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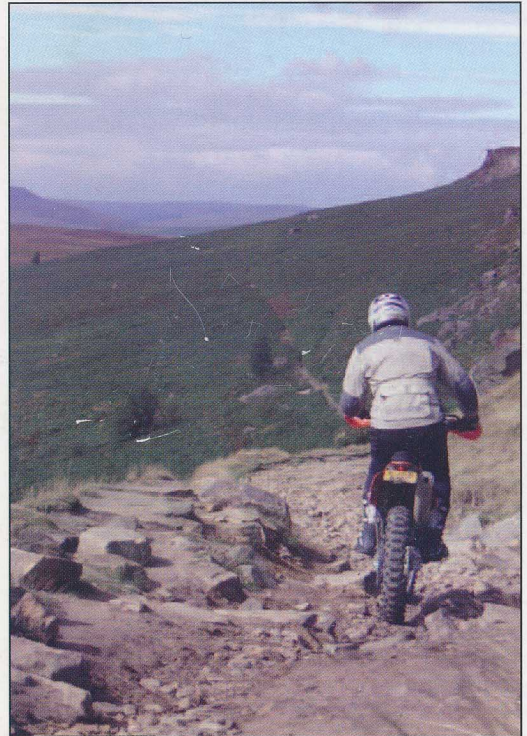


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TRAIL

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

FEBRUARY 2006 No. 330



Stannage Edge, map ref SK235 847. The path starts as a BOAT and leads into a RuPP. Photo: Ian Packer

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

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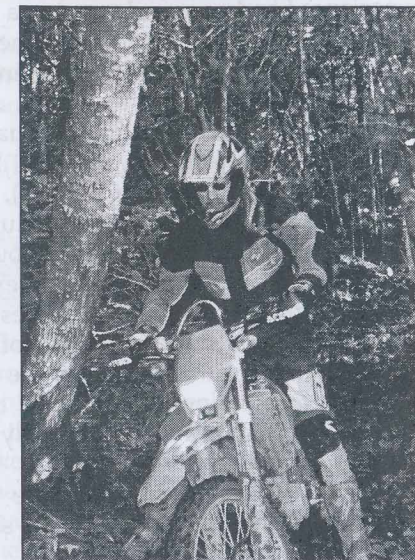
The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.

FROM THE CHAIRMAN...

ANDY GERRARD - A POTTED HISTORY...

After training to be a marine biologist I ended up running an engineering company in Luton (just about as far from the sea as you can get!). I live in sunny Flitwick with my partner Polly and the laziest cat in the south-east.

After 15 years riding including various minor excursions off road (some deliberate), I decided to give trail riding a proper try and joined the TRF in 1999. Experimenting with an XR600 (too much effort to start after a long day) and an Alfer VR250 (too temperamental) I decided that 4 stroke and the button was the way forward and went for that bastion of reliability the Gas Gas EC400. 3 years later it's just about sorted, but along the way I acquired a DRZ400E (for about 4 months while the gasser was "indisposed") and a



KTM 250EXC (with Polly) to make sure there was always something reliable to go out on. Thanks to the TRF, I've met many new friends, learnt more than anybody could ever want about rights of way and ridden all over the UK. Now that we've bought a house in France, we spend as much time as possible riding there - just like home, it's full of mud, water, and bogs with the addition of spectacular climbs and descents, better food and less people.

I was intrigued by the way the TRF was run and a bit concerned over the way decisions were made and so decided to attend a few executive meetings and ask a few questions. I took up the role of Secretary after the sad death of Ted Lowres (although I would claim I just had my hand up to ask a question and wasn't paying attention when a volunteer was asked for) and

TRF NATIONAL EXEC MEETING

**Saturday 25th March 2006,
10.00 a.m.**

Syndicate Room 5,
Heritage Motor Centre,
Banbury Road, Gaydon,
Warwickshire, CV35 0BJ

Please ensure your group is represented and bring your own copies of TRAIL with the minutes of the previous meeting and the agenda for this meeting

immediately found myself in a whirlwind of activity over NERC, the byway bonus, a backlog of secretarial duties and a myriad of other things that suddenly appeared once my name was known.

Volunteering for Chairman gave me the opportunity to bring the skills and experience I had garnered running a business for 10 years to the many headed beast that is the TRF. To give you some idea of how the world changes when you volunteer for something like this, in the last 3 months I have spent an inordinate amount of time helping to define, co-ordinate and support our responses to the NERC threat, dealing with individual enquiries from concerned parties, raising the profile of the TRF (now on the list of consultees at both Bedfordshire and Buckinghamshire County Councils), been advised to stand as Chair for our LAF as well as the normal whip wielding duties within the TRF (or an executive meeting as some call it). I also consulted with our friends in France over significant changes to their rights of way law and how they are dealing with it. I even managed to lead a "training" run for a couple of ladies intent on doing the coast to coast (assuming training = getting stuck and falling off). Most importantly, I have begun to realise the staggering amount of work that the other officers (past and present) put into their efforts at preserving our right to ride, efforts that go largely unrewarded, are frequently criticised and generally unappreciated. They have my unreserved admiration and gratitude.

