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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.

JUNE 2005 No. 322



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- KEEPERS OF STATIONERY**..... Leaflets & Membership Forms, Mary Stevens. *Membership Secretary.*
Letterheads & Compliments Slips, Fred Ellison. *Editor.*
- DISPLAY EQUIPMENT CO-ORDINATOR** Leo Crone, Tel: 01325 463815 (7a.m. - 5p.m.). Display boards held at Unit 10, Red Barnes Way, McMullen Rd., Darlington DL1 2RR.
- EQUESTRIAN EVENTS LIAISON OFFICER** Mark Holland, Corn Farm, Devauden, Chepstow, Monmouthshire, NP16 6NS. Tel: 0845 3308892 Mobile: 07941 427774.

TRF Website <http://www.trf.org.uk>

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

**E
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R**

The TRF NEEDS YOU! (Most of you anyway) but more specifically due to illness the TRF needs a Secretary. Also due to unforeseen circumstances we need a Rights of Way Co-ordinator. If you think these are niches you could fill, see the block ads below. These are non-salaried positions but to show our appreciation there is a substantial Honorarium to go with both.

Fred Ellison

WANTED

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RoW Co-ordinator

Contact Geoff Wilson, Chairman or Tim Stevens, Vice Chairman to find out more

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COVER PHOTO

from John Robinson
Behind every Helmet is a
Happy Trail Rider.

All Contributions to the Editor, Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancs., BB7 9DG. editor@trf.org.uk
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

Meeting of the TRF Executive

Saturday 25th June 2005

National Motorcycle Museum, Birmingham

10.00 for 10.30

AGENDA

1. Chairman's introduction and report.
2. Apologies for absence
 - 2.1 Notice of Any Other Business
3. Approval of Minutes of Meeting 20 March 2005
4. Matters arising (not otherwise on the agenda)
 - 4.1 UCR Report Leaflet (D Giles)
 - 4.2 Derbyshire Insurance Claim (T Stevens)
 - 4.3 List of LAF Members (K Westley)
 - 4.4 Horse Stiles (G Wilson)
5. Elected Officer Reports (prioritise on important points please):
Vice Chairman, Secretary, Treasurer, Membership, Rights of Way, Public Relations, Editor etc.
6. Use of Mechanically Propelled Vehicles on Rights of Way.
 - 6.1 Government Framework Document/LARA Solutions
 - 6.2 Natural Environment & Rural Communities Bill (NERC) (T Stevens)
7. Project Reports:
 - 7.1 RoW Project Coordination (Contractors reports)
 - 7.2 Preshute 12 Judicial Review
8. PROWI Report: Dave Giles
9. Marketing the TRF (Ian Packer)
10. Arrangements for AGM
 - 10.1 Current Vacancies: Secretary, National RoW Coordinator
 - 10.2 Proposed Changes to Constitution (T Stevens)
 - 10.3 Honorariums (D Tilbury)
11. AOB (At chairman's discretion)
12. Date of next meetings – Sunday 18 September 2005, National Water Sport Centre, Nottingham.
AGM, Sunday 30 October 2005, Heritage Motor Museum, Gaydon, Warwicks.

Target finishing time 16.00

MINUTES OF TRF EXECUTIVE MEETING

Held at: Water Sport Centre, Nottingham on 20 March 2005

Present:

Principal Officers: Geoff Wilson (Chair), John Gardner (Treasurer - retiring), Arnold Brewer (Treasurer - elect), Fred Ellison (Editor), Tim Stevens (Vice Chair), Mary Stevens (Membership Secretary), Ian Packer (PR)

Co-opted Officers: Dave Giles (BMF Liaison), Mark Holland (Equestrian Liaison)

Groups Represented: (18 + 1 New)

Cumbria, Devon, Derbyshire & South Yorks, Dorset, East Midlands, Herts, High Peak & Potteries, Norfolk, Northumberland, North Wales, Peak District, Lancs, Oxford, Ribble Valley, South Wales, Sussex, Teesside & N Yorks, West Midlands. (New: Manchester).

1. Welcome:

The chairman opened the meeting and introduced the PR Officer Ian Packer as this was his first meeting since taking on the role. The Chairman updated the meeting on the situation regarding a Secretary, reminding members that Ted is still very ill and a replacement Secretary is sought to take on the role. Currently the job falls on the Membership Secretary in accordance with the Constitution. The Chairman noted that the new Treasurer, Arnold Brewer, has also helped with the secretarial role. All groups are asked to help find a replacement.

2. Apologies for absence:

Steve Neville (Kent), Mark Williams (Mid Wales), Adam Hedley (Cornwall), Dave Tilbury (CCPR & NMC) and South Northants Group.

3. Approval of the Minutes of the 15 January 2005 meeting:

The minutes were accepted and then signed by the Chairman.

4. Matters Arising:

The Chairman explained that he has several matters from the previous meeting.

4.1 UCR Report: The Chairman reported that a working group from LARA had recently met with DEFRA in Bristol, mainly to discuss the MPVs on Highways, but they also mentioned the UCR Report. DEFRA has some concerns about the research and we will discuss their concerns with them. Ultimately we hope that DEFRA will take this report forward to provide more clarity for everyone. The Chairman went on to discuss how the TRF can use the report in connection with Public Inquiries. Dave Giles suggested giving the Executive Summary in the report with Byway claims as part of the claimant's evidence. The meeting discussed this and also the need for training members in Public Inquiry procedures. The Chairman asked for a volunteer to put together a leaflet containing the UCR Executive Summary. Dave Giles offered to do this.

Action: Dave Giles to draw up a leaflet.

4.2 Insurance Claim: The Chairman asked Tim Stevens for an update on the recent insurance claim. Tim noted that he had heard nothing from the insurers, or the TRF group. Members of the group here today said they thought the problem had gone away.

4.3 RoW Co-ordinator: The Chairman reminded members that Richard Marshall had been unable to take up this post and we are still without a RoW Co-ordinator to manage the RoW Contractors. He asked groups to help find a volunteer for this post.

4.4 Preshute 12 Judicial Review: The Chairman noted the date for this Judicial review will

be in the week commencing 23 May 2005. Alan Kind is processing this for the TRF.

4.5 Local Access Forums and who is on them: The Chairman explained that it has become apparent that vehicle users need to know who is representing them on LAFs; although members of LAFs do not represent individual organizations, we need to know who is speaking on our behalf. He suggested a note in TRAIL to ask all those members on LAFs to let us know, and he also asked for a volunteer to co-ordinate this. Keith Westley offered to do this.

