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Patron: Lord Strathcarron

TRAIL

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

APRIL No. 320



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"reproduced by permission of TRAIL, the National Bulletin of the Trail Riders Fellowship".

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

EDITOR

HELP

On page 20 there is yet another complaint about the problem of new members not being able to follow articles/notices etc which are often of a technical nature and contain many abbreviations and acronyms. I suggested to Richard Taylor in March's edition of Trail that he should refer to his handbook as it is not a sensible option to print a synopsis in each copy of Trail as space is sometimes at a premium. However, Andrew Goodburn's suggestion of using the 'Three Letter Acronym' convention (expand the acronym the first time it is used in an article) will make things easier to understand - and I mean by everyone as there appears to be a new raft of these abbreviations just about every week. This is not a problem for those closely involved but for those on the sidelines (most of us) it is an impossible task. So could I ask contributors to please help on this one?

MORE ARTICLES PLEASE

If anyone out there still has time to ride after all the work being put in to save countryside vehicular access, good run reports are needed for TRAIL also any bike tech. bits, tips or some feedback on your experience with your KTM, Suzuki, Yamaha, Honda etc. whether the bike is the latest model or not is not that important. Happy Trail Riding

Fred Ellison

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All Contributions to the Editor, Fred Ellison, Sheepcote Farm, Moor Lane,
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COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

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COVER PHOTO by Paul Farley

Mark Lewis riding down the well known easy beginners' lane 'Gwynne Fawr' in the Black Mountains.

NOTICE BOARD

PICOS INFO

I am planning a trip to Northern Spain to tour the Picos area, sometime in September or October this year. I would be grateful to hear from any fellow members who may have done this, with any tips, advice or recommendations. *Please contact Terry Feek* eves 01206 391585.
Email: terry@nantmorblinds.com

NORTH YORKSHIRE

The green lanes around Thirsk, Ripon, Boroughbridge, Bedale, Masham and Leyburn between the two national parks are in need of researching and Byway claiming.

A couple of independent TRF members in Ripon have come forward and offered to help get things started. I am offering every possible help and advice to save green lanes before the cut off date. This could be sometime in 2006, but no date has been announced yet by the Government.

Are there any other TRF members interested in joining a small team to survey and research all potential Byway claims in this region?

We will only have this one chance to do something for the future of trail riding. Help is also required in Swaledale which the TRF West Yorks Group are trying to look after. The county records office is in nearby Northallerton which is very useful.

Please let me know if you can spare time to help out and I will coordinate and get things moving. No experience is required, just enthusiasm!

I am on briant950@aol.com

Brian Thompson, TRF Northern RoW Co-ordinator

USER EVIDENCE

Seeking user evidence for the ancient road over Bwlch Maen Gwynedd in the Berwyns, North Wales, grid ref. SJ051376 to SJ100318. There is plenty of documentary evidence for the route but it needs user evidence to tip the balance. I can email an evidence form to those that have used the way in the past.

This is a really important route, well worth saving.

Email me at johnproht@aol.com

*John Thorp, RoW Officer,
North Wales Group*

ASHOVER AREA, DERBYSHIRE

Will **ALL MEMBERS** of the TRF please refrain from using all lanes in the Ashover area of Derbyshire as they are currently very contentious, in particular Vernon Lane and Coffin. Peak Group TRF and the Peak Rights of Way Initiative are working alongside Derbyshire County Council and the police to resolve these issues for the future.

Thanks to all who heed this request and please pass this information to any **NON TRF** riders that you meet out on the trails.

J Ward

NEW MEETING PLACE FOR SOMERSET TRF

Somerset TRF will now meet at:

The Crown Inn, Fivehead, Nr Taunton, Somerset, TA3 6PQ.

This is only 5 mins down the road from the Bell hotel and provides a friendlier meeting place with proper parking.

Greg Hughes

NEW GROUP IN MANCHESTER

A new group has been formed in the Manchester area. They will meet at the Arden Arms, A6017 in Bredbury, on the 2nd and 4th Mondays of the month at 9.00pm.

Contact *Phil Kinder* on 0161 339 5343 for more details.



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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*

Tel: 01789 450366,

Email: cotswold@trf.org.uk



RoW News

EAST YORKSHIRE AND NORTH YORKS MOORS

The first meeting of TRF members in the Hull area took place at Hull College on March 9th. The aim is to try and save as many lanes in East Yorkshire and North Yorkshire Moors as possible, and a good start has already been made. Initially this is not a new TRF Group for runs, just local members coming together to save green lanes. Regular meetings will be held in Room C23 at Hull College in Queens Gardens, Hull. Check with Tim Houlton for dates and times on tim@Houlton.karoo.co.uk.