I am confident that with the vast knowledge and experience of the other members of the executive and the support of the ordinary members the TRF can remain an effective voice for the trailrider in this country and evolve into an even more powerful force to maintain our rights.

Andy Gerrard, TRF Chairman

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MINUTES OF TRF EXECUTIVE MEETING

Held at: National Sports Centre, Lilleshall on 21 January 2006

Present:

Principal Officers:

Andy Gerrard (Chairman), Tim Stevens (Vice Chair), Arnold Brewer (Treasurer)
Polly Cody (Secretary), Fred Ellison (Editor), Ian Packer (PR),
Mary Stevens (Membership Secretary), Brian Thompson (RoW Officer)

Co-opted Officers:

Mark Holland (Equestrian Liaison), Dave Giles (BMF & LARA Liaison)

Groups Represented: (21 out of 44)

Cornwall, Cumbria, Dorset, East Midlands, Essex, Gloucester, Herts, Lancs, Loddon Vale, Mid Wales, Northumberland, North Wales, Oxford, Ribble Valley, South Northants, Somerset, Sussex, West Midlands, West Yorkshire, Wiltshire, Worcester.

1. Welcome: The chairman opened the meeting and explained to members that the NERC Bill is a real threat to our pastime. He reported that TRF Officers are working hard trying to get our voice heard by Parliament as the Bill goes through, but it is difficult to give specific advice to members in the fluid situation that we have at present. Officers will report on the actions taken during this meeting. He asked members to keep discussions relevant and to the point.

On a personal note the Chairman explained that the job of Chairman is far more complex than he first thought, but he hoped he was up to speed now and going forward.

2. Apologies for absence: Richard Colquhoun (Kent), Dave Tilbury (RoW Contractor), Ian Macpherson, Richard Hall (Derbyshire & South Yorks).

2.1: Notice of Any Other Business: (At Chairman's discretion)

3. Approval of the Minutes of the 25 September 2005 meeting: The minutes were approved by the meeting.

4. Matters Arising:

4.1: UCR Report: Tim Stevens updated the meeting, noting that an addendum has been printed giving DEFRA's response to the report, and the authors' counter to some of DEFRA's ill conceived opinions. Groups are asked to contact the Membership Secretary for copies. Dave Giles felt that the team of authors had done a great job, and wished to thank them for their work. He also believes, having spoken to DEFRA, that UCRs will be the next target for the antis to get motoring totally out of the countryside. It was noted that the CD needs updating also and that Mike Furness required contacting.

Members reported that on one of the internet chat rooms discussing RoW, the opinion is that the UCR report is not given credence because it was not written by legal people. Ian Packer noted that in court 'expert witnesses' carry weight, and the authors are all expert RoW people.

4.2: Group Contacts: Polly Cody explained that she has difficulty contacting all the groups and hoped that the group returns would all come in soon, so we can get the



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list up to date.

Tim Stevens noted that Brian Thompson is the RoW Officer for at least one group and this creates a potential problem whereby Brian asks Brian to do work paid for by the TRF and authority for this work could be given by Brian. He felt this situation should be looked into.

4.3: Membership payment without forms: Mary Stevens allocates cheques to either membership or donations. Tim Stevens was concerned about insurance liability if members are not properly signed up to our Code of Conduct. The meeting was reminded that it was decided at a previous executive meeting (25/09/05) "that where payments were received by the Membership Secretary without a completed membership form, she should send a letter seeking a completed form and stating that if no form were received in one month the payment would be regarded as a donation."

4.4: Byway Bonus: Polly Cody updated members on this scheme noting that seven members had been paid recently. She asked members to be absolutely sure of what they are requesting from this scheme. Members discussed whether the scheme should be closed now, and what happens after NERC. It was generally agreed to keep the scheme open for the time being, and review the situation later.

4.5: Wales Off Road Motorcycle Steering Group: Tim Stevens reported that this group has expressed concern at NERC, but is not lobbying (because it is run by the Forestry Commission). He noted that Huw Irranca-Davis MP is interested in helping Wales to achieve a different outcome from NERC. Tim asked members in Wales to try and lobby their MPs for a difference in Wales.

4.6: Membership Renewal Form: Fred Ellison explained that this is being worked on, but nothing to show members yet.