Action: Keith Westley to collate LAF member details. Editor to put note in TRAIL.

5. Elected Officers' Reports:

Vice Chairman: Tim Stevens reported that in talks with DEFRA it has been suggested that to reduce pressure from the Minister and others to close the claiming window, only those BOAT claims which can be 'justified' should be submitted. To help with this decision Tim circulated for comment a list of questions with a number scoring system. [Over 10 = submit the claim. Below 10 = keep the evidence safely but do not claim yet].

The meeting discussed these questions and also how to avoid reactive or pre-emptive TROs on lanes claimed. There was also further discussion on sustainability, and the feeling that status needs to be resolved before route sustainability can be assessed. Dave Giles reported that opponents were using Derbyshire as an example to discredit the claiming system and vastly overstating the number of claims submitted. Opponents say 700, where the true figure is 80.

The Chairman summed up by saying that we must be strategic. He asked members to try and see their MP again and explain why we are claiming lanes. In response to the suggestion that this was urgent, Tim noted that an MP he went laning with recently had said not to do anything until after the election as MPs are busy.

Following more discussion about the way the NFU and CLA are trying to discredit trail riding, the Chairman asked members to send him evidence of this so that he can feed it to the Minister.

Secretary: Mary Stevens is acting Secretary while Ted is ill but cannot cover the whole role. She noted that she has asked groups to let her have their Returns. Ian Packer reported that he has collated a list of members' email addresses and he also knows a member who has offered to organize a list of groups contacts.

The Chairman wondered at the need for Groups to have so many officers and why the person that comes to the Exec meetings is not the group chairman or secretary, and that none of these may be the person listed in the magazine. Members explained that the groups themselves need officers to help with their own activities and spread the load.

Mary gave details of the sale of the UCR Report, noting that several Councils had already bought copies and also organizations such as the Open Spaces, Ramblers, CCW etc had also bought it. She is waiting for the CD version and was pleased to receive 50 copies from D. Giles.

Treasurer: John Gardner reported that we are halfway through the TRF financial year and we are broadly on budget with expenditure. He felt we had received lots more donations to the fighting fund than in previous years. John also reminded executive members that they can claim mileage rate if they travel more than 100 miles to these Exec meetings.

John Gardner then handed over the Treasurer job to Arnold Brewer, but felt it would be practical to continue as a signatory for cheques until the Bank Mandates had been changed and confirmed. Tim Stevens proposed that John continue to sign cheques. Seconded by

Arnold Brewer. **All Agreed.**

The meeting thanked John for his excellent work over the past five and a half years. The Chairman also thanked John for his consistent help and advice.

Membership Secretary: Mary Stevens noted that membership stands at 2720 with 611 of these being new members. The not-renewed number is 1038 which is fairly typical although the numbers overall are slightly down on this time last year. She reported a higher than usual figure for the fighting fund.

Mary reminded groups to send her their returns so that she can compile a list of group officers.

RoW Co-ordinator: The Chairman asked for the RoW contractors present to report. Tim Stevens noted that in addition to visits to active groups, he had been to a couple of newer groups to help them get started with claims. He was disappointed at the lack of response to his communications so far. Dave Giles also updated members on his work, and also expressed some disappointment at the lack of response from some groups. Roger Peters spoke for Brian Thompson, explaining that Brian appears to have taken his area under his wing and has got several helpers in the East Yorkshire area willing to start researching. The Peak Group initiative has helped in the North, as they gave a talk to several northern groups.

Public Relations: This will be under item 11.

Editor: Fred Ellison reported everything is o.k, just keep those articles coming in. He reminded members that Mary Stevens keeps the leaflets and he does the letterheads etc.

BMF: Dave Giles explained that the BMF holds a National and One Make Club event each year, and this year he needs a volunteer to attend this meeting as he will be away. The meeting is on 16 April at the ACU in Rugby.

Dave also noted that the issue of cover for none competitive social events by the BMF mandatory insurance scheme now appears to have been resolved, but only after an inordinate amount of work primarily done by Noel Squibb of the Devon Group, who is to be commended. He reported that Simon Wilkinson the BMF CEO is in no doubt that the TRF is unhappy with the BMF's performance on our behalf. Andrew Prince also felt that the BMF is falling down on its service to members and clubs especially with the 'Ride High' insurance.

Action: Volunteer to be found to go to the BMF Club Meeting.

LARA: The Chairman reported that Richard Fordham had been at the recent LARA meeting, but he is not here today to report.

Display Equipment: Leo Crone asked for some new pictures for the display and perhaps update the RoW information, but he felt the boards were in good condition. He has sent them out around 4-6 times last year.

Equestrian Liaison: Mark Holland noted the BHS has reached the 60,000 membership number. He continues to liaise with the BHS and the endurance horse people.

5.1: Transfer of Treasurer Duties: This has now taken place.

5.2: Co-option of Secretary: The Chairman reported that Ted's wife was very concerned at his health and it may be that he will be unable to continue with the secretary post; we now need to find someone more permanent. Nick Harris wondered if we could outsource some work to an agency. It was suggested we advertise in TRAIL for a volunteer

Action: Editor to advertise for a Secretary and RoW Co-ordinator.

6. TRF Insurance:

Noel Squibb from Devon reported on a fun day he runs on his land to raise funds for the local TRF group to help their research. A problem had been highlighted in that Insurance is required for any public place where vehicles are used. After considerable research he found that the BMF does cover the fun days in their rally insurance scheme, but not track days and added that only road legal machines and riders would be allowed at fun days. The Insurance Company recently confirmed that they cover fun days, but they also insist on a risk assessment being done before the event. Fred Ellison noted that the organizer of the Coast to Coast event also runs other events and he found that for them he now needed to be properly qualified as a course builder. Noel felt that the TRF need to break the link with motorsport and make sure it just does recreational riding.

The Chairman summed up by saying that the TRF groups need to do risk assessments, details of which are on the website, and anyone riding motorcycles at the events need road traffic act insurance. He thought we may need to alter the TRF Constitution to cover fun days. The chairman thanked Noel for his work on this topic.