This welcome initiative has the full support and blessing of the present Teesside and North Yorkshire TRF Group who meet in Stokesley, and the East Yorks TRF who meet in Snaith near Goole. Both are about 60 miles from Hull, so it does fill a need.

Brian Thompson

TRF Northern Rights of Way Coordinator

PARKAMOOR

The U5051 Parkamoor **WILL BE OPEN FOR APRIL 2005.**

There are some water-filled potholes towards Nibthwaite and across the level terrace near High Parkamoor but otherwise the route is dry. I have to report that the route to and from High Nibthwaite is still blocked by large trees at grid refs. SD 3008 9096 and SD 3020 9118 (either side of the steep section by Selside Beck). Motorcyclists, mountain bikers and walkers are able to pass but 4x4s and horse-riders will not get through. I informed the National Trust of this in February but they have not yet cleared these obstructions. Please be patient - those from further afield than Cumbria may not realise the extent of the damage from the January storm and National Trust properties around Coniston and Grizedale were very badly hit.

The trees are lying across dry stone boundary walls which may come down if attempts are made to clear the trees. The Trust also has skilled foresters who may be able to salvage some usable timber from the wind-blow. I will contact the Trust once more and let you know when the route is open again.

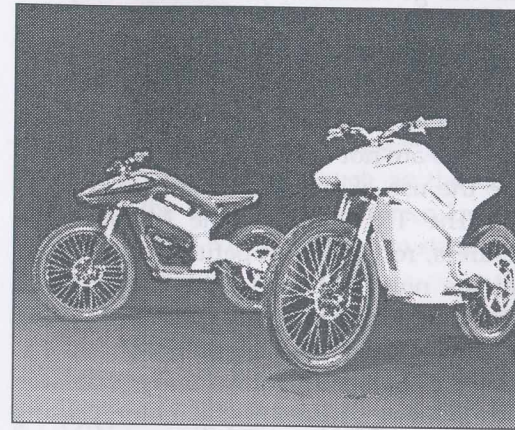
Just beyond Selside Beck is a rough and washed out section of track. Vehicles have started driving to the left to avoid some big rock steps. This has resulted in erosion of the vegetation and soil resulting in an unsightly scar. I realise that all users have a right to deviate around an obstruction but please think of the damage to the landscape before you do this. You could push your motorbike up the rock steps or if you don't think you have the skills to drive it in your 4x4, you could turn round. You could also report the route as out of repair to Cumbria County Council on 01539 733043.

Dave Robinson

Trails Adviser, Lake District National Park Authority

TRF PRESS RELEASES

LEAN GREEN TRAIL RIDING MACHINE



A new prototype hydrogen-powered motorbike, the ENV (Emissions Neutral Vehicle), designed by British designers Seymourpowell for energy company Intelligent Energy; was unveiled at the Design Museum in London in March. The only emission the hydrogen fuel cell powered bike produces is water clean enough to drink and it is as quiet as the low hum of a laptop computer. The TRF welcomes the possibility of noise free motor vehicles and looks forward to the

day when silent motor vehicles are a practical reality.

Geoff Wilson, Chairman of the Trail Riders Fellowship (TRF) said, "The use of illegal aftermarket exhausts by a few riders is a major obstacle to the continued use of low impact trail bikes on rural green lanes. EC new vehicle type approval means that showroom bikes are now very quiet indeed and are acceptable to most other countryside users. However, the reduction in motorcycle noise is being undermined by just a few bikes fitted with 'not for road use' noisy exhausts. The cross-selling of motorcycles designed for the race-track is also an issue, because the noise controls aren't so stringent and manufacturers of competition bikes across the globe must get sensitive to our environmental concerns and not close their eyes to the problem. The TRF code of conduct requires that members' machines are effectively silenced, and they ride considerably respecting the countryside and other users."

The TRF points out; this is not a problem confined to either motorcycles or the countryside, there is a growing problem with the fitting of these exhausts to motor cars in both town and country.