5. Elected Officers' Reports:

5.1. Vice Chairman (includes NERC Bill update) Tim Stevens noted that, as Vice Chairman he has not been called on to do much, but has been busy on the NERC Bill. He circulated a flow chart showing how NERC would affect even the Landowner who wishes to claim a Byway, and also house sellers who in 2007 will have to provide a 'House Information Pack' on all aspects of their property including access routes. He went on to report a meeting at the House of Lords with several Lords and MPs, but the impression given is that Parliament is determined to go ahead with the Bill as drawn. It was noted that although some provision had been made for the disabled, none had been made for their able bodied carers. It was further noted that Lord Montague would take up many of our concerns in the Lords. Dave Giles explained how he has been trying to form a focal point for motoring users and has drawn up a plan of action for this focal point. He noted how he is trying to counter the misinformation about how many claims have gone in, and also getting the message across that the Government wanted the work done, but we are now being penalised for doing it. He has written to several Lords including Law Lords to try and overturn the suggestion of backdating the closing date for Byway Claims. Dave also explained that at the recent LARA meeting it had been accepted that our intelligence had been bad. He now intends to go through the BMF to get his letters into the Lords. He was sure that the TRF needed to recognise that we need to

be more adept at working together to counter any Acts coming through Parliament. Dave said the impression he got from DEFRA was that they were surprised at how vociferous the opposition had been in the House of Commons. Tim Stevens felt that we put our faith in the Minister and didn't back it up with our own lobbying – a lesson learned.

There was further discussion on including the apparent lack of helpful action from the MCIA, the ACU as well as new approaches to the NFU and Motorcycle press in general.

5.2. Secretary: Polly Cody asked all groups to let her have one point of contact between Groups and Principal Officers. She expressed concern that some groups have bank accounts with only one signatory for the account, and hoped they would try and have two as a safeguard. Polly reported on investigating the possibility of joining the TRF on the Internet. She reported some of the good and bad points to this system, and the fact that they all cost money to service, and also the need to get our webmaster on board because he will have to set it up.

The Chairman summed up by asking for agreement to get Bill Richards our Webmaster and Arnold (Treasurer) to investigate the possibilities. **All Agreed.**

5.3. Treasurer: Arnold Brewer reported on the financial position, which is quite buoyant. He noted that GLASS has donated £1,000 to the Preshute 12 case and also the Welsh club Trials Cymru sent in £500. He thanked Simon Bingham and the lads who serviced the Dirt Bike Show stand at Stoneleigh and signed up over 100 new members. Arnold explained that we no longer deal through the Cotswold Agency and Appletree PR Company. Arnold reported the figures for the General Fund and the Fighting Fund, which are currently in very good shape.

He is now looking at the possibility of the TRF being registered as a (non-profit) Company Limited by guarantee; this is to safeguard the Principal Officers and members in case of severe litigation. Members expressed concern at TRF marked up maps being given out, and what implications this may have on the TRF as a whole and the Principal Officers in particular. Following discussion on this, the Chairman asked members to give Arnold permission to seek advice from a solicitor. **All Agreed.**

Arnold went on to open a discussion on refunding part of the membership fee to groups. He felt that this should be done in order to encourage groups to become more active. Several group reps expressed concern at this, saying that their groups raise money locally and wish to spend it locally. Arnold appreciated the discussion and said he would like to see groups applying for match funding more regularly. This would, of course have to be backed up with an action plan. Tim Stevens reminded the meeting that "matched funding" as such does not exist and is in actuality the Bursary Fund, it was agreed that local groups should be reminded of the availability of the bursary scheme. Following further discussion on finances, and some confusion over travel expenses, Arnold confirmed that the mileage rate is 40p per mile. It was noted that an accountant had been found who would audit our yearly accounts and that with our current strong financial position, there was no need to increase membership fees.

5.4. Membership Secretary: Mary Stevens reported that membership stands at 2019

paid up members and renewals are still coming in. She gave details of the total income from memberships and donations. She went on to ask for advice should an organisation wish to become an associate member, explaining that she had been approached by an organisation called CRAG. She explained that this organisation is made up of 4 wheel users and motorcyclists. A robust discussion followed noting that there seemed to be conflict between our constitutional commitment to other organisations of similar aim wishing to join and the apparent perception amongst members that the TRF exists exclusively for motorcycles. It was noted that further information was required and that the matter would be discussed fully at the next meeting. **All Agreed.**

5.5. Public Relations: Ian Packer explained that he has not been so active on TRF matters recently because of work commitments. He went on to summarise what has been done with regard to press releases, an article in the Telegraph and more briefings to the NFU, journalists and other media outlets about NERC. Ian explained that he is not a professional public relations person and felt that the TRF really needs to get itself a proper lobbying organisation to help counter the anti trail riding publicity, etc. He also felt that the TRF needed to somehow bring together all the Dirt Bike people, such as MCIA, ACU AMCA, etc to try and respond more quickly to threats. Tim Stevens said that LARA was not set up to do PR and that the major organisations within LARA did not what them to. But at the recent LARA meeting they discussed the possibility of having someone to do PR, but it must be remembered that LARA works with and for all motoring groups, not just motorcyclists.

