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TRAIL



The magazine of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways

MAY 2007 No. 345 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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classifieds with payment if applicable to THE EDITOR.


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

EDITOR

Back in November Norwich group thought it was a good idea for the TRF to sponsor a young lady from Norfolk on her ride to Timbuktu. Carole Poirot (no relation to the detective). Carole was sponsored by Derbyshire and South Yorks, West Yorkshire, South Northants, Sussex, Teesside and North Yorks, Herts, Wiltshire and East Midlands as well as Bow Brand International Limited, Holywell Music Ltd, Anglia IT Solutions and Salvi Harps Limited. Well boys she's back to collect! See story on page 14.

MEMBERSHIP FORM: I was thinking the other day about signing up a new member and realised I couldn't because I didn't have a membership form so to help anyone with the same problem you will find one printed on page 13. So cut it out or photocopy as many as you like, alternatively Mary Stevens (Membership Secretary) will be happy to post a quantity out to anyone who requests them.

Yours in recruitment mode,



TRF EXEC MEETING

Sunday 1st July 2007, 10.00 a.m.

*The Crow's Nest, National Motorcycle Museum,
Coventry Road, Bickenhill, Solihull,
West Midlands B92 0EJ.*

Please bring your membership card
with you for registration.

**ALL GROUPS SHOULD SEND
A REPRESENTATIVE.**

*If you would like anything added to the Agenda,
please send it to secretary@trf.org.uk*

Polly Cody, TRF Hon. Secretary

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WANTED:

- Product Reviews • Bike Tests
- Long Term Reviews • Cover Pictures

COVER PHOTO: From Dave Tilbury
*The Ridgeway. "The most memorable
day on the trails ever"*

All contributions to THE EDITOR
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DORSET ROW IMPROVEMENT PLAN

The document entitled Towards a Rights of Way Improvement Plan (Summary & Background) for Dorset that was issued for consultation from 12 February 2007 to 23 March 2007 is now to be treated as the Draft Rights of Way Improvement Plan for Dorset for the purposes of the Countryside and Rights of Way Act 2000.

The consultation period is therefore extended until 29 June 2007.

Please help shape the future of Countryside Access in Dorset by responding to this consultation. If you have already submitted a response during the original consultation period we welcome any additional comments that you might have. Copies of the consultation document can be viewed at Dorset Libraries, Dorset County Council main reception, County Hall, Colliton Park, Dorchester and on-line at www.dorsetforyou.com. Further details are available from either; **Tara Hansford**, Tel: 01305 228577, Email: t.s.hansford@dorsetcc.gov.uk or **Carol McKay**, Tel: 01305 228577, Email: c.a.mckay@dorsetcc.gov.uk
Richard Collins

MORE BMF EVENTS

There are further BMF Events which you may like to attend or even put on a stand for the TRF. The dates are as follows:

GARDEN OF ENGLAND MOTORCYCLE SHOW (GEMS)

9th - 10th June 2007

Hop Farm Country Park, Kent
(last booking date for stands
2nd April 2007).

KELSO BIKEFEST

14th - 15th July 2007

Springwood Park, Kelso
(no TRF stand because it is
held in Scotland).

TAIL END

15th - 16th September 2007
East of England Showground,
Peterborough
(last booking date for stands
25th June 2007).

If you would like to organise a TRF stand please contact me for an application form.

*Polly Cody, TRF Hon. Secretary
(see inside front cover for
contact details)*

BMF BENEFITS

The TRF's affiliation entitles all members to discounts on:

BMF Shows and Memba Rally,
Insurance, travel, breakdown cover and
all other BMF Member benefits

The discount code for The TRF
is TRF07Y651.

Polly Cody, TRF Hon. Secretary

USER EVIDENCE FOR WALNA AND GARBURN

Though Cumbria TRF put in DMMO to Byway submissions for Walna and Garburn in September '05, before NERC went to Parliament, we were caught out by the iniquitous back dating of the last chance for claims.

However significant evidence of motor vehicle use by right before December 1st 1930 has been unearthed, which means that the Subsection 67(2)(e) exception to extinguishment in NERC is possible.

The Lake District National Park are proceeding with the claims, first on the traditional historical basis, which should by itself lead to Restricted Byway, and then on the Subsection 67(2)(e) exception, which should lead to Byway Open To All Traffic.

Right now the Park is requesting user evidence from those of us who used the routes prior to NERC - from the 70's (or earlier) right through to May 2006.

Evidence forms and instructions can be obtained by going to <http://cumbriatrf.mysite.orange.co.uk> or by phoning me on 01539 725292.

Will everyone who has made more than just a couple of trips over the passes please respond as soon as possible.

Steve Pighills, ROW Officer, Cumbria TRF

(p.s. - if anyone was thinking this means they can chance riding the routes now, do not do so; it would be just about as counterproductive as anything could be!)