7. Use of Mechanically Propelled Vehicles on Rights of Way:

The Chairman felt we had covered this earlier in the meeting, but now need to discuss what we do next. He went on to say that delegates from LARA – which included himself – had met with DEFRA and were told that the Minister had been impressed by our Sustainability and Byway Rules paper. In respect of the Byway Rules which is guidance on how routes should be used, it may be that later this year the Highway Code will include rules on how to ride/drive in the countryside. LARA has been asked to help draw these rules up.

We have not had a response from the Minister to our 'Solutions' paper yet, and we are not sure what timescale will be put on Byway claiming. We are concerned that if there is a short timescale we will have to put a claim in on everything we can find whether it is sustainable or not.

Members discussed the idea of Byway Rules, more on TROs and also a new version of the 'Making the Best of Byways'.

The Chairman also noted other documents coming out, such as the Government's Motorcycle Strategy and a new document on the 'Demand for outdoor recreation in National Parks' which could become a basis for future government guidance or policy. Lastly, 'action on noise.' The TRF needs to confirm that it will continue to badger the motorcycle industry on noisy machines.

Action: Email groups to remind them that noise is a problem.

8. Horse Stiles Working Party with BHS:

The Chairman noted that the BHS has requested we work with them on Stiles which will stop motor bikes, but allow horses to go through. Some Authorities say the only way is to have locked gates, but horse riders are not happy to spend time looking for keys etc. Mark Holland felt that there should not be any horse stiles, the Police should prosecute the hooligan motorcyclists. Paul Carr from the West Midlands group offered to assist with this.

Action: Volunteers sought to help design Horse Stiles.

9. Changes to Constitution/Rules:

Tim Stevens had been asked to bring ideas to this meeting for discussion. He noted four rules which needed amending:

1. It is a nonsense that TRF membership details cannot be available to anyone outside the TRF. TRF members' details should be available through a Principal Officer, if information is

needed for TRF related issues. Tim asked members to think about some wording for this.

2. There is a need to clarify the rules on automatic replacement of officers who are unable to continue. Currently we have no Secretary and the whole task is passed over, rather than just the immediate necessary tasks.

3. There is a need to clarify the rules regarding fun days run by TRF members.

4. There is a need to allow for decisions to be made on subjects which are outside one officer's role. Currently the rules say that the whole Executive (which is 43 Groups, plus Principal Officers) have to make a decision, and the Chairman does not want to have to collate over 40 responses. Dave Giles noted that over 25 years he has been in the TRF and whenever a decision has been taken by just a few Principal Officers, there has not been any criticism at the following AGM. Tim said he was only trying to bring the Constitution up to date with what actually happens.

The meeting discussed all these ideas, and how to word the Constitution. All were happy to leave the Principal Officers to decide the wording.

Also discussed here was the time scale of motions being put to the Secretary for the AGM. Chairman felt that the timescale for changing the Constitution is too long. It was agreed that a shorter timescale than May is required and August was suggested. The Members thought that if there was an emergency an Extraordinary General Meeting could cover it, but Tim said an EGM could not change the Constitution.

10. Project Reports:

RoW Project Coordination: The Chairman noted the report received from Dave Tilbury who had asked for guidance at the end of his report on how much effort he should use in chasing groups which don't appear to want to be helped. The Chairman felt that the system needs to be evaluated. Tim Stevens felt it was unhelpful that there is no RoW Coordinator to report to and get guidance. Dave Giles noted that he has answered every query asked of him, and he is willing to travel to groups, as are the other contractors.

There was discussion on the way forward, with members feeling that there is a need for Public Inquiry training. Members stated that there is no wish to lose the Contractors as their help is needed.

The Chairman summed up by saying that he felt the Contractors had taken time to make themselves known to the groups, and it was now more appropriate to wait until the groups called on their help. He also asked groups to help find a RoW Coordinator to manage the Contractors.

11. Marketing the TRF:

Ian Packer updated the meeting on recent Press Releases which have gone out, the topics are Green Lane Day and DEFRA Response. The Trail Bike Magazine advert has been updated. Ian felt the key is to have a PR person in each, or most groups with the object of dealing with local issues. He felt there is a need to emphasise the actual mileage of routes available to motors so that the public realize that in comparison to walkers and horse riders, we do not have much.

Marketing: Ian said he didn't think that Marketing comes under the PR Officers role and that they should be separate. He noted that Mark Williams had drawn up a paper on marketing. Some of the points Mark made were that the TRF needs to get more members, because with around 10,000 trail machines sold each year, we need to get those owners on board. Mark suggested a leaflet to give to motorcycle shops to put with all machines sold, or just put in the shop for customers to pick up, and also posters for shops. Perhaps have a

discount for the first year of TRF membership. Also need more technical articles in TRAIL to make it more interesting.

Ian reported that the TRF website had recently been updated and looks better, but we maybe need to look at it more often. He re-iterated that he needs help with Marketing as it is too much for one person who is busy with PR.

The Chairman asked Ian and Andrew Prince to look at all these suggestions and come back later in the year to report.

Action: Ian Packer & Andrew Prince to report to the Executive later in the year.

The Chairman reminded members that the AGM had agreed to introduce Andrew Prince as liaison with Appletree PR Consultants and we are still trying to work this into the system. He noted that he is working with Andrew to draw up a contract but this is not finalized yet. There was some discussion about how to be sure we are getting value for our money. Andrew suggested members help by looking out for articles, and perhaps keeping a clipping from anything they see, and passing it to Ian.

Any Other Business:

New Group: An application had been received from members in the Manchester area to start a new group. The chairman reminded members that new groups have to be approved by the Executive, and he asked the representative from this new group to address the meeting. Phil Kinder explained that a group of TRF members who had previously been connected with the Cheshire Group felt there was a need to get together to claim Byways, and meet in the Stockport area. Dave Giles asked if they had enough members to run the group properly. They said they had. John Gardner seconded their nomination. All Agreed

to accept the Manchester Group. Phil Kinder then explained that this group has raised £400 for research and claiming, and he asked about the matching funding offer from National Funds.

Action: Editor to add details to TRAIL. Webmaster to update the site.

Dual Status Routes: John Mills, North Wales Group explained that his group has started making claims and have asked their Local Councils to provide a list of the dual status routes.

The meeting closed at 4.30 pm.

15. Date of Next Meeting:

The next meeting will be on Saturday 25 June at the National Motorcycle Museum, Birmingham.