The meeting discussed all these possibilities and Mark Williams expressed his disappointment that his proposal to approach the motorcycle trade put to the previous Chairman last year had not been taken forward. He felt that if the NERC Bill comes out badly for us, members would leave the TRF because they will not want to break the code of conduct, but will want to continue to ride.

The Chairman felt we needed to find a person to work out the initial work plan in order to take Ian's ideas forward.

Members asked whether the TRF would mount a legal challenge to the Bill if possible. Tim Stevens said we would certainly look into a legal challenge, but he reminded members that we had won the Preshute 12 case, and the Government immediately changed the law to overcome it.

The Chairman asked for a vote to take Ian's PR ideas forward by initially paying someone to do a feasibility study. **All Agreed.**

5.6. Editor: Fred Ellison apologised for the inclusion of some inappropriate text in a recent TRAIL article. Fred asked members to send in articles, and he would also like more input from the Principal Officers.

5.7. Rights of Way: Brian Thompson first reported as National RoW Officer, noting that he had only been in post since 1 January 2006. He reported that he had made contact with Mike Gibson from the Rights of Way Review Committee and talked about the NERC Bill with him. He noted that in Mike's professional opinion, the legal complexities of UCRs would make legislation banning motor vehicles on them practically unenforceable. Brian talked about the claims he had put in the 1970s that

still had not been processed, and how these may be lost with NERC. He mentioned other activities in the North and the number of claims put in nationwide.

Formation of Hull Group: Brian noted that he had held a meeting with members in the Hull area, but nothing had come of it, and no application to form a TRF Group had been received.

Permissive Byways: Brian felt there might be a future in trying to get permissive Byways, and talked about how the Forestry have this type of route for bicycles. The meeting discussed this idea, but were not convinced that it will work for Byways.

The meeting also discussed the Discovering Lost Ways project, which appears to have stalled, and it never put an inch of route on the map.

Brian concluded his report by saying that DEFRA says existing Byways are not affected by NERC, and he thinks trail riding will continue, but much reduced. Mark Williams felt that the impact on the existing Byways would be such that TROs will follow very quickly.

Right of Way Contractor: Brian Thompson reported that he has been a contractor since May 2004 and has taken on a paid person to help with research in the North. They have brought together 25 new RoW workers and have 180 Byway Claims. He is concerned at the use of old TRF marked up maps and will issue proper up to date ones after NERC. Tim Stevens asked him not to do this, as it is contra TRF policy. Brian mentioned that he has visited every group in his region, some twice and said the Northern Groups are very helpful.

Dave Giles reported very little action in his region.

Dave Tilbury: The Chairman read his report in summary and asked groups to ask their local authorities to see their Register of Claims, and let Dave know the outcome.

Co-opted Officers:

6.1. BMF: Dave Giles reported that he continues to be in regular contact with the BMF, and they have been supportive in our lobbying regarding NERC. The BMF is undergoing some changes internally, but these shouldn't concern its members.

6.2. LARA Rep: Dave Giles reported that he had attended the recent LARA meeting and noted that the CSMA will no longer be a member due to their re-organisation. He mentioned that Dave Tilbury is looking at the claims register numbers, and found only 6 authorities have one yet, they should all have been available on 1 January 2006. Dave mentioned that LARA is looking to the future and perhaps reorganising itself regionally. LARA agreed that it was poor at intelligence gathering and are looking at maybe paying an MP to keep an eye on legislation in Parliament. Dave asked members to consider the TRF's input into LARA both financially and otherwise, so that he can report at the LARA AGM, which takes place in April.

6.3. CCPR: Tim Stevens reported on the CCPR's attitude to NERC. He explained that, because there was not a consensus of opinion round the CCPR table, the response to NERC from the CCPR had been to sit on the fence. Tim asked this meeting to give Dave Tilbury full authority to express our disapproval. **All Agreed.**

6.4. Equestrian Co-ordinator: Mark Holland explained that horse events are a good way for groups to help and raise money. He asked groups to get in touch with him if they need more information and help. The meeting discussed whether the BHS

agrees with NERC; Mark thought they were not commenting on vehicle use.

7. Any Other Business:

The Chairman noted that DEFRA has published the new edition of Making the Best of Byways. He felt that Groups needed to get this publication so that they can be aware of how authorities should do repairs on routes. Another publication just out is 'Regulating Motor Vehicle Use in the Countryside', both of these are available on the DEFRA website www.defra.gov.uk.

Fred Ellison asked if a Local Authority can TRO a route just to save money on repairs, and can you get legal aid if you wish to take them to court? Tim Stevens said he didn't know of anyone who has got legal aid for a Rights of Way matter.