'The Government's Motorcycling Strategy' recently published by The Department for Transport (DfT) cites the nuisance caused by bikes fitted with noisy after-market exhaust systems or silencers. The strategy says that a relatively small number of such illegal machines can create a perception of motorcycles in general being very noisy. The Government endorses the campaign initiated by the TRF in June 2004 to eliminate the use of noisy exhausts on all public roads, and encourages riders to keep their machines to road legal exhaust specification. To be most effective, the Government believes that this campaign should be promoted

by the motorcycle industry, retailers and rider user groups, rather than by Government. The campaign is more likely to receive a positive response from riders if it is initiated by their own representative bodies such as the TRF. The TRF agrees with this view but further asks the government to consider ways of enforcing the law - some new mobile phones are even fitted with noise meters, surely the possibility of equipping and training law enforcement officers should also be investigated? The TRF believes the problem of noisy machines should be tackled by all rather than the introduction of draconian legislation that will punish the responsible majority of riders who are not to blame.

The TRF are campaigning to make the use of an illegal noisy exhaust as socially unacceptable as drink-driving. The TRF calls on the Motor Cycle Industry Association (MCIA), manufacturers, retailers, competition bodies and rider groups to work together to eliminate noisy exhausts from the roads of Britain. Whilst the hydrogen fuel cell powered bike promises a quieter future; action to eliminate noisy exhausts is required now for the benefit of all.

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.

Notes:

1. Intelligent Energy works in a diversity of markets and covers the complete spectrum from fuel-in to power-out. Through focused development they have achieved key technology leadership in hydrogen generation, fuel storage, and power generation. www.intelligent-energy.com

2. *The Government's Motorcycling Strategy* is published by the DfT, product code TINF988; Department for Transport, PO Box 236, Wetherby, LS23 7NB Tel 0870 1226 236 The document is also available on the DfT web site: www.dft.gsi.gov.uk

3. MCIA are the trade association representing the interests of the supply side of the UK Motor Cycle Industry. Their members include motorcycle manufacturers and importers, clothing and accessory manufacturers, importers and wholesalers, motorcycle marketing services including the major finance houses and insurance brokers www.mcia.co.uk

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TRAIL RIDERS CONDEMN 'MORE OF THE SAME' FROM PROTESTORS

Recreational motor vehicle user groups claim that the continued negative and uncooperative attitude of some anti-vehicle pressure groups is undermining the Government's Framework for Action proposals for the use of mechanically propelled vehicles on rights of way.

The Trail Riders' Fellowship (TRF) and Green Lane Association (GLASS) have drawn the attention of the Minister for Rural Affairs, Alun Michael, to the unhelpful attitude of organisations such as the Green Lane Environmental Action Group (GLEAM), the Yorkshire Dales Green Lane Alliance (YDGLA) and the Friends of the Ridgeway (FoR) which continue to stand in the way of effective management of trail riding and driving.

The Government's recent thorough consultation and research reports¹ that took almost a year to complete, conclude that there is a place in our countryside for all users of rights of way, whether on foot or on four wheels, but the use must be responsible, sustainable and appropriate. When presenting the results of the studies the Minister said he would "welcome comments from those who wish to work constructively with Government to refine, improve and better deliver the Government's proposals. Conflicts of interest and inconsiderate or confrontational behaviour are two strands that have to be tackled by legislation and [Minister's emphasis] through co-operation."

Recreational motor vehicle user groups accept the message that the Minister is sending out and regard it as helpful to have the activity better managed. They believe that the Minister's cautions are directed towards those groups with attitudes that exacerbate tensions between rights of way users and environmental interests.

In response to ongoing negative campaigning by organisations such as YDGLA², Geoff Wilson, Chairman of the Trail Riders Fellowship said, "It is time that we put this unhelpful attitude behind us and now move quickly towards implementing management programmes that will enable the countryside to accommodate the demands of all users, in measured part at least."

Geoff Wilson explained that recreational motor vehicle users and representatives of the motorcycle industry have worked closely together to find ways of matching the rights of way resource with 21st century demands. "We have listened closely to what opposing organisations such as GLEAM, YDGLA and FoR have said over a number of years now. We have taken on-board the many concerns that Minister, Alun Michael, has enunciated. We have made suggestions to the Minister that will address many of those concerns. However, we are disappointed that GLEAM, YDGLA and FoR still act as if nothing has changed and appear unable to move forward with this and instead, perpetuate the tensions that with good spirit could be resolved."

Nic Blundell, Chairman of GLASS³, supports the trail riders' views. "What the Minister has proposed is challenging for recreational motor vehicle users, but we

accept that challenge. However, an unwillingness to do so by other organizations is threatening the Minister's hope of moving forward. We urge those organizations to bury the old hatchet and work together with us to protect our countryside and our shared activities in a partnership way".