Further meetings are scheduled for:

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

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

PROPOSED CHANGES TO THE TRF CONSTITUTION

The following proposals were submitted in accordance with the TRF Constitution for decisions at the AGM. All were proposed by Tim Stevens, and seconded by Mary Stevens. A brief discussion can take place at the next Exec.

1. Add a new Rule –

3.3 Members or Groups may organise activities to generate income or for other purposes in support of the aims of the TRF. Such activities shall not include competition involving motorcycles.

2. In Rule 4.4, change the third sentence to read –

In the event that any of the roles of Chairman, Secretary, and Treasurer fall vacant mid-term, the title, duties and powers of each Officer necessary to meet the needs set out in this Constitution shall automatically pass on as follows, and the vacancy shall be filled by co-option at the next Executive Meeting, or election at the next General Meeting, whichever is the sooner:

3. In Rule 4.7, change the second sentence –

Where a decision is required which cannot await the next Executive Meeting, action can be taken or authorised with the agreement of three Principal Officers, one of whom must be the Chairman or Secretary.

4. Change 5.13 to read –

Membership details shall not be made available to non-members, except where necessary for TRF purposes, and then only with authorisation by two Principal Officers, and limited to the specific information required.

5. Change Rule 6.5 to start –

Each Group Representative shall ...

6. Add a new Rule –

6.10 In the event that any Group or Region ceases to exist, their records, archive material and funds shall be returned forthwith to a Principal Officer acting on behalf of the TRF.

7. Add to Rule 7.2 –

21 days notice of any EGM, with details of the purpose of the meeting, shall be given to all members.

8. Change Rule 7.7 (a) –

by the end of August for changes to the Constitution, which motions shall include the exact wording proposed;

Tim Stevens

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RoW News

GOOD NEWS!!

We have had 13 DMMO claims for BOATs accepted in the Craven area of the Yorkshire Dales. The acceptance of these claims would not have happened without the user evidence forms that YOU filled in and sent to us. A big **thank you** to those that took the time to fill them in and post them back to us.

However, more user evidence would help to further strengthen our case, especially if we can show use of more than 20 years. So if you have been riding lanes for more than 20 years in the Dales, or you know someone who has, please get in touch with us.

We are now in the process of preparing the next batch of claims and need user evidence forms filling in for these new lanes (any amount of use is useful evidence for these new claims). The lanes are as follows, (with TRF lane numbers in brackets).

Bark Houses Lane, Feizor (98/29)
Turbary Road, near Ingleton (98/7)
Horsehead Pass (98/59)

Langber Lane & Dacre Lane, Otterburn & Hellifield (103/71)

Haw Lane to Hellifield Moor (103/74)
Calton via Foss Gill Lane to The Weets (98/65)

Hetton to the Weets (98/84)
Boss & Threshfield Moor (98/85 & 98/87)

Moor Lane, Threshfield (98/86)
Lainger House to Mastiles Gate (Bordley) (98/73 & 98/74)

Malham Moor Lane to Mastiles Lane (Bordley) (98/75)

The user evidence forms are pre-printed with grid references for guidance. We prefer to e-mail the forms to you, but we can post them out if required.

Please contact us at stuart.monk@arlafoods.com or write to TRF Cumbria Group, PO Box 36, Settle, North Yorkshire, BD24 OWZ.

Stuart Monk, TRF Cumbria Group

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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

NORTH YORKSHIRE

I am asking for user evidence on The Red Way, a track that starts from the village of Caldbergh (which is about 3 miles south of Leyburn) and runs south over Caldbergh Moor to Colsterdale. Grid ref 094852 to 128814. About 4 miles long. I have one 30 year trail bike user, but need at least a dozen to make a good case for Byway together with documentary evidence. If you can help let me know and I will send you forms to fill in and return. Use must be at least once per year. Ideally 20 years is best, but less than 20 is still of value.

Five years minimum.

Brian Thompson (TRF Northern Project Officer), e mail briant950@aol.com

USER EVIDENCE REQUIRED

Northumberland C.C. has decided to TRO The Blackway (87) 808.456-838.501. However they have given Northumberland TRF 6 months to produce a valid Byway claim. Help is required for user evidence from any member who has used this lane even if only once over the last 20 years or so.

If anyone can help please contact Ray Smith, 1 Moor View, Kenton Village, Newcastle, NE3 3EH.

Tel: 0191 286 1578 or raysmith10@btconnect.com

Ray Smith

SOUTH LONDON & SURREY GROUP

New venue, new day & time:

Nescot Centre for Sports Development, Banstead Road, Ewell, Surrey. Note:

The entrance is at the bottom of Banstead Road where it meets Cheam Road A232. Follow the track across the playing fields, our venue is the second building on the left. The actual building is behind Ewell East Station but has only pedestrian access from the station.

4th Wednesday of each Month,
8.30pm - 10.30 pm.

I'm afraid I shall be asking for a £1 donation per person to pay for the hire of the venue.

Steve Sharp, Group Rep.

The Truth About The So Called 'Loophole'

I have always been annoyed by anti-vehicle campaigners who go on about the so called 'loophole' that allows vehicles on what they choose to call 'Green Lanes' based on historic horse & cart use. Just because they constantly repeat their argument about a 'loophole' doesn't it make it any truer.

The term 'green lane' has no legal meaning, and is used to describe a heterogeneous group of routes which are variously footpaths, bridleways, carriageways, byways, roads used as public paths, highways maintained at public expense or routes with no legal status at all.

It is surprising the number of government departments and quangos (particularly national park authorities) who use this vague and legally meaningless term. A term that is aspirational rather than descriptive. I prefer unsealed road.

In my part of the world (Yorkshire Dales), North Yorkshire County Council as highway authority defines a 'Green Lane' as a route maintained by them that has the suffix 'G' on their list of streets maintained at public expense.

They categorise minor roads as 'U' (urban) 'R' (rural) and 'G' (green).

However some of their 'G' roads are actually tarmac roads and some do not exist on the ground (and probably never did). They admit they will not delete these non-existent roads from their list as they are funded by central government on the basis of the length of routes they have in each category and money received for 'G' roads is used to supplement funds to repair more important (tarmac) roads!

Back to the loop hole.

The so called 'loop hole' is actually the Road Traffic Act 1930 which clearly states in section 31:

'Any motor vehicle or trailer shall be deemed to be a carriage within the meaning of an Act of Parliament, whether a public general Act or a local Act, and of any rule, regulation or bylaw made under any Act of Parliament, and if used as a carriage of any

particular class, shall for the purpose of any enactment relating to carriages of any particular class be deemed to be a carriage of that class.'