The Chairman reported a case where a Byway claim has been put in to the authorities, and a letter has been sent back stating that because they don't know the outcome of NERC the claim cannot be processed. Groups were asked to write to the Secretary of State and ask for the surveying authority to be made to process the claim. The meeting discussed whether the TRF claims already submitted should be left on the table, or withdrawn if NERC goes against us. Also discussed was the reluctance of authorities and how to get them to act.

The Chairman reported that he had been asked to buy a set of OS maps to help the National RoW Officer do his work, these would cost around £600. Some members felt this would be a waste of money because they would be out of date too soon, and not every map area has Byways.

It was agreed to consider Memory Map as an alternative.

He went on to ask if all decisions had to be made by the Executive, i.e. everyone at this meeting. Tim Stevens explained some of the background but said the time was ripe for a change. The meeting agreed that three Officers should be able to decide except for major policy changes or significant expenditure. The suggestion was made that £1000 would be a reasonable cap on applications made for equipment, and any higher amounts would have to go through the Executive. **All Agreed.**

The meeting closed at 4.30 pm.

13. Date of next meeting: The next meeting will take place at the Heritage Motor Museum, Gaydon. Warks. CV35 0BJ. On Saturday 25 March 2006. (subject to booking, please check www.trf.org.uk)
Future Executive Meetings: Provisional dates for 2006: 24 June, 24 September.

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NOTICE BOARD

WANTED

Info on green lanes or map marking for Fort William area. O.S. Landranger 41, Ben Nevis.

Thanks Pete, tel: 0116 294 0431

SOUTH NORTHANTS GROUP

We would welcome new members to our group

Meetings once a month, ride outs, sociable, fun and informative.

Please come along and join with us on the second Monday of each month (next meeting 13th March 2006) at the Live and Let Live Pub in Harpole, nr Northampton. (just off the A45 from Coventry).

We cover an area roughly forming a circle from Letchworth - Buckingham - Banbury - Stratford-upon-Avon - Coventry - Leicester - Peterborough - Huntingdon - Letchworth.

Please contact Group Rep, Graham Walker, 07841 158820 or Matt Reynolds 07976 208202

GROUP RETURNS

Do you belong to any of the following groups? Axe Vale, Black Country, Bristol, Cambridge, Cumbria, Derbyshire & South Yorkshire, Dorset, East Midlands, East Yorkshire, Essex, Exmoor, High Peak & Potteries, Isle of Wight, Manchester, North Wales, Peak District, Ribble Valley, South London & Surrey, South Wales, Suffolk, Sussex, Swindon, West Midlands, or Worcestershire. If you do, please would you find out who your local TRF officers are and forward their details (name, address, telephone number, email address, membership number) to me on the Group Return Form. You can find the form on the TRF website, www.trf.org.uk. Go to the "members" area, found on the right of the horizontal menu bar, and log in. Select "TRF Files" from the vertical list on the left hand side. Select "TRF Stationery" at the bottom of the screen. Select the "TRF_Group_Return_2006.pdf" and save it to your local disc. Edit this file adding the details for your group, including the group name, then email it to me at secretary@trf.org.uk. If you don't have a group member with internet and email facilities then contact me via the details at the front of Trail and I will post you a paper copy. Please fill all the required posts before adding your own, it is important to have a name against each officer position. If an issue arises that is best dealt with by the group secretary then you need a secretary - this is not a job for someone in a mini skirt who can do short hand. Your group will miss out on communications if you do not provide contact details. When there is important information to send to the local groups the national officers need a complete list of contact details.

In order to get the most out of trail riding in the future, we are all going to need to improve our communication links.

Polly Cody, TRF Hon. Secretary



RoW News

INFORMATION PLEA

I have submitted claims to upgrade all of the RUPPs in south Gloucestershire to BOATs. I have some user evidence, some historical evidence and the next thing is to serve notice on the landowners. While this is fairly evident (though not conclusive) where there is a house next to the route, it is not so easy for routes passing through fields, parish boundaries etc.

If anyone has done previous work or has any knowledge of names and addresses of land adjoining any of these RUPPs could they please pass on the information to myself. See contact detail below.

Additionally I see that the majority of lanes in North Somerset (south of Bristol) are still on the Def map as RUPP. Has anyone put in any claims on these (Axe Vale??) If not I will be doing something about it soon. Again, anyone with any information, please contact me.

I don't want to reinvent the wheel, I'm sure the info is out there in our collective consciousness! If all else fails, I can get the names & addresses from the local authorities but it will cost me/us around £6 per contact address to find them.

At the moment I'm up to 20+!!

C. Barrable 11a Graham Road, Downend
Bristol BS16 6AN or email
christopher.barrable@astrazeneca.com
or phone 01179385736 (work)

PARKAMOOR

The U5051 Parkamoor to High Nibthwaite WILL BE OPEN FOR February 2006. The section across Seven Wells will be closed (grid refs. SD 316924 to SD 324923). The TRO signs at these locations are displayed.