NORTH YORKS COUNTY COUNCIL ROW IMPROVEMENT PLAN

Trail Riders and other users are invited to give their views on the North Yorkshire County Council Rights of Way Improvement Plan. The plan is being prepared jointly by the county council, the Yorkshire Dales National Park and the North Yorks Moors National Park. Summaries are available at libraries, while the complete plan can be seen at district council offices and national park centres or by following links on www.northyorks.gov.uk where you will also be able to submit an on-line response.

Further details are available from the Policy Officer - Rights of Way Improvement Plan on 01609 532774.

e-mail
policy.development@northyorks.gov.uk

Closing date for comments is
30th June 2007.

Richard Collins

STOLEN

3 bikes stolen from lockup in April. Contact 01244 615340, Police ref CC07111617
BMW F650 GS DAKAR blue silver, PJ54 OLR, fitted with pannier frames, scott oiler and close fitting front mudguard.

YAMAHA TTR250 white, no stickers, K550 HDK, TRF stickers above headlight, dent in tank, toolbag and TRF sticker on rear mudguard.

TRIUMPH TIGER CUB TRIALS blue tank, mudguards and handlebars, silver 'Armac' frame, Del Orto carb, silencer below carb.

Ian Baillie



Gt Punchard Head Pass

This old road runs for a magnificent 7 miles from Whaw in Arkengarthdale to Tan Hill Inn. This is situated in the Yorkshire Dales National Park over Arkengarthdale Moor in Richmondshire District.

There is a BR signpost at the Whaw end but no signpost at all from Tan Hill. I reported this to the YDNP on 7 Oct 2005 so perhaps it has now been dealt with?

Tan Hill pub is the highest pub in England at 1800ft or 600m. In summer there's lots of hikers and cyclists here as plenty of footpaths and bridleways are available, all ending at the pub. But no UCRs or Byways. Ahhh!

Throughout the entire county of North Yorkshire, England's largest county with 2 national parks and a total of 10,000km of footpaths and bridleways, only 53km of Byways are on the Definitive Map. No it's not a misprint. That's just 53km or 40 miles ONLY!

While we can mainly blame the biased authorities for this shocking figure, the TRF did not exactly cover

itself with glory as far as claiming Byways in this county is concerned.

Look with envy at the 450 miles of Byways in the county of Wiltshire where continuous TRF activity for 35 years has paid off handsomely. Now a trail rider's paradise. Well done Bill Riley. The TRF owe you a tremendous debt of gratitude. No other county has as many Byways safe on the Definitive Map.

Tan Hill was the centre of a vigorous coal and lead mining trade network in the centuries before the railway came.

Coal was transported in carts, not by pack horse. The many collieries in and around Tan Hill date from the 14th century and much evidence of these can still be seen on the ground.

They all belonged to Richmond Castle who maintained the roads for coal and lead traffic for centuries.

As the Pass is a Public Bridleway I made a claim for Byway in Sept 2005 which was then caught up in the great Government Byway cull and thus became a claim for Restricted Byway only.

All Byway claims made after 20 Jan 2005 are invalid. We didn't know in

Sept 2005 that all the hard work in preparing a claim would be a waste of time!

A dozen TRF members filled in user forms, most of them for over 20 years and the TRF made a good effort helped by publicity in TRAIL. This is Scott trial country so no help from our ACU friends was forthcoming. Don't upset the landowners they said!

Gt Punchard Head Pass is mentioned in Arthur Raistrick's book "Green Roads in the Mid Pennines".

From the Arkengarthdale side it is a good 10ft wide stony track all the way to the summit at an old lead mine called Punchard Coal Level. I rode it this far on my Honda 125cc scooter so you can get some idea of the excellent surface. The views over the Dales are stunning.

From the summit over the moor the surface is grassy and often wet being some 2000ft high.

The track gets vague as it drops down to the

Tan Hill Inn. The Inn is a very lonely place with not a single other building visible for miles around.

Use it now by mountain bike!

However never say never to the extinguishment of all vehicular rights. I don't decide. This applies to any green lane without a valid Byway claim that the highway authority will tell you is extinguished.

For example, if someone can come up with evidence of use pre Dec 1930 ie photographs of motor cycles whether in a trial or not, then it is one of 5 exemptions to closure in NERC 2006 Section 67 that might, just might apply. Let me know if you can help and have any such evidence.

Brian Thompson

ps next in the "lost trails" series will be Herdship Fell Road in Teesdale, Co Durham.

RoW NEWS

Change of Direction at Tranmire: North Yorkshire

The permissive rights on Tranmire have been lost and the North Yorks Moors National Park have made it a Bridleway. The diversion is now fenced off and looks like a motorway, at the stream crossing, after an upgrade.

The old road must now be used which passes through High Tranmire Farm down into a small valley and out via Tranmire Grange to Tranmire. You can then follow the yellow road to Redmire farm and pick up the road (track) to Green Houses. Lots of gates but better than nothing.

There is a road from High Wins to Old Castle Farm over Tranmire Moor but the exact route at Old Castle farm is indistinct. It should link to the road to High Tranmire Farm via Tranmire Grange but has not been used for about ten years. Tread carefully but firmly, all have County road numbers therefore legal rights of way.