This simply means that in all cases where the law allows a carriage (horse & cart), it also allows a motor vehicle (which includes motorcycles).

Later sections of the Act (section number in brackets) heralded in:

- Driving licences (section 4)
- Disqualification and licence endorsements (6)
- Speeding (10)
- Reckless & dangerous driving (11)
- Prohibiting racing and trials on public roads (13)
- Prohibiting driving elsewhere than on roads (14)
- Drink driving (15)
- Stopping after an accident (22)
- Compulsory insurance (35)
- The Highway Code (45)

This is hardly a 'loophole' piece of legislation, but a major Act of Parliament updating motoring law and bringing in rules and regulations we still recognise today.

Even if we thought that this piece of legislation was somehow a 'loophole', then how could this principle (horse & cart use allows motor vehicle use) be also upheld by the courts?

The case of Kane v Suffolk (1949) held that carriageway rights extended to the driving of mechanically propelled vehicles.

Unfortunately government agencies operating in the countryside live in a world where it suits them to say that designation on the Definitive Map as a bridleway means that the route has bridleway rights only.

For example the Yorkshire Dales



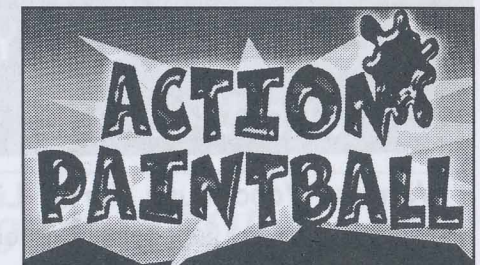
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National Park Authority have erected cleverly worded signs in a number of locations that make it clear that this is their view.

Many of the letters they receive about vehicles on 'green lanes' are from members of the public who share this mistaken belief that a bridleway means that the route has bridleway rights only.

It suits the National Park Authority not to clarify matters as the more letters they receive, the more they can justify their wish to ban vehicular use on unsurfaced roads. It is clear from these letters (and I've had access to quite a few) that many people would not have written if they knew that motor vehicular use of bridleways is not automatically illegal.

For the record, the law is clear.

Section 56 (1) of the Wildlife and Countryside Act 1981 makes it clear that designation as a bridleway on the Definitive Map is ... without prejudice to possible existence of additional (ie carriageway) rights.

This existence of higher (vehicular) rights is also referred to in Section 34 (2) of the Road Traffic Act 1988 and more recently in section 48(6) of the Countryside & Rights of Way Act 2000.

So if Parliament didn't think it was a 'loophole' in 2000, why is it a loophole in 2005?

Andrew Brocklehurst

Teesside & North Yorkshire TRF Group Fun Weekend: 6th & 7th August

**Venue: Woodhouse Farm, Little Ayton, North Yorkshire,
just below Captain Cook's Monument**

A VERY POPULAR WEEKEND!

There will again be a well marked out course of approx. 2.5 miles at the venue, along with guided rides out onto the North Yorks Moors.

Saturday evening: BBQs, raffle, entertainment with large screen &, for those interested, an ability exercise

Fast food catering van & toilets available throughout the weekend.

Please bring your own alcohol, if needed! Camping at no extra cost.

This weekend is strictly non-competitive.

Riders will only be allowed to ride a marked route, on the understanding that they are riding on the same legal basis as they ride legal trails or public highway.

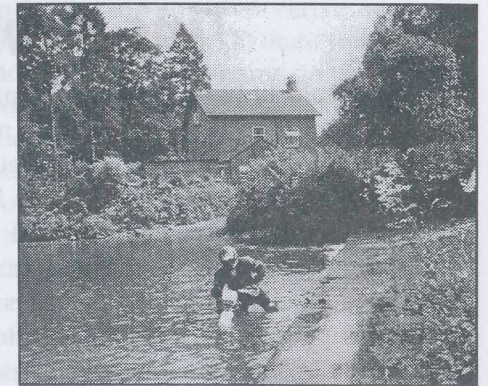
Riders must have Road Traffic Act Insurance with a Certificate that can be produced within 7 days. This is a legal requirement for any motor vehicle used in a public place. The venue, including the marked route is 'a public place' whilst the TRF are using it.

Oh Dear

These two photographs were taken during the Teesside & North Yorks Group's Woodhouse Farm Weekend. We had a great ride out, led by Tim, from the farm down to my local area around Pickering. The ford on the photos is at Kirkbymoorside where local knowledge means a route to the right of the crossing is always advisable. Unfortunately the gentleman involved (unnamed rider from Surrey?!!) decided to follow his own route with the consequence on the photos.

After clearing the water from the engine, airbox and exhaust, the little Serrow started reasonably easily, at which point someone discovered the warning sign lying in the long grass. The photo opportunity could not be missed, it's got to be the photo of the year. Thanks to the Teesside & North Yorks Group for organising a cracking weekend, I'll be there next year.

Graham Smith, Teesside & N. Yorks Group



Before



After

Coast to Coast 2005

Well it's all over for another year, and if the feedback is anything to go by a good time was had by all. Just a few punctures and a couple of minor casualties but thankfully nothing serious.

We all (myself, Phil and the boys) really enjoyed it, meeting old friends and new, and hope to see you all again next year!!!!

Can I just say a big thank you to all the back-up drivers who sometimes get forgotten (both men and women) because without your help a lot of the riders would not be able to take part in the coast to coast. I'm sure you have been thanked, but it doesn't hurt to let you know, and lads if your better half doesn't usually read your TRF mag let her know she got a mention!!!!

Have a good summer trail riding and take care, Linda (Phil's wife)

P.s. Can I say a big thank you to the lads in Group 3, the flowers were gorgeous.

Tips from the Top

Since split links tend to wear rapidly and shed the spring retaining clip, I have switched to soft links, which are much more reliable and do not have to be replaced until the chain is discarded. Being tight fisted ie. a Yorkshireman, I would not pay out for a Chain Link Extractor. Necessity being the Mother of Invention I got round the problem of fitting the link by using a nut placed over the hole where the soft link comes through the face plate, squeezing with a pair of pliers to locate each pin and then hammering the pliers (gently) until the pins come right through squeezing up the O-rings at the same time.