There has been no heavy rain in Cumbria since 10 January 2006 so the route is relatively dry and hard. Only the deepest dubs east of High Parkamoor are filled with water. There is a lot of ice on the track in places because of the current cold spell. However because of frost heave and the soft ground that a thaw will bring it is currently sensitive

to vehicular use. This is why the Seven Wells section is closed. Once a thaw sets in there are stretches of very soft ground that would be damaged by vehicles. Motorcyclists should also avoid riding on the grassy sections on the level stretch south of Parkamoor as these will also become very soft. Please stay in the hard stone ruts.

Because of rainstorms in November 2005 and 10 January 2006, the section of the U5051 near Selside (grid ref. SD 303914 to SD 302911) has eroded badly. There are now numerous high bedrock steps, deep gullies and large loose boulders on the surface. There is further evidence of vehicles leaving the track to get round these, damaging adjacent ground and vegetation in the process. These sections now require a high degree of skill to drive without causing further damage. Please bear this in mind when attempting the route or in wet weather. I contacted Cumbria County Council, who has maintenance responsibilities for this section, in late 2005 but I have not had a reply. I will write to them again outlining the deterioration in route condition and the need for remedial works.

Dave Robinson, Trails Adviser, Lake District National Park Authority

After the Horse has Bolted

I was interested to read the press release from the Lake District National Park Authority on the way forward in management of Trails in the Lake District National Park. I congratulated him on the co-operation so far but questioned some of the statistics. The report stated that 9300 vehicles had used the lanes in the last three months of 2005 though I have been to the Lakes and hardly ever seen any other vehicles. The figures turned out to be the total vehicle MOVEMENT collected by 20 monitoring stations. This potentially could mean 9300 divided by 20 = 465 vehicles per 3 months. That is 465 divided by 12 weeks = 39 vehicles a week. Which does not seem a great problem.

I have been assured that it was a genuine error and not an attempt to inflate the figures. For the anti-vehicle lobby this is great news. The damage has been done, the Horse has Bolted.

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I wondered if there would be a retraction or erratum published. No signs so far. Of course not every vehicle would have passed all 20 monitors in one day but I bet many Trail Riders would.

It was also mentioned that there was a particular problem in Grizdale forest with some vehicles going round and round all day. So potentially with 2 monitors in that area a rider for example could clock up 10 or 20 hits per day. Who is to say! All I do know is that in the past the LDNPA and the YDNPA have used Yearly or Quarterly figures to bolster their case for management of these Trails and for maximum impact. Nobody has produced figures on a Weekly basis. No wonder the MP's think there is a massive problem out there when they read about thousands of vehicles swarming all over the Lakes and Dales. We know there is a problem with some riders, but it is manageable. Let's hope in the future the figures published are a little nearer reality.

John Robinson

PRESS RELEASE

POLICE CRACKDOWN ON ILLEGAL RIDERS

A successful event was held on Sunday 5 February to crackdown on the illegal use of motorbikes, 4 x 4s and Quads within the North York Moors National Park.

Noise and path damage created by the illegal and irresponsible use of these vehicles continues to threaten the special qualities of the National Park and ruin visitors' experience. This is despite the hard work of National Park Rangers, the Police and motorcycle clubs themselves.

The joint exercise was held in the south-eastern area of the National Park, where the problems are most acute. It aimed to encourage riders and drivers to act responsibly whilst also enforcing Road Traffic Legislation and involved intensive patrols by North Yorkshire Police, National Park Rangers and Forestry Commission staff.

Senior Ranger, David Smith, commented that:

"A total of 35 motorcyclists were seen and, although many were in the law, 2 warning notices were issued and a further 2 riders were intercepted at Thornton-le-Dale car park as

they were unloading their bikes. 5 Quads were also found being ridden illegally by juveniles in Harwood Dale Forest and another 2 being ridden illegally elsewhere. North Yorkshire Police were frustrated by a minority of riders who evaded their attempts to speak to them, but were pleased to be able to offer face to face advice on responsible riding. The day was extremely successful and we are keen to work together to organise further joint exercises in the future."

The National Park's fragile moorland, which has been designated as a Site of Special Scientific Interest (SSSI), due to its national and international importance, is particularly at risk from this illegal activity. Recent improvements to habitat protection legislation have, however, provided some hope for protecting these areas. It is now easier to prosecute people found damaging a site and they face a fine of up to £20,000.

Illegal motorcycling and driving also threatens legitimate motorsport in the North York Moors. Action has been taken by motorcycle clubs and the Motoring Organisations' Land Access and Recreation Association (LARA), who have developed codes of good practice for recreational driving and riding in the countryside.