John Robinson
Teesside and North Yorks Group

RUN REPORT: NORTH DEVON THE FORGOTTEN LANDS

On a sunny Sunday morning, with temperatures hovering in the 20's, Stuart Lawrence and Doug Richardson (two of the North Devon membership) met at Horns Cross with three non-members for a Sunday ride.

The venue for the meet was John Chilcott's cottage on the A39. Sadly John is not at all well and indeed has been medically banned from driving. Our other member Ron Rickarby is also suffering after a heavy fall on a previous run and was unable to ride.

After a chat with John we departed at just after 10.30am. All map references are OS Explorer 126 Clovelly and Hartland. Starting from 378232, just above Holwell, we moved eastwards along the A39 to Spanny Home and turned off on to minor roads down towards Alwington where we hit the first of our lanes linking Town Farm to South Yeo.

What has been a dust bowl all summer has now turned into a slippery mud pit, slimy on top and hard underneath. We then crossed the Bradworthy Road heading south towards South Yeo and Halsbury Barton where we turned right through Green Hill towards Higher Dunbridge. This lane is overgrown and very heavily rutted which proved to be a foretaste of the day in front of us. My front wheel has a mind of its own so I hung on and went with the bike. Ruts are the bane of my life.

We then crossed again the Bradworthy Road heading north towards Newhaven where we turned left to Parkham, via the long greasy lane deep with tractor ruts. We headed

through Parkham towards Mount Pleasant and then onto Bocombe Mill where inexplicably we managed to split into two groups and had to resort to mobile phones to link up again! Once we had joined up again at Foxdown Manor we headed towards Broad Parkham turning in through the farm gate and taking the lane which leads to Lower and Higher Waytown.

We were briefly on the A39 again before turning off towards Cranford where we hit Galloping Lane and turned right towards Cranford and left through Cranford where we hit the lane between Cranford Water and Lane Barton. This, according to one of our riders who was born in the area, used to be a Devon County tarmaced road. There is still some tarmac there beneath all the mud. It was interesting but certainly not challenging.

We then moved through Woolserly village picking up the A39 again at Clovelly Cross ignoring the lane through Slade Farm and the Milky Way Adventure Park which is not at all challenging. From Clovelly Cross we followed the A39 to the Hartland turn off, B3248. The lane marked West Dyke Farm is totally uninteresting and we do not bother with it. Just past Highford Farm we turned left towards OS289241 where we pick up a lane which takes us across a stream and bridge towards Rosedown. We stopped here for our first cup of tea and sandwich. It is a fantastic scenic spot which few locals know exists.

At Rosedown we turned right and then almost immediately left past the disused quarry to turn left at Yapham Cross and left again at Highdown Cottages and onto Beckland Cross. We then turned into the marked lane which

leads down to Norton Farm.

From Norton Farm we followed the track up to Youtree Cross where we headed north towards Loveland Farm, picked up the short lane and turned left at the bottom towards Pattard Cross. From Pattard Cross we picked up a lane which takes us to the entrance of Hartland Abbey.

This is a challenging lane in both directions, particularly with fallen trees to traverse. So far three-quarters of an hour and no serious injury or falls!

Up the hill to Hartland and into Cutcliffe Lane. Your correspondent hit great form here and I hit the bottom totally out of control and fell off as the front locked. Of course everyone else came to a dignified halt!

We then turned right and headed on towards Stoke and picked up the lane from Stoke village to Wargery. There are two lanes above this around Blagdon Farm and Blakebury which we normally ride but Les, our leader using his GPS system, has decided to leave these until our return trip. To fill the day out on our return trip we rode a lot of the lanes in the reverse direction.

From Wargery we moved down towards Docton Mill and turned left towards Warriors Bridge where we picked up the lane which ends at Galsham Farm. We then headed through Green Lake and passed Philham towards Eddistone House where we rode the lane at Painton Water. This is a very fast flowing lane which we all enjoyed and there was plenty of slip, sliding on the hard under surface but covered in 2"-3" of wet mud.

At Lutsford Cross we turned towards Wembsworth where the ACU South West Centre team trial was taking place on Sunday, so plenty of bike activity in the area. We then picked up a lane which goes from what is



presumably a height marking on the map of 179 OS249197. It is an exceptionally good and steep lane. From there we rode on to Upcott Cross and turned right into Wellcombe where we stayed for an hour at the pub.

After lunch and a beer we picked up the lane at Darracott (described on the map as Well Lane) and then rode in a circle to pick up the quite challenging lane at Homerfield and Leaden Farm. We rode this from start to finish coming out at Gooseham Mill. From then on we are up the hill towards Gooseham and we do both lanes shown as Gooseham to Bryaton and Gooseham to Hackmarsh.