Then all you need is two hammers to round off the pins and secure the link. This assumes you have one pair of pliers, two hammers and a nut. Even if you have to buy them it's still cheaper than a link extractor. Why didn't you just borrow a link extractor I hear you say: Well I wouldn't want anyone to think I was too stingy to buy one.

John Robinson

Following The Sun Down Under

When I go Trail Riding in the UK I often use the sun as a compass (when I can see it). We all know that the sun rises in the East, moves round to the South at midday and finally sets in the West. This rate of progression is 15 degrees in each hour so that if it's ten o'clock (GMT) in the morning the sun is 60 degrees South of East. At three in the afternoon it's 45 degrees West of South, and so on.

It's much easier to use the sun compass in Australia because in the hours of daylight it is almost always visible.

Once when riding with my two sons in a pretty bleak area North of Broken Hill I was leading the way and happily bowling along when Michael came up alongside and signalled me to stop. Do you know where we are going? he asked. Yes of course, we are on the track to Jump Up Creek I replied. Oh o.k. I just wondered. We carried on and after a few more miles Richard came up and signalled me to stop. Are you sure? He asked. Yes of course I am, we started from Ennabella Cattle Station in the North, Jump Up Creek is 20kms South of Ennabella, it's 12 o'clock and the sun's dead ahead of us. Yes that's what I thought but we're travelling North. Of course, Australia is in the Southern Hemisphere and although the sun still rises in the East and sets in the West it goes round by the North so that at midday it is due North. Ah well, you live and learn, but it could have been a serious mistake, the bush is not to be trifled with.

More recently I was riding with Richard in a State Forest some 100 miles East of Melbourne, a super area of dense woodland with high ridges and steep valleys.

We had bought a large scale, detailed map for the trip and were certain we knew where we were when we came to a T junction in the track. In State forests most tracks are signposted and when we came to the junction the name on the signpost did not agree with what the map said. We puzzled over this for some time, we turned the map round to line up with the tracks, we went over our route and where we had come from but no way could we sort it out. We decided to take a chance, turned left and carried on. We soon came across a 4x4 parked in the track and the driver and his mate were poring over a superior looking laminated map spread out on the bonnet. We stopped and asked if they were as lost as we were, but no, they knew exactly where they were. When we explained our predicament they asked to see our map, when we showed it to them they laughed and told us that although our make of map was very popular they were also inclined to be inaccurate in that although the tracks were shown precisely (they were made from aerial photographs) they sometimes got the names of the tracks wrong, hence our confusion.

This is a problem that I have never experienced before. I sometimes moan about the lack of detail that modern Landranger maps show compared to the old 1 inch OS maps but I have never found them to be inaccurate.

Getting lost in the UK is rarely a serious issue. You are never that far from a road, a sign-post or other people. In Oz you could be a long, long way from any of the above and good maps and the ability to use them is mandatory.

Bob Combley

A Day without Deathra Threats

After a long and frustrating winter of seasonal lane closures and voluntary restraint orders and DEATHRA threats, the phone rang with some good news. John Brooker from Cambs TRF had a task for us; to be a travelling marshal at an enduro. So armed with a multimap print out and a Transit crammed with four bikes, we descended on deepest Suffolk. We had to be there at 9am but after a massive wrong turn, 58 miles became 78 miles, we arrived at 9:45 to find all the riders at Bury MCC getting the pre-race briefing.

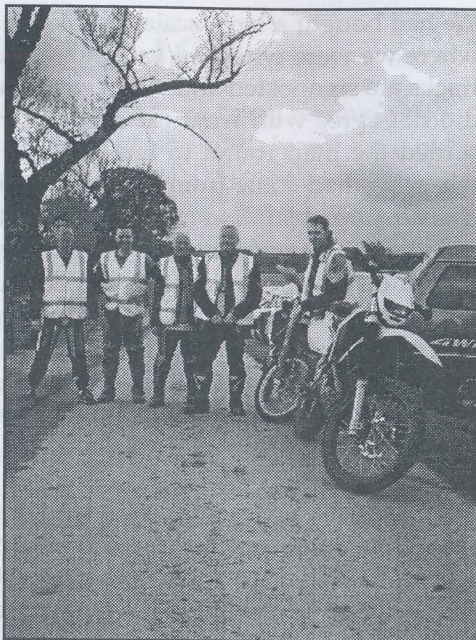
The course came perilously close to two footpaths, separated by red and white plastic tape and it was made quite clear that any accidental (or on purpose) breaching of these boundaries would result in the race being stopped and the event lost, probably for ever and it was the marshals' responsibility to maintain the route and keep things flowing. It was a touch concerning when we found out that one of the footpaths was recently 'won' by the rambles, so a close eye was kept on this area for obvious reasons.

At one minute intervals the travelling marshals went off, each one behind a group of competitors. At last, I thought, time to do some trail riding...half way round lap one and it was then I realised it was to be a long day...tape was ripped off everywhere! After furious tying and bodging later, each of us were moving again

around the track finding more incidents of over keen throttle hands. I saw one ambulance crew take cover as one rider over shot a bend by 50 metres and stopped within a bike's length of wiping them out!

Things settled down after that and we were able to put in a couple of laps and see the layout for ourselves. There were a few places of interest; the wooden bridge over a ditch covered in wet mud! Alan was helping a fallen rider only to get back on his bike and slip off at the same place! The woodland section was only wide enough for one bike and you had to time it to perfection if you didn't want to get caught by an orange scud missile, I only just made it to safety on numerous occasions.

It was at the half time interval when we were able to swap stories. We



all love riding our dirt bikes on the trails but it was nice to be riding without our self-imposed speed limits and to pop a wheelie or slide the bike out of a turn, safe in the knowledge you weren't going to get the 'look' from a passer by, on the contrary, I even got a cheer from the assembled spectators!

Many of us can't dedicate too many days to trail riding, what with little kids and family outings. So it was nice to see the wives and kids at this event and with the weather so nice it made for a great day out. We really enjoyed helping out, so much so that we were going to ask when the next event was, when the organiser came up to us and thanked us for a job well done and would we help out again in 2 months time? You know, I think we're free that weekend...

Glenn Vieira

letters

TRF STAND AT THE BMF RALLY

I would like to say a big thank you to Ant Averill, Stephen Dunne, Andy Gerrard, Richard Colquhoun, Mick Handley, Glen Winn, Ian Tyler-Bond, Pete Marciniak, Mick Hulbert, Rob Balderson, Chris Hurworth, Phil Staples, Graham Vaughan, Tony Bacchi, John Moore, Andy Leeson, Jonathan Bourne and Mark Hyland who all helped on the TRF stand at Peterborough. Despite the inclement weather, everyone pitched in and did an excellent job of setting up the stand, looking after the bikes, talking to the public, recruiting new members, packing up and clearing up at the end. This year we signed on 35 new members, which was a significant improvement on last year.