The National Park Authority has also produced a guidance note for people who enjoy off-tarmac motorcycling, in conjunction with the East Yorks Centre Auto-Cycle Union. Copies are available from the North York Moors National Park Office, The Old Vicarage, Bondgate, Helmsley, York YO62 5BP. The LARA code is available from LARA HQ, PO Box 20, Market Drayton, Shropshire TF9 1WR.

North York Moors National Park Authority, 6 February 2006

Coast to Coast 2006

The TRF Coast to Coast is as popular now as it was in 1993 when, due to popular demand, it was revived by Fred Garbutt and will no doubt be oversubscribed yet again this year.

Many of the people taking part are there not only for the ride but to meet like-minded people, old friends and new. This social aspect was uppermost in the mind of Fred and the Northern groups who provide most of the guides.

Since '93 only two ladies have taken part, which is a bit surprising considering how popular trail riding is becoming with the ladies (god forbid the day I stop at home cooking and cleaning on a Sunday while my beloved takes the Yam for a run round the North Yorkshire Moors - ^{Ed} Phil you're a chauvinist pig!). This year we hope to have a ladies only group - so come on ladies don't be shy prove that trail riding is not just for the boys.

As always we need run guides - without them there is no Coast to Coast and this year they can claim back their entry fee.

Phil Fawcett



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ENTRY FORM FOR *Coast-to-Coast 2006*

The weekend's ride runs from Scarborough to Hawes and from Hawes to Morecambe on the weekend of 6th and 7th May 2006. The ride covers varied terrain, therefore a degree of competency is necessary. All riders will receive a T-shirt and run leaders will receive a free sweatshirt. Anyone else requiring a sweatshirt can buy one for £14.

- Places will be limited and will be on a first come, first served basis.
- This ride is intended for those whose aim is to ride the full two days and not to finish part way through day two.

NAME

ADDRESS

POSTCODE PHONE NUMBER

(NOT MOBILE)

MACHINE TRF MEMBERSHIP NO.

T-shirt size Large (40-42) XL (42-44) XXL (44-48)

I am willing to lead Day One Day Two

I am willing to back-up Day One Day Two

Please indicate skill level and type of riding preferred

It is best to be realistic as your weekend might not be as enjoyable if you end up in the wrong group.

Accommodation information required? If so, please tick the box

Scarborough Hawes

Entry Fee 25.00

Sweatshirt 14.00

TOTAL

Only cheques made payable to TRF accepted, no cash. Please send this entry form along with your cheque and S.A.E. to:

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FOR MORE INFORMATION TEL: 01287 634972

INDEMNITY

I declare that I am physically and mentally fit to participate and am competent to do so. I confirm that I understand the nature and type of event and the risks involved and agree to accept these risks even if such risk may involve negligence on the part of the organisers or officials, the landowners, or other bodies or individuals connected with the event in respect of any damage to my property regardless of the cause, I confirm that my motorcycle is road legal and effectively silenced. **RIDERS OF NOISY MOTORCYCLES WILL NOT BE ALLOWED TO PARTICIPATE.**

Signed: Date:

Badger Story!

Thought you all might enjoy reading what happened recently on one of our more eventful trail rides out near Shere!

4 of us, Steve Everington, Mike Watts, Barry and myself Karl Barker set off after a fantastic, huge breakfast bap and tea/coffee amply provided by Steve's wife, Trudie.

Only 300 yards up the first lane of the day we came across a badger, apparently in pain and unable to walk. We stayed well back and turned off the bikes, dismounted and approached the badger quietly. It became immediately obvious the animal was stressed and in some discomfort.



We made some calls on our mobiles to the RSPCA and our local Hydestile Animal Rescue who advised they could help, but they wouldn't be able to pick up the animal until later that day.

We didn't want to touch the badger and interfere generally with a wild animal, but after briefly assessing the situation we all decided that to leave the badger in its current state was unwise and it was unlikely to survive without some attention, certainly with the winter weather firmly set in.

We all decided the best thing to do was to try to remove the badger, keep it safe and warm until the rescue centre could collect later that day.

One of our party, Steve Etherington called his wife who brought their dog cage. We took the cage back up the trail

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and managed to gently coax the animal inside and shut the door. The badger seemed to calm down quickly, happily snuggling into the blanket inside the cage whilst we carried the cage back down the trail.

While we waited to transport the animal it was decided by Steve's daughters that the badger was to be nicknamed "Billy". Trudie, Steve's wife then took the badger directly to the Hydestile rescue centre as we didn't want to wait for him/her to be collected and seen by a vet.

It was at this point we encountered the landowner who lived next to the byway; sadly she introduced herself by constantly honking the horn of her big, Mercedes 4x4 and then got out to complain at us blocking her drive. At this point a torrent of accusations came thick and fast as she'd been told by the council that "motorbikes aren't allowed up that lane but 4x4's are fine to use it". I tried to calm the situation and advised her about the injured badger which I thought may diffuse the argument, at which point she accused us of basically raiding the badger set that was on her land!!!