Notes:

1. Use of mechanically propelled vehicles on rights of way, The Government's Framework for Action and the Defra and Countryside Agency Report of a research project on motor vehicles on byways open to all traffic are published by Defra, product codes PB10362 and PB10323 respectively; Defra Publications, Admail 6000, London SW1A 2XX Tel 08459 556000. The documents are also available on the Defra website www.defra.gov.uk

2. This response from recreational motor vehicle users is prompted by the contents of the March 2005 issue of the Yorkshire Dales Green Lane Alliance newsletter which appears to ignore the year-long research that resulted in the Government's Framework for Action document. YDGLA continue to misrepresent many issues relating to the use of mechanically propelled vehicles on rights of way which the government funded research has clarified.

3. The Green Lane Association (GLASS) 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 www.glass-uk.org

Trail Rides for the Mentally Handicapped

Saturday 18th June 2005 at 12.30 hrs (ish)

Gwyddon Forest, nr Abercarn,

S. Wales (st235959), signposted from A467 at Abercarn

Mike Rees is again organising this event where 80 handicapped children get to sample the delights of trailriding as pillion or sidecar passengers around a 5 mile course of forestry roads and trails in the Gwyddon Forest.

The course is suitable for any big/little trailbike, sidecars, mobile sofas etc. but rear footrests and a spare helmet are very useful.

The ability to eat lots of free burgers and smile all day is essential so ramblers need not apply

**IF YOU CAN HELP CONTACT MIKE ON 01495 222728
OR EMAIL mikerees65@hotmail.com**

Devon Ride Report

Following on from Pete Clusky's excellent introduction to Salisbury Plain, I accepted an invitation from Keith Dobson of Southern TRF to join them on a run on the 28th December. This would replace our traditional Exmoor Boxing Day extreme run; that we felt was going to be a bit crowded with the anticipated turnout for the hunt.

Up at 5.30 am and on the road by 6.30, with three bikes loaded onto the trailer, we (Noel Squibb, Andy Cocker and Brian Stanbury) set off in eager anticipation and some concern, as the heavy overnight rain was close to freezing and it did not look like the roads had been salted.

We made such good progress that we had time to stop and have breakfast at the 'Little Thief' at Amesbury services, and for the second time that day I was able to time a phone call perfectly and get a crash helmet removed, several layers of clothing opened up, and my call returned! "Hi Keith, just wanted to let you know we're having breakfast and will be with you in half an hour".

We arrived at Keith's works, adjacent to Boscombe Down, (secure parking, coffee on tap, clean dry changing area and toilets!) to meet up with seven Southern TRF members who all seemed to have names.

Intros, chat, change, chat, fix DRZ that would not start - well I always leave the fuel tap open, I can't understand how it got closed - and eventually Keith's

son Max arrived. As he turned onto the concrete access road, he very nearly lost the front end of his XR250, and as we found out a few minutes later this was due to the surface water freezing, nice.

We split into two groups with the three Devon boys and Max guided by Keith, and the other six on the same route but in reverse.

So four hours after getting up, we were on our way. The sun was rising, the sky was clear and the air was cold. It felt safer on the dirt due to the unpredictable ice formation, but I managed to deck my bike on the first real trail, using my trusty method of riding the centre ridge whilst sat down. The centre ridge on wet chalk land is not the same as any other centre ridge, on account of wet chalk having similar qualities to black ice. A few minutes later we watched Keith get his bike sideways at about 30mph on a downhill

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patch of black ice, right outside the home of 'Sting'. He skillfully stayed upright, but had to stop and let the adrenaline subside, while we worked on lines like "don't crash so close to me".

Salisbury area and the Plain has so many byways and Roads used as Public Paths, that local knowledge is more about which lanes to avoid riding, in order to get the best routes for trail rider enjoyment.

The military areas are absolutely huge and criss-crossed with legal routes. The problem is that often the legal ones have almost disappeared and the military ones nearby get mistakenly used instead. We often found ourselves riding parallel to well used military routes and occasionally ran parallel on undisturbed vegetation as the legal route was very cut up and waterlogged.

The area we rode felt like an area bigger than Dartmoor but with somewhat tamer terrain and legal routes everywhere! Occasionally we would drop off the high plain, pick up a couple of trails at lower levels, which felt more like Devon or Somerset trails, then we would climb back up and be back onto the open areas. Some of these descents and climbs were entertaining. Imagine lowering yourself down steeply falling, deeply rutted wet chalk, with cross camber and thick thorny bushes covering the lower slot. I usually managed to stay on the centre ridge, as I had by now worked out how to ride it, but was obliged to bash past anyone struggling down the lower slot. Changing ruts or trying to climb out of a rut was entertaining, as it was possible to turn full lock and still stay in the rut.

