344594
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

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

THAMES VALLEY Gary Hiller, Tel: 01932 851291
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex.

WEST ANGLIA David Knight, Tel: 01933 313816
1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

WEST MIDLANDS Simon Mills, Tel: 01926 332982
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE Peter Dyson, Tel: 01274 571747
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.