Those that stayed at the BMF had a bit of a party in the evenings, and a good time was had by all. A couple of people brought along barbecues and camping stoves so we were able to cater for ourselves.

The new members live all over the country, so please look out for them and make them welcome at your local meetings over the next few months.

Polly Cody,
(TRF South Northants secretary)

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TRF CODE OF CONDUCT

As we know the Code of Conduct is a key part of the assertion of our right to use green roads with our motorcycles. It has evolved since the creation of the TRF, but has been basically the same for over 30 years. It works. However from time to time someone thinks of a revision and after some discussion it may get added. This is always as a result of a motion put forward to the AGM.

In 2003 I put forward a proposal to add a clause to the Code of Conduct. It stated that TRF riders should acknowledge the presence of other green road users. I thought this important since when I have been walking, cycling or trail riding a green lane I dislike other surly users that ignore me. Occasionally this could be a trail rider who goes past without

apparently realising I was there. This to me shows a lack of courtesy.

This proposal appeared in TRAIL and was notified to the secretary. It did not appear on the agenda but at the AGM I reminded them that I wanted it put to the membership.

I put my proposal forward for the following clause to be added;

"Members should acknowledge the presence of other green lane users with a friendly wave or other suitable gesture."

This is a way of showing that we are human and that we are asserting our right to be where we are. The proposal was passed unanimously and without the usual hour-long discussion. I assume that I must have got it right. We agreed to find the exact words at the following executive meeting in early 2004. It was not discussed!!

Eighteen months had passed, so I wrote to the Chairman only to receive the reply that as it was a proposal from the floor (it was not) could I put forward a proposal for the next AGM. I don't see why since it's already been agreed by the membership in 2003.

So I ask the TRF Executive to agree my words and carry out the wishes of the membership.

*Steve Neville,
Kent TRF*

ENGLISH NATURE

Having just read the article "Nowt so Queer", I have a similar story. Pockley Moor a major green lane route running between the parallel routes of Rudland Rigg and Bilsdale has been TROed for approximately five years. In this time several new shooting roads have been constructed across the moor (at right angles to the said route). I walked the route on Sunday and found only two minor areas of erosion both about one hundred meters long, across soft ground. Less than two hundred meters from the erosion was a road stone pit that had been used to make the shooting roads. This natural resource of road stone has been easily available to the local authority highways department for five years yet not an ounce of work has been carried out to restore and open the road.

Further (half time whinge) the Local Authority has involved, you've guessed it, English Nature. They are studying the sustainability of the road. Another delaying tactic.

Finally, (full time whinge), when I approached the end of the trail near Little Rollgate Bank, there was this great pile of grey stones plonked next to the track and the worst rutting I have ever seen on this route. Who ever delivered the stones did more damage in one day than trail riders had done in twenty years. On the bright side the repair might have been started. These Quangoes, self appointed and government agencies, pretend to care about the countryside but do more harm than good since while they prevaricate and pontificate on countryside issues from their plush offices, they are denying our right to enjoy these lanes that have been closed for too long, for no real purpose other than

stopping traffic.

Extra time whinge:- Isn't it ironic that public servants and working class employees of Land owner have to enforce unjust "laws" especially in this New Society. Maybe we should take the offensive and ask our MP's to back an "Early day motion" to classify motorcycles as the modern day workingman's horse, thus allowing us to ride on bridleways. Now that would put the wind up the rambler's society activists and the anti-motorcycle lobby.

*John Robinson,
North Yorkshire and Teesside Group.*

TARRED WITH THE SAME BRUSH?

Whilst riding my XR400 along the old Roman Road near Trecastle in Wales, with my son and a friend, we stopped for a breather. A very pleasant, elderly, farmer's wife stopped to pass the time of day whilst walking her collie dog. She took the opportunity to tell us how recreational off road vehicle users were making life unpleasant for them.

In particular she told us how 4x4 vehicles turn up, often in groups, and attempt to make their way along lanes that simply can't cope. Certainly the trail we were on isn't wide enough in places and rocky steps make it very difficult for them, unless of course they winch themselves from a suitable tree thereby causing damage, which, it seems, they do.

Not only that, they recently removed a new metal gate of the farmer to use as a grid across a boggy area and it seems photographic evidence of this is now with the Police.

To my surprise she related how the 4x4s are even coming from places such as Holland to play. She didn't say that bike riders were a problem, but I guess to her we are all tarred with the same brush.

I can't help but empathise and see her point of view, or am I just getting too soft? I don't expect that a letter of this tenor would get printed in the TRF mag as it might be construed as evidence that we admit to being a nuisance to the greater public. I don't think that we are, but it is a pity that a few brainless idiots spoil it for the majority.

*Paul Korobejko,
Worcestershire*

YDNPA & OTHERS TRAIL No.321

National Park & A.O.N.B. (Areas of Outstanding Natural Beauty) authorities continually campaign against us and cite the "peace and tranquility" of these areas.

On Mendip, where I live, the "peace and tranquility" is a myth. When I proposed a pan-Mendip reduced speed limit of 40mph for the many vans, cars and yes, some road motorcycles that use the plateaus for a burn-up, all the local parishes opposed the suggestion. I recently wrote to the Local Authority on this subject who did not want to make any representations to central government

because the "parishes did not want a speed limit". There are narrow tarmac lanes here in Priddy where the national speed limit is 60mph yet a safe speed would be around 10-15 mph.

These authorities have powers beyond their station and must be shown up as prejudiced wherever and whenever possible.

Gwyn Thomas

NOISY EXHAUSTS

I joined the TRF in 2004 and have been greatly impressed by the welcome from fellow members in the Lincolnshire Group. Once they'd 'sussed me out' they've been great, bringing me along on plenty of ride outs and opening up lots of new lanes that I'd never have known about. The TRF itself is doing a great job fighting for our ongoing rights to ride the countryside and I'm now starting to get involved in tasks required to keep our lanes open.