The Devon boys noted with interest that the local riders were all running intermediate MT21 type rear tyres at around 15psi. We seemed to be getting better traction from our MT43 trails tyres at 8-10psi and were definitely not throwing up so much material.

The evidence of military activity was everywhere, alarmingly worded signs to keep you on the legal routes, miles of concrete roads, huge off-road lorry marks everywhere, loads of old tanks parked up apparently for use as target practice, odd mounds with chimneys, empty farm buildings and barns, a big scorch mark in the track near a 'rocket testing' area and a grandstand and horse racing course?? with no apparent tarmac access. We came upon a group on a tractor run, who were stopped for lunch, about 12 old tractors all chuffing away and a van to meet them with hot foot and drink, very organised! These guys will be able to continue using the lanes after Alun Michael has his way with us, as agricultural vehicles will be allowed apparently.

Lunch was at a pub called The Bustard Inn, facilities included a hose pipe to wash ourselves down, hot food and drink, warm radiators and log fires. We were warned that riding up on the Plains is much colder than riding Exmoor as the going is fairly easy and water from puddles and wind-chill are more of a concern. We are able to confirm this. Both groups gathered for lunch and it was a very friendly occasion with lots of requests and offers to visit and guide in the future.

After lunch and a group photo we reformed the groups to allow for some

riders to refuel and others to short run back to the start.

I think Keith had tried to save the best for last. It was just brilliant and seemed to flow on across unending gently rolling hills and valleys as we rode into sunset after sunset. A top ten trail riding moment!

We even got pulled by the law! Not sure if he was military or civil plod, but he had been watching our progress for some time and after a cheery "Are your bikes legal boys?" he just wanted to impress us with his knowledge of the legal routes. We had apparently strayed 50 yards at a junction, but Keith assured him that this was due to a very large puddle.

As we worked our way back towards Amesbury we were obliged to cross the A303 dual carriageway again. The traffic was very busy both ways and we had to do an MX start then slam on the brakes to get to the central reservation, then another MX start, turn right for 100 yards then immediately left off the side of the road into an unsigned trail. This was almost a bottom ten trail riding moment, as we shared the inside lane with an artic doing about 70mph downhill, unable to lose much speed or move out to the fast lane which was full of cars doing around 90 mph.

We arrived back at around 4.30 pm and Keith immediately got the kettle on, while we loaded and changed, a perfect end to a perfect day's riding!

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Great food, drink, music, karting and mini-moto available as well as bouncy things for the kiddies of all ages! Vendors from all biking sources will be on hand to offer great deals to riders. Might even be a few famous faces hanging out to talk bikes or take pictures. So, join us for a day of motorcycle mania!

Cost is only £10/bike or person if not on a bike

(Pre-payment reserves 1 t-shirt and pin while supplies last)

All funds raised go directly towards research and support for those affected by demyelinating diseases such as Multiple Sclerosis and the Leukodystrophies. Myelin Project Canada hosts the same event on the same day, making this an International effort!

Application form from:

Swains Motorcycle Training Centre, Harpur Hill Ind. Est., Buxton, Derbyshire, SK17 9JL

GROUP NEWS

DORSET GROUP

Dorset Group are getting stuck into some serious study. Seen here at a special late evening training session in the Dorset Record Office, they are determined to get as many BOATs recorded as possible - and they have a lot to claim. Back in 1974 Dorset CC abandoned a review of their CRF and CRB routes, calling them all bridleways.

Dave Tilbury



SIGNIFICANT MOTORING EVENTS

1895

- Pneumatic tyres introduced.

1903

- Speed limit raised to 20mph with heavy fines for speeding and reckless driving.

1907

- First AA patrols go on duty on bicycles. Their primary duty was to warn motorists of police speed traps ahead.

1908

- The Finance Act 1908 levied a tax of 3d on a gallon of petrol.

1909

- The Finance Act 1909-10 based vehicle taxation on the horsepower of the vehicle and stated that the revenue would be used for road improvements.
- Petrol Duty introduced at 3d (1.5p) per gallon.

1910

- Road Fund Licences introduced. Charges were £2-10 for vehicles up to 6.5hp and £42 for 60hp.

1930

- Road Traffic Act 1930 abolished the 20mph speed limit and set a variety of limits for different classes of vehicle. There was no speed limit for vehicles carrying less than seven persons.
- Minimum driving age set.
- Just over 1 million cars on the road and 7,300 road deaths.

1934

- Driving test became compulsory. (Testing actually commenced in 1935). The fee was 10 shillings (50p).
- Flashing orange globes at pedestrian crossings introduced. The bill to implement them was promoted by the then Minister of Transport, Leslie Hore-Belisha.