We retrace our tracks on those lanes so that we can then head on towards Morwenstowe parish and particularly the village of Shop. On our next lane there was a chap walking his dogs who seemed highly amused at our antics because at the bottom of the valley in Cannapark Wood there is quite a severe step. I took the first attempt and managed to get my bike up over the step, the only problem was I was not on it! Next up came Tony on an even bigger KTM and he managed to stay on his bike, except the bike was heading towards the adjacent field, and not in the lane! Les, on an old XR Baja, managed to get up the step and through the lane by footing all the way. Barry got on top of the step and became stuck with

his back wheel spinning and needed a tow. Doug put his bike in the hedge before even hitting the step! By the time we had stopped laughing it was time to finish the ride at the end of the lane at Lea Barton.

It was then a case of retracing our steps through the lanes and finishing the day off, heading back towards Bideford. It is an easy way of doubling the lanes if they are ridden both ways during the day and often a simple lane can be challenging if ridden the other way.

Interestingly this ride was led by Les who is not a member but he has a sophisticated GPS system. It works throughout the country, except in the Hartland area where there is so much

electronic gadgetry used by GCHQ and BT that it plays havoc with the GPS system so we always have back up maps available to us.

A thoroughly enjoyable day, no damage to anyone - other than their ego - and any damage or punctures with the bikes. A recommended trip for those of you in the south who fancy some different scenery.

Stuart Lawrence,
Westward Ho!

Ed: Stuart - Les and his pals would make good members, so make them fill in the membership form on page 13 and send it along with their £30 to the Membership Secretary.

Northumberland Trail Riding & Camping Weekend

BIKES, BEVVIES & BANTER

1st, 2nd & 3rd June 2007

A social weekend that is fun for all the family, with guided tours around Hexham, Northumberland on both the Saturday and Sunday over some of the best trails you could wish for!

Friday & Saturday evening open air bevvies & banter not to be missed (families welcome)

Field available for tents or caravans (bring your own food, refreshments, beer, water & bbq etc.) Toilets provided only. (No water on site).

£20.00 PER BIKE FOR TRF MEMBERS
(Membership will be checked)

£30.00 FOR NON MEMBERS
(must be signed in by existing member)

RUN LEADERS REQUIRED!

If you've been before we look forward to seeing you again,
if you haven't been, you can be certain of a great weekend!!

*Bookings only to avoid disappointment.
Please phone to secure a place as places are limited.*

CONTACT NEIL PATTISON: 01434 683905 BEFORE 9.00 PM

AS I SEE THEM!!

or On the Offensive!

I have often wondered what drives people to engage in behaviour that is offensive and unnecessary. Now I realise there are people in the world who do not feel alive unless they are deliberately upsetting someone else. They must have their daily dose of conflict, just to keep them going. As long as they have something to attack or something to whinge about they are happy. We all like a whinge sometimes but we do not make a lifestyle out of controversy.

Some people, who probably thought they had a position of some importance while they were employed, feel the need to be active and reassert their authority, when they retire. Instead of doing voluntary work for organisations, helping the needy and under-privileged in the world, they choose causes that involve controversy and conflicts of interest. In that way they can join a bandwagon and so massage their ego. Others, like the minor celebrity, need organisations to keep their profile high and in the public arena. You've seen them, the curse of the twenty first century. Just like the adrenaline junkie they keep on having to throw themselves off the cliff, just to feel alive. Then they bathe in the reflected glory of having championed a cause. Any cause will do as long as it feeds their ego.

Thus was born the anti-vehicular lobby. Unfortunately as long as they have an audience they will prosper. It is well known that if a person is willing to listen to someone, they will talk forever. When it comes to

complaining, you need a sympathetic ear. At one time people were told to stop moaning and get a life. Nowadays it is good for television, sells newspapers, produces reams of consultation documents and ultimately legislation. So thousands of bureaucrats are happy to spend time and tax payers' money on needless exercises that do not solve the real problem. In this case illegal use of the countryside by MPV's. The government "Tough on crime: Tough on the causes of crime" have failed miserably to legislate for the causes and have only succeeded in criminalising everyone with their multitude of New Laws. Laws that duplicate, laws that have failed in the past because they were unenforceable or too expensive to police. As usual only those with a conscience obey them. The real culprits get away with it.

Newspapers are political animals, assuming the position that sells most copies. They adopt a line which they see as being politically correct. In my experience they do not publish both sides of the story and therefore can not be considered impartial. That is where the sympathetic ear comes in. Writing for pro-vehicular magazines is merely preaching to the converted. Newspapers, by refusing to publish articles and letters supporting MPV's in the countryside, deny alternative views access to a wider public and bolster the case of the anti-vehicular lobby by their bias, giving the impression that everyone is in favour of a ban. In reality few people I meet on the trail object to our presence, as I have stated many times before. Maybe now is the time

to take the offensive against people I find offensive.

No matter how we try to appease the anti-vehicular lobby they are not satisfied. Like the spoilt child, each concession leads to more demands.

They have no scruples or old fashioned Christian charity and use every means possible to blacken our name.