Last month I was amazed to read the TRF Press Release (April issue no. 320) which stated that the TRF is "campaigning to make the use of an illegal noisy exhaust as socially unacceptable as drink driving". Noisy exhausts are a menace and make our job much more difficult, with a small number of irresponsible riders strengthening the public view of trail riders and other bikers as noisy yobs. However, to categorise them in the same class as drink-driving is ridiculous and will alienate existing and potential new TRF members. Drink-driving is socially unacceptable because it can and does result in the avoidable death and injury of innocent people. Noisy exhausts are annoying but have nothing like the same consequences.

I waited before writing, as I thought the statement may have been an April fool joke... but as there is no comment in the May issue, I guess it was for real.

Please don't let the TRF become a puppet to the anti-biking lobby and the extreme legislators! Prison sentences for noisy exhausts is just too extreme!

Ian Whiting, WR426 (quiet), Lincoln

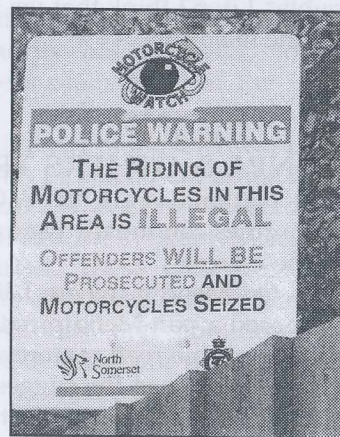
RIDING IN NORTH SOMERSET

Should you be riding in the North Somerset area, please be aware of the notices, see photograph, that are springing up everywhere.

I called into the local police station to ask who authorised this and was told that some of the wealthy locals had complained of motorcycles using lanes by their properties. He then said that it was most unlikely that road legal machines would fall foul of this piece of legislation.

The waters get more clouded every day.

*M Preece,
Axe Vale*



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CCM 604 DS April 2001. 3,448 easy miles. Light trail & road use only. In exc. cond., always garaged & regularly serviced. Pillion pegs. Mature rider. £2450. **Beta Alp** April 2002, 3,431 v. light miles, six & a half stone female rider, oil change every 600 miles, seat professionally shaped to make life even easier for the vertically

FOR SALE 1999/2000 Honda XR250. E/start. 6,000 miles. Well maintained. V. tidy. Contact John on 01257 463094. **SUZUKI DR350P** Enduro model. 1993. Fantastic green-laner. Exc. cond. Powder coated frame, new tyres. Too many new parts to list. £1,350 ono. Tel: 01625 531705 (Wilmslow, Cheshire).

YAMAHA WR400F 99T reg. Other 2 owners known, good cond., c/w Renthall bars & Acerbis Rally Pro hand guards, almost new rear tyre, chain & sprockets. Some spares front fender, headlight & spark plug spanner etc. Trail riding only. Will T&T for new owner. Offers £2,300 ono. Tel: 01246 811 949 or mob: 07736 924 315 (Derbyshire).

CLASSIFIED

HONDA CRM 250AR W reg (2000), 2 stroke, taxed & MOT'd, 5000 miles, hand guards, sump plate, exc. cond. £2150 ono. Tel: 0151 355 2343, Mob: 07962 146849 (nr Chester).

BETA ALP 200 Sept 2002. One owner from new. Only 2700 km, well maintained with new front Michelin, new pads. Elec. & kick start, low seat, hand guards & sump guard. Even a dinky little rack on the back. Ultra reliable Suzuki engine. Good cond. except a few scratches. £1600. Tel: 01824 750659, N. Wales. At 6'1" I'm a bit too tall for it.

WANTED Old twinshock motorcross bike, would consider any pre 1980 twin shock Mx bike call Chris 01926 336728.

YAMAHA TT250R 1994. New Rental highbars/cables/tyres & battery. Elec. start. Toolkit. Brushguards. MOT. Exc. cond. £1800 ono. Tel: 01628 782656 (Berkshire).

SUZUKI DR 350 Enduro, 1999 fitted with DEP pipe, white power filter & 380 kit. V. good cond. £1750. Tel: 01597 870663.

WANTED for 1998 ALFER VR250 complete Rotax engine & gearbox or barrel & piston, kick start & kick start shaft. Ring Fred Ellison on 01254 823893 or mobile 07821 164972.

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

KIT FOR SALE Pants, shirts, gloves, boots & helmets. All good, clean cond., phone for details 01332 874947.

YAMAHA SERROW 225 'H' reg for sale: T&T full year, good cond., exc.

runner, superb little green laner - female owner - 14,000 miles only. Garaged. £995 ovno. Contact Paula 01992 522327 (Essex).

SUZUKI DR350 Trail bike, 1995, elec. start, good cond., T&T, new cables/c&s/pads, bark busters, bash plate, few spares, trail use only. Lowering link. £1500 ono. Tel: 07796 853969 (mob).

XR400 1997 mature trail use only, MOT, taxed, bashplate, guards, lowkit, Renthals, good tyres, bearings, chain etc. exceptional cond. £1750 ono. Tel: 01633 896898 (eve), 07711 109876 (mob).

YAMAHA SUPER TENERE XTZ750 White/blue, datatag, Micron stainless exhaust, top box, crash bars, new tyres, 1 yrs MOT, £1495 ono. Tel: Reading 0118 9479604.

BETA ALP 01, X reg, 200cc E/start, 4 stroke, trials tyres, footrests, after market exhaust. Fully road legal. Well looked after. £1650 ono. Tel: Paul 01873 832407/07866 090721.

SUZUKI DRZ400E 2000 Elec. start, 3000 miles, CRD extras, Rental, Acerbis brush guards, Taxed, MOT, £2,150 ono. Tel: 01322 280535.

CRM MKII & SEROW Both T&T, good cond., sump & hand guards etc. CRM £1395. Serow £955 or p/x Gas Gas Pampera MKIII. Tel: 01652 658787 (N. Lincs).

YAMAHA XT600 TENERE Twin h/lamp 3aj model 1990. Good tyres/c&s 12 mths T&T ex cond. £1195 ono. Tel: 01246 209099 (Derbyshire).

SUZUKI DR350 Elec. start, 1998. 7,000 miles only, taxed & tested, Acerbis tank. £1,600. Tel: 01937 832975 (N. Yorks).

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

GROUPS

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

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

BRISTOL 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, Longson. (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.

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

MID WALES John Mason, Tel: 01597 811141
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 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
8.30pm, 4th Wed, Nescot Centre for Sports Development, Banstead Road, Ewell, 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.