1939

- Driving tests suspended on September 2 due to the Second World War.

1941

- 9,169 road deaths including 4,781 pedestrians. This is 38% higher than the immediate pre-war figure despite there being under half as many cars on the road.

1959

- The BMC Mini goes on sale at a price of £500.

1963

- Automatic disqualification now mandatory for anyone with three driving licence endorsements in a three year period.

1965

- Temporary 70mph speed limit introduced on unrestricted roads (including motorways).

1967

- Drink Drive laws come into force in UK, with a limit of 80mg alcohol in 100ml blood.
- Seat belts compulsory in new cars registered after 1 April.

1975

- Front number plates on motorcycles abolished.

1978

- 60mph National speed limit and 70mph motorway speed limit introduced.

1982

- Points system replaces the totting up of driving licence endorsements; collection of 12 or more points in three years results in disqualification.

1986

- Fixed penalty fines for minor motoring offences introduced (*along with totting up points*).

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P.S. WE DO ROAD STUFF AS WELL!

1991

- Petrol prices soar as a result of the Gulf War Ed. *Shades of Iraq?*

1993

- Greater use of 'red light' and 'speed' cameras planned.

1996

- Introduction of The Driving Theory Test. Drivers must now pass this written test of knowledge before they are able to take the practical test of driving competence.

1999

- White Paper issued by HM Government "A New Deal for Transport - Better for Everyone"
- From 1 July all driving licences issues of the photo card type.

2000

- BMW sells the Rover Car Company to a Management Consortium. Ed. *No doubt yet another 5 yr plan!*

A POTTED HISTORY OF THE MOTORCYCLIST'S DRIVING LICENCE

1903

- Driving licences introduced - obtained by paying a fee of five shillings (25p) across the counter at a Post Office (at this time they were used merely for identification purposes).

1935

- Driving tests commenced on 1 June.

1947

- A period of one year was granted for holders of wartime provisional licences to convert to a full licence, without having to take a test.

1960

- Learner motorcyclists restricted to machines under 250cc.

1972

- 16 year olds restricted to riding mopeds with maximum capacity of 50cc.

1973

- Crash helmets are made compulsory for riders of powered two wheeled vehicles.

1982

- The two part motorcycle test introduced.

1989

- A tougher accompanied motorcycle 'L' test is introduced.

1990

- Learner motorcycle riders prohibited from carrying pillion passengers.

DOCUMENTARY EVIDENCE

DOCUMENTARY EVIDENCE - CAPABLE OF PROVING A CUL DE SAC

A cul-de-sac BOAT

Historical evidence confirms the existence of vehicular rights on a road leading to the site of a medieval mill.

D Sleath, 514510, 9 November 2004

An order made by the Isle of Anglesey County Council had the effect of adding a 600m-long byway to the definitive map for Llanfairpwll. The route runs from the A4080 to a river crossing, and onwards to the sea at Pwllfanogl. At the ensuing public inquiry the council based its case on documentary and historical evidence.

The Inspector finds some of the documentary evidence suggestive of public rights, but not of status. Historical evidence - the existence of a public house, and records of both a riot and a religious service in Pwllfanogl in the early 1800s - also "supports the existence of a public right of way on foot throughout the route." But the historical evidence also revealed that a corn mill had existed at the river crossing from around 1397 until some time in the nineteenth century. This it was that determined the Inspector's decision on the route's status. He takes the view that "the mill which previously existed ... was a mill which had been used by the public for many years. I come to this conclusion drawing on the evidence of the tithe maps and Finance Act map, both of which show a route continuing as far as the mill and then terminating. With regard to the Finance Act map I am satisfied that these are public rights which are shown and the existence of the public mill at this point would explain why such a route should terminate in a cul-de-sac, which otherwise would seem to have no plausible explanation. The Ordnance Survey map also shows the route to that point as a single parcel, the remainder being braced to adjoining properties. Having concluded that this was a public mill, I am also satisfied on the balance of probabilities that the rights which were likely to have been exercised to the mill were vehicular. It is inconceivable that during the period the mill was in operation that {sic} the public would not have used wheeled carts to take their produce to the mill for processing."

Mr Sleath modifies the order by confirming vehicular rights as far as the site of the former mill, but footpath status only for the remaining 180m. "I am aware", he writes, "that this proposed modification will recognise the existence of what is effectively a cul-de-sac vehicular route as well as a footpath, but this is the route that the historical and documentary evidence supports."