I remember a Public meeting organised by the NYDPA at which a blind man stood up and told the audience that his guide had taken him on an unsurfaced road that was so badly rutted he could hardly walk along it. At one point he had to crawl along a section of wall because the road was too muddy. At the time I let it pass, disability is bad enough without drawing attention to it. Afterwards I thought, how irresponsible of his guide to take him on a route he knew was neglected. How unscrupulous of them to engineer this scenario, considering the number of footpaths and bridleways he could have used for a pleasant day out, to say nothing of open access.

In order to defend our position one must understand the mind set of these people. I am not advocating defending the indefensible but every Trail Rider should be able to refute most of the allegations levelled against us.

Just like our detractors, some people have a fetish for controversy. They want to be shocked and disgusted and therefore actively seek out areas, where they can obtain a perverse satisfaction. There are many other places to go for a quiet walk but they choose not to. What the eye does not see the heart does not grieve, ought to be a common sense maxim but, no, they choose to observe, to feed their need for disgust.

It is like going down to the Dockside pub and being shocked when they end up in A&E. There are places to avoid, no go areas, if you want a safe, quiet life. Anyone with any sense knows that but they want to court controversy, it is their life blood.

There are Trail riders who suffer from the same syndrome. Mercifully they are few and far between but some will deliberately go on Trails where they know the land owner or farmer will give them abuse for riding a legal trail. It is not worth the hassle for most of us. We want to enjoy our day out. We can do without the histrionics. Yes the objector gets his own way but they are also few and far between and best avoided.

We need a Charm Offensive to offset the image some other users have of us, as Trail Riders.

It is important to slow down when approaching other users. Say Good morning or Good afternoon or at least wave to acknowledge their presence. I can't tell you how annoyed some walkers are when you smile and greet them. I always wave at their children, who always wave back, because they have no preconception or bias views. You have to challenge the image they have of Hairy Bottomed Bikers tearing up the countryside. Politeness is a universal language. Eventually they will get the message if we are prepared to give politeness a chance.

As for the Forestry Commission, created with tax payers' money, they plant trees, leave them for twenty years, then go in with their tracked vehicles and trash the lot, leaving debris all over and replant. To say we are damaging that environment by using the stoned legal roads, is a nonsense.

I am not condoning illegal use, I am putting the erosion, caused on Green Lanes within the forests, into context. It is a fact that many an unsurfaced road has been obliterated by the Forestry Commission during their mass planting after the war.

On the subject of Green Lanes, Green means new, unsurfaced. It never did mean grassy lanes. Only the anti-vehicular lobby have managed, through publicity, to change its meaning in order to conjure up a picture of a verdant paradise.

They have also muddied the waters over simple definitions. Road means Road. Road for vehicles and vehicular rights. Whoever thought of roads without vehicular rights was preaching to equally deviant ears.

Another example of bloody mindedness was the chap at an enquiry who was offended by the noise of MPV's in the countryside. When I pointed out that his peace, on a still day with no wind, would be disturbed for a maximum of three minutes as the MPV's passed by, he retorted. "Yes but I am annoyed for half an hour after I have seen them". I pointed out that a course of anger management was more in keeping, rather than banning MPV's. He was another example of a person who thrived on being annoyed. A fine example of a selfish person unwilling to share our countryside and going out of his way to make it unpleasant for others.

There is also the question of how much countryside are we asking for. The few lanes left after NERC comprise less than 1% of the total acreage in our National Parks. Probably one acre in fifty thousand. Not much to ask for in my eyes but I am bias too.

As I said to the NYMNPA ROW officer closing dual status lanes only punishes the Law abiding, Taxed and Insured riders. You will still have the problem of illegal use, it is not going to go away.

So the next time you are stopped by an angry person remember they are actively seeking someone to confront. It may be they are anti-vehicular by nature or feel frustrated about other problems in their life and just need to have a go at someone. Listen politely and then say you are sorry they feel that way. Then they may well reflect on that meeting later and may regret their actions. Do not fuel their prejudice by arguing. Tell them you will pass on their concerns. Only by contradicting the negative image they hold of us will we make any progress in Public Relations.

Think about it: You know it makes sense.

John Robinson

PRESS RELEASE LONG DISTANCE TRIALS

The Motor Cycling Club (MCC), Britain's oldest sporting club for motorcycles and cars, runs the Exeter, Land's End and Edinburgh long distance classic trials. These popular events are run overnight and include a number of observed sections joined together by sealed roads and green lanes. The total distance covered is around 300 miles and there are over 300 entrants in the various classes. The events cater for competitors on a wide range of machinery ranging from pre and post-war classics to modern trail bikes and cars. New competitors are always welcome, and for those with little experience of riding or driving off tarmac or with more fragile machines a less demanding route is offered.

There's also a whole championship of classic long distance trials, run by the Association of Classic Trials Clubs, of which the MCC's trials form a part.