After then spending some more time calming her down and explaining the full situation she apologised, recognised the legality of our bikes and also the byway. The real story was that apparently a walker was recently injured by two kids on motocross bikes, at which time she'd called the council for advice. I'm sure it was a simple misunderstanding, however this seems to be truly indicative of the general public's view towards our bikes/situation....they don't notice nor care for things like lights, tax discs, etc.

We are very easily all tarnished with the same brush. After calmly informing the landowner she eventually apologised and went home.

After a couple of days Steve called for an update and it looked like Billy had probably been hit by a car on the nearby road. Good news was that his/her spine seemed to be OK according to the X-ray, but there was a lot of muscle bruising, etc. Gradually in the coming few days Billy made a good recovery, was eating and drinking and after about a week was ready for release. We also found out that Billy was in fact a girl, lucky the name can be used for a female too!!

Steve was contacted to collect if he wanted to then release Billy where we found her, after dark. He duly did this and Billy was released back into the wild, happy and healthy.

It certainly felt good knowing the outcome. We could've just ridden on by and continued our trail ride, but to see Billy released was enough for us all to know we did the right thing. Hopefully this shows we're not the environment destroying, devil-may-cares that the media would like to portray and the general public seem all too ready to absorb as an opinion, and that we are in fact moral, law abiding people with an interest in the diversity and wonder of our countryside and rural heritage.

Karl Barker

Quiz Time

*Test your knowledge of lanes - answers to Brian Thompson
(contact details inside front cover)*



A Co. Durham byway



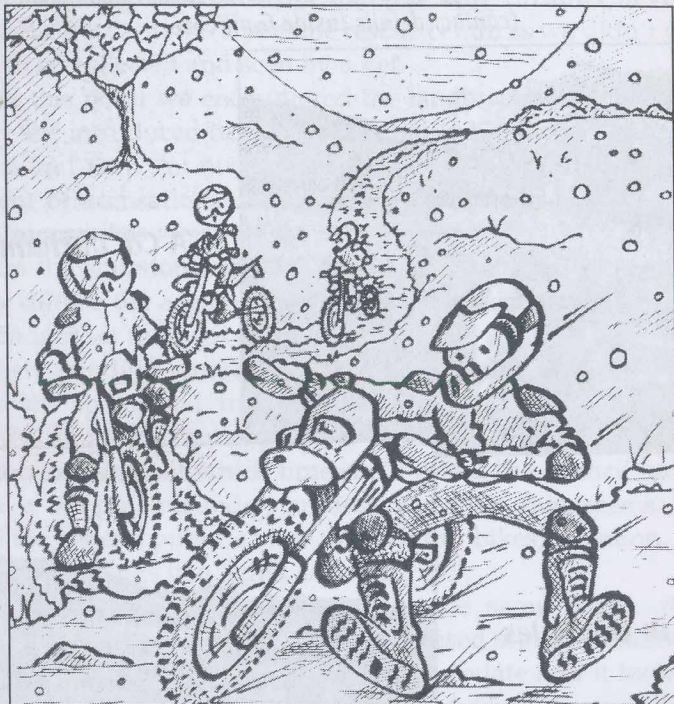
A UCR in the Dales



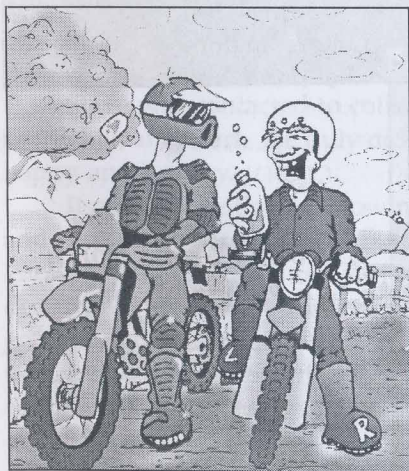
***Another Grand North
Pennine Trail***

Caption Competition

Put your brains to a caption and send it in to the Editor.



Cartoon by P. Rowland



Captions for last month's:

Anti-freeze mate. What's good enough for me lubby bike is good enough for me. Hic!

Anti-freeze mate. Two swigs and I don't know my Glass from my Gleam, my Crow from my Nerc. Heaven!!

Both from John Robinson.

Ed. *Come on chaps don't be bashful get your captions in for this month.*

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1st Wed, 8.30pm, The Sun at Liddington, 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
John Robinson, Email: nytrf@hotmail.com
3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

THAMES VALLEY Julian Ogle, Tel: 0208 5799778
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 Richard Hirst, Tel: 01274 632676
1st Thurs, 9pm, 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.