DOCUMENTARY EVIDENCE – DEFEATS LATER USER BEING PERMISSIVE

Estate roads or BOATs?

In the case of several claimed Byways Open to All Traffic on a Suffolk estate, common law dedication overrides the argument that their use has been merely permissive.

Erica Eden, FPS/V3500/7/113, 6 December 2004

A modification order made by Suffolk County Council had the effect of adding ten byways, with an aggregate length of almost eight kilometres, to the definitive map for the adjacent parishes of Benacre, Covehithe and South Cove. Several of these are interconnected, and all run across land owned by the Benacre Estate Company, which appeared as principal objector at the ensuing four-day public inquiry. The council's case (supported by written representations from John Andrews, for the Ramblers' Association) was that an inference of common law dedication could be drawn from a variety of documentary evidence. Six of the ten routes had been awarded as public roads by inclosure awards of 1788 and 1799. The Inspector agrees that this gives "significant weight" to the claim of public vehicular rights; though, in the absence both of award maps and of copies of the relevant inclosure acts, she cannot regard it as conclusive. However, she finds that other evidence, from such sources as title maps, the 1910 Finance Act map, the Ordnance Survey boundary remarks book, local authority road records and the 1932 Rights of Way Act map, strongly suggests that the public accepted these routes as roads.

The estate argued at some length that "everyone who used the [order] routes was connected to the estate and therefore all use was permissive." The Inspector, however, takes the view that "it is unlikely that all these routes were only private occupation roads used only with permission." Moreover, "the element of permissive use does not apply to those routes awarded by inclosure. The use that took place after roads were awarded would have been in a public capacity, and not in the exercise of a private right; just as occurs on the known public roads today, regardless of whether that use was by those connected with the estate or otherwise." She confirms the BOAT status of these inclosure-awarded routes.

For the remaining four routes there was no inclosure award evidence. In the case of one of these, Mrs Eden finds that the case for vehicular rights rests mainly on the 1910 Act map, the OS boundary remarks book and above all the local authority road records, from which she is able to conclude that the route was "adopted as a publicly maintained all purpose highway at some time in the past." This is sufficient for her to confirm BOAT status. As regards two of the other routes, she finds little evidence of vehicular rights but is able to conclude that dedication as public footpath has occurred. She modifies the order accordingly; as she also does by deleting from it the remaining route, having concluded that there is very little evidence in favour of the existence of public rights of any kind.

Byway and Bridleway Extra 13.12.04

Honda 200 XR, Lowering the Saddle Height

I am sure someone must have done this before on this old and well known pro-link model. I am looking to put in a shorter rear shock, the standard one is 12 1/2 inches between centres and has a remote gas reservoir (for competition work) but which I don't need for ordinary touring, an oil damped unit would be quite good enough. The length I am looking at for the saddle height I require is 11 3/8 inch (lowering the saddle by a good 2 inches). Bolts top and bottom are 10mm dia (but I am sure I could adapt). I could live with 6 inches of movement and an ability to fit different rate springs to suit whatever I find would be very useful. Weight of the bike: 240 lbs plus 200lbs of rider when kitted up. Be grateful for any experience.

Dave Giles (01332 552288)



letters

BIKES WITHOUT INDICATORS

The Loddon Vale group has just had this interesting encounter with the local police in Brecon.

We had only just left the B&B with our bikes still clean and tidy, when a police car signalled us to stop.

Policeman: 'I've stopped you for having no indicators'

Me: 'And?'

Policeman: '**Vehicles registered after 1980? must have indicators'**

Me: '**Not so. Motorcycles intended for mainly off road use and capable of carrying only 1 person are exempt'**

Policeman: 'This is a misconception. There are no exceptions'

Me: 'I think you'll find you're wrong'

After going round in circles for about 10 minutes going on about illegal riding and chasing sheep, our esteemed PR man Ian Packer (He was the youngest but still over 40!) stepped between us before I got arrested for a more serious

offence.

Ian: 'We are awfully sorry. Could you please show us in writing the error of our ways and we will get indicators fitted at the earliest opportunity'

Policeman gets his copy of Constructions & Use from his car and after 5 minutes and our help, finds relevant small print confirming my original reply.

Policeman: 'Oh!! I stand corrected. Sorry about that.'

Trail Riders 1. Police 0. Ed. *On this occasion*

Richard Thompson

SHROPSHIRE COUNTY COUNCIL

Would you like to tell Shropshire County Council what you think of them? If so, obtain a questionnaire from www.shropshireonline.gov/countryside.nsf or Countryside Access Team, Shire Hall, Shrewsbury and send it back by the end of April. Your views may then be used to "steer the Council's actions on access to the countryside over the next ten years".