For details visit
www.themotorcyclingclub.org.uk or
www.actc.org.uk
or contact Ian Thompson on:
07717 093228 (mobile)
01684 569119 (evenings)
or by e-mail at i1_wjt@yahoo.co.uk

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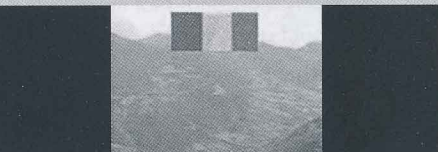
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Trail Riders Fellowship

MEMBERSHIP APPLICATION FORM

- Please complete the details below and return the form with a cheque or postal order (payable to the TRF) to: **TRF Membership Secretary, Mary Stevens, 5 Offa's Road, Knighton LD7 1ES. Tel: 01547 529946.**
- **This form is for new applications only. Renewal forms will be sent out separately.**

I wish to join the Trail Riders Fellowship and I undertake to abide by the rules of the Fellowship, and to honour it's Code of Conduct and general behaviour. I agree to ride only unsurfaced rights of way which I genuinely believe to be vehicular.

PLEASE PRINT DETAILS CLEARLY

First name(s)

Surname/Family name

Joint name (if applicable)

Address

County Postcode

Tel no Email

Which local Group do you attend (or propose to attend, if any)?

(see TRAIL for list of Groups)

All membership details are stored on the Fellowship's computer and will only be used in accordance with the TRF Constitution.

What bike(s) do you use on the trail,
 eg: Yamaha DT125R

• I enclose:	Jan - Dec subscription	£30.00	<input type="checkbox"/>
	joint subscription	£45.00	<input type="checkbox"/>
	2nd member at same address, 1 copy of TRAIL to share		
	life membership subscription	£300.00	<input type="checkbox"/>
• Please send me extra stickers (£1 each)	£	
• Donation to the Fighting Fund		£	
Fighting Fund donations are at your discretion but very important in order to defend our rights		TOTAL AMOUNT	£

Tick box if you are a full (individual) member of:

BMF MAG

Other - please state - eg: ACU, NFU, CLA, National Trust

Where did you hear about the TRF?

Do you require more membership forms? How many?

LISBON TO TIMBUKTU AND BACK...

flying to Lisbon where we had to pick up our bikes (the bikes having been trucked over on the 2nd January) and then make our way to the south of Portugal where we met all the other riders.

Taking to the road the next day, we went from Portugal into Spain, rode to the south coast where we took the ferry and crossed over into Morocco. Finally we hit Africa and felt like the adventure had started...

Over the next 28 days we would ride a total of 8000 miles through Morocco, Mauritania and Mali, mountain ranges and deserts, encounter sandstorms, heat, cold and rain. We rode over miles and miles of piste and unmade roads (which would prove near-fatal for some of the bikes), had to constantly watch out for camels, donkeys or goats suddenly appearing in our path and wave at countless groups of children who would come running to see us where ever we went. Some days we would ride up to 14 hours covering up to 640 miles through the bleakest of landscapes (which is tough on the backside as well as mental states), while on other days we'd only nip 150 miles down the road and then be rewarded with an evening by the Niger River, drinking beer and relaxing.

Finally reaching Timbuktu on the 22nd of January was a huge high and felt like a fantastic achievement. The reality of having to ride all the way back though hit quickly and was initially very daunting. We also had to say

good bye to riders along the way due to illness, unfixable bikes and personal reasons. The smaller the group became, the clearer it became that this adventure was slowly coming to an end...

The remaining few finally made it back to Lisbon on the 4th of February together with Nick Sanders driving the support truck. By that point I had become so used to being on the road, eating whatever was available and sleeping in the roughest of places, that I didn't miss home anymore and wasn't even sure I wanted to come back to the UK...ooops...

Given the chance, I would do it again tomorrow and I would go with Nick. It was a steep learning curve and I had to think a lot for myself instead of being guided through every little step on the way, but that's what made it an adventure and not just a guided tour. There have been extreme lows on the way and also incredible highs, which I believe are more rewarding than a straight forward, strictly organized guided tour. Then again - that's just me.

I need to say a huge THANK YOU to the TRF and the members who have made me feel so welcomed and have supported me through this adventure. Also a big THANK YOU to David Hindley of David Hindley Photography London for allowing me to use his great pics.

Thanks!
Carole Poirot



It all started with an article in BIKE Magazine "How to ride from Lisbon to Timbuktu (for non-heroes)" published in October 2006. Nick Sanders (officially the fastest man around the world on two wheels) was looking for people who wanted to take part in this adventure leaving in January 2007. I downloaded the application form straight away, answered all the questions and sent it off the next day...

I set off on the 6th of January from Norwich,





BIG BIKE LONG DISTANCE TRIAL MID WALES

Saturday 19th August 2006

Actually it started on Friday with Andy Cadney, Paul Rowlands (Rowley from the TBM forum) and myself riding the route to put up the arrows. None of us are the best at timekeeping, so it wasn't surprising that we were late starting out. We'd only got to the second green lane when my Serow had a funny moment (OK 15 minutes) and refused to start. We were just about to abandon it (as it wouldn't bump due to clutch slip) when I said "might as well try until the battery's completely flat" and gave it one last try – and off it went. I left it running after that!