John Mills

North Wales Group

(although not covering Shropshire)

REPLY TO THE EDITOR

I am a TRF member and do my level best to keep up to date with the issues raised in our 'TRAIL' magazine. I am very pleased with all the good works done by people like yourself and in no way mean the following comments in any derogatory way. However I did agree with the letter from Mr Richard Taylor. (TRAIL March no 319 p.24). He raised a very good point. There are a great many Abbreviations and Acronyms used in our publication. I felt that your reply was a little patronising and condescending. I certainly do not always have my membership book to hand and would not feel a well written article should have the need for such a translation book to be used. This is a new member

asking for assistance which we as a fellowship should listen to and assist. If we do not assist our own members with what is a very fair request how can we be looked upon in a positive way by others. We do need to lead by example, make our documentations easier to understand by using the "Three letter Acronym" convention and communicate and assist all parties who are there trying to assist us. Glib comments only promote glib and unprofessional attitudes.

Andrew Goodburn

Ed.

Andrew, I don't know what you mean by glib and as for unprofessional I think you'll find that the TRF is run (mainly by volunteers) very professionally. Ask the various pressure groups we have to deal with. Unfortunately there does appear to be an ever increasing number of abbreviations which I'm sure most of us can't keep up with. CONTRIBUTORS PLEASE HELP.

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KAWASAKI KLX250 1993 K reg imported 1998 upside down forks model. MOT Dec 05, Taxed, good cond. Acerbis tank, hand guards, heated grips. £800. Tel: 0113 284 3534 (Yorks.).

TRIUMPH TIGER 900 M-reg, red, only 12,000m, absolutely immaculate, many sensible extras. £2500 ono. Illness forces sales, may p/ex. Tel: 01229 581362.

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Furygan Leather Jacket Gent's, black, in exc. cond - due to purchasing wrong size. Trad. 'racing' style. Kevlar reinforced, Thinsulate lined. Size EUR 40/UK 38/S-M. £85. Tel: 01273 503622 (Sussex).

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

YAMAHA SEROW XT225 1992 elec. start, hand guards, rack, T&T. £1500 ono. Also available spares exhaust, rear shock, forks, tank. Tel: 020 8462 3736 eves (Bromley).

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HONDA CRF 250 '04 plate, 300 miles. Road legal. Old git retiring. Tel: 07771 992366. £4000.

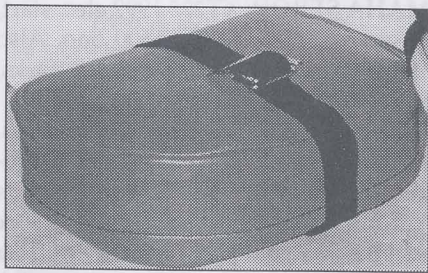
HONDA SL230 98 Reg, 5000m. E. start, Renthals, bash plate, brush guards, low seat height, T&T. 70-80mpg. Good cond. £1300. Tel: 07917 190318 (S. Yorks).

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maintained, oil/filters every 10 hrs, valve clearances regularly checked/ adjusted. Recent chain/sprockets. £3850 ono. Tel: 01600 715883, South Wales.

SUZUKI DR350 M Reg 1995. Elec. start, 16000 miles. Taxed & MOT'd, 2 owners, well maintained. £1200 ono. Tel: 01830 520575.

YAMAHA SEROW 1991 MONTESA COTA 250 1977 Both T&T, both good cond. Serow £1095, Montesa £895. Tel: 01652 658787 (N. Lincs.).

HONDA XR185 Twin shock 1985. Enduro spec. Stored since 1994. No T&T but otherwise ready to trail/race. £650 ono. Tel: 01477 534425.

HONDA XR250Y Dec 2000 - used for commuting & some green laning, 8000kms. Good cond. always garaged. £1750. Call Nick on 07957 456183 (Richmond).

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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 Abbott.

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

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

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

ESSEX Dave Anderson, Tel: 01277 657783
2nd Wed, The Wheatsheaf Public House, Hatfield Peveral.

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
Nicola Graham-Adriani, Tel: 01582 623 277
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, Mawvers Arms, Monks Road, Lincoln.

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

MANCHESTER Phil Kinder, Tel: 0161 339 5343
2nd & 4th Mon, 9.00pm, Arden Arms, A6017 in Bredbury.

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, Amfield 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, Rutton 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 Crown Inn, Fivehead, 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 Paul Clark, Tel: 01564 741700
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.