So we upped the pace a bit. We went to have a look at a new UCR I had noticed but it wasn't suitable for the big bikes, and both Rowley and Andy had a bit of trouble turning round to get back out of it. Back on the route, we were soon on the unclassified roads in the moorland area inland from Aberystwyth. We went up to the Cletwr Services at Tre'r Ddol for petrol, stopping briefly for a snack. The route went back south from there, passing Nant yr Arian Visitor Centre, and on south to the Start and Finish at the Mid Wales Activity Centre at Pontrhydfendigaid. We got back at 7.30pm. It had been raining all day. It was still raining on Saturday morning.

It rained harder and harder as the day went on, and waterproofs started leaking after a couple of hours. I left a little before the competitors with the observers: Ricky on an XR400, Tim on a DRZ400 he had only ridden twice before, Clare on a KMX200 and Bill on a KTM 640 Adventure, who were to observe the 3 "feet-up" sections before the lunch break. Ricky was left at the first section, Bill at the second and Tim and Clare on the third. Rick's was a gentle introduction which all the competitors cleaned, as I thought they would. Bill made his section very long and up and down in and out of the rut, which caused some difficulty. Clare and Tim had a steep boulder covered hill but most of the riders sailed up it without any fuss. The competitors were in two groups, one being led by Andy Cadney and the other by Rowley. Andy had had a spill due to the road-orientated nature of the tyres on his brand new KTM Adventure 990 and blood and swelling was evident when he took his glove off at the lunch stop. He said he could manage to carry on though.

We all adjourned to the Cletwr Café who served up wonderful sandwiches and didn't mind us dripping on the floor, apart from Ricky who unfortunately missed a turning, picked up signs for the afternoon route and did a lot of

extra trail riding. He eventually realised he had somehow gone wrong and made his way back by tarmac, meeting us in Talybont as we were setting off for the afternoon sections. We told him where the café was so presumably he did manage to get some lunch! Colin and Lucie, two up on our TTR600, headed out with us after lunch to organise the timed hillclimb test. I left Bill on the first afternoon observed section, another uphill with boulders and a bend, then as we were setting up the second one for Tim, the first group of bikes came over the skyline. Clare and I got ready to carry on. The sidestand on my TTR250 had broken off the bracket, so Clare had to do the gates for me. Rowley and the group caught us up, but then dropped back to let us get ahead. Clare's section was a stream bed a short way after the hillclimb. I swapped with Colin and took the TTR600 because I had to open and close a few gates in places with nowhere to lean the 250 without a stand. I rode on my own on the unclassified lane down to the last observed section which was also a stream bed. The lane had a downhill grassy stretch which was extremely slippery in the rain and several of the big bikes lost it there. (Should have made it a section!) The observers and Colin and Lucie had tagged on to the end of Andy's group of competitors, and as Rowley's group had had a fag break, it ended up with nearly everyone riding together. I swapped back to the 250 as the 600 was much more comfy for Lucie going pillion. Colin was quite chuffed as he had managed to clean most of the sections despite having Lucie on the back! To finish there was a long road stretch mainly on single track lanes, and one final unclassified road, where I met the farmer who didn't have a problem with bikes coming through.

The route was about 80 miles and had taken us 8 hours. Everyone was wet but no-one minded, and George or Charles commented that the sections would have been a bit easy if it had been dry. Although most of the riders cleaned most of the sections, only Chris Colling on a TT600R had a completely clean sheet.

Chris Prickett on a Transalp and Rik Griffin on a KTM 950 Adventure both lost one mark each, so the timed hillclimb test came into play, with Chris recording a time of 30.49 secs to Rik's 34.05 secs. Chris won the Best Multi Under 1000cc award. Martin Whitehouse on a KTM 625 SXC, Mike Mortimer on a BMW F650 and Charlie Wallis on a BMW R80 all got 3 points, with Martin the quickest (as you might expect) with a time of 24.57 secs, to give him fourth place. Mike was fifth and Best Over 40 Rider, Charlie was sixth and Best Over 50 Rider. George Gordon on a BMW R1000 had a 5, and Adam on a BMW HP2 had two 5s and a crash on the hillclimb, which Colin and Lucie enjoyed even if Adam didn't!

The hot Thermos of tea was welcome before we all went our separate ways. Bill was riding back to Northamptonshire that evening. All the competitors except for Martin had arrived on their bikes, and dispersed slowly or quickly according to their near or far destination.

The mistakes we expected from it being the first event of its kind, hadn't really materialised. The only thing we need to do better next time is the route marking, but the observing and group riding seemed to work well.

Roll on next year, hopefully with a much bigger entry when word gets round what fun this event was, both for helpers and competitors!

Check out www.diamondsmcc.org.uk in the spring.

Colin and Marianne Walford run Trail Rides Wales providing guided trail riding and tuition in the Mid Wales area, and offer a discount to TRF members!

For more information about us, see our website www.trailrides-wales.com/trailriding.html. The website has details of accommodation, or if you wish, we can book accommodation on your behalf. Our email address is marianne@trailrides-wales.com and our phone number is 01686 430522.

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MEDIA RELEASE FROM THE HIERARCHY OF TRAIL ROUTES IN CUMBRIA GROUP

OLD ROAD REPAIRED IN GRIZEDALE FOREST

Recreational motor vehicle and mountain bike enthusiasts team-up with Lake District National Park Authority to repair old road in Grizedale Forest.

On Saturday 21 April twenty five members of trail-bike and 4x4 clubs, plus local mountain bikers spent the day doing much needed maintenance and repair works to an old road in Grizedale Forest that is a popular route for outdoor activity enthusiasts.

The day was organised by Dave Robinson, Trails Adviser for the Lake District National Park Authority, Geoff Wilson, North Regions Liaison for the Land Access and Recreation Association, and Paul de Borde North West Region Representative for the Green Lane Association. Crushed stone was supplied free of charge by the Forestry Commission; a mini-digger and powerbarrow was supplied at no cost by the Trail Riders Association of Craven based in Skipton, regular riders in the Lake District; and tractor and tipper-trailer supplied with driver by Alistair Irvine from Tock Howe Farm, near

Hawkshead. Drains and ditches along the length of the route were cleared and a waterlogged section was cleared and surfaced with the crushed stone.

Geoff Wilson, from Lazonby near Penrith in Cumbria, works closely with the National Park Authority on recreational motor vehicle management in the National Park, said "enthusiasts from as far away as Liverpool have been working on the repair of this old road today. Volunteer days like this one bring

together vehicle sporting enthusiasts who want to put something back into this very special area. The value of the day was also vastly increased by the free supply of machines and crushed stone."

Dave Robinson, Trails Adviser for the LDNPA, said "This is hopefully the first of a series of trail-route project days run as a partnership between the National Park Authority and motor vehicle enthusiasts. But it's not just a day to get some much needed repair work done; it is also an opportunity to bring people closer to an understanding of the National Park and the role that everyone can play in looking after it".



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This project day was also used as an opportunity to promote the launch of the Trail-Route Voluntary Lengthsmen Scheme. This is an 'adopt a lane' maintenance initiative which will enable volunteers to maintain and repair unclassified lanes and byways in the National Park, do landscaping work, and help with monitoring and surveying of routes. Anyone interested in helping with this valuable work should contact Tim Duckmanton, volunteer coordinator at the LDNPA, on 01539 792674.

The job for the day was to drain the surface of the track as there were a number of areas suffering from deep standing water & flowing water was running down the track in places & the diagonal water grips needed clearing (see before and after pictures).

For more Information contact: Geoff Wilson, North Regions Liaison, Land Access & Recreation Association, tel. 01768 898584 or LARANorthRegion@aol.com

WHO IS DOING YOU DOWN?

Some organisations - organisations that are registered charities - are arguing against the recording of routes on the definitive map & statement, the record of public rights of way. Why does this matter? Well, if a route is not recorded in the DM&S by the beginning of 2026 public rights over it will be extinguished. Yes, the route will be closed to the public - and that includes walkers, horse riders and cyclists. But now look at who is trying to keep routes closed:

GLPG are comprised of the following groups: The Green Lanes Protection Group presently represents the following organisations: Allen Valleys Action Group, Battle for Bridleways

Group, Beckhampton Community Group, British Driving Society, Campaign for the Protection of Rural England, Campaign for the Protection of Rural Wales, Council for National Parks, Country Land and Business Association, CTC - the national cyclists' organisation, Friends of the Lake District, Friends of the Ridgeway, Green Lanes Environmental Action Movement, Long Bostle Downland Preservation Society, Ramblers' Association, South Downs Society, South Wiltshire Rights of Way Preservation Society and the Yorkshire Dales Green Lanes Alliance.

The vice-chair is Mr Plumbe. (Ed- Does he do the depths?).

Dave Tilbury

Kent TRF Presents

LOIS ON THE LOOSE

Lois is on the Loose in Kent on the 12th September at The Pied Bull in Farningham.

A talk and slideshow by Lois on her latest escapade across Africa on her TTR250.

Tickets only £5.00 per head which will include a buffet.

Tickets on sale at the Kent Group meeting. 2nd Wednesday of the month 20.30 hours.

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<http://www.loisontheloose.com>

ONE MAN & HIS COMMON

This is a story you will not find in the history books. It concerns a small corner of England, part of what was once known as the West Riding of The County of York, now South Yorkshire. It is the story of five centuries of struggle by the ordinary people of Thorne against powerful landowners, who have tried to take away the rights of common and of passage acquired by long custom and confirmed by Charles I in a decree of 1630 that is still in force. But it is also the story of one man's heroic battle over the last 35 years to preserve what was possible for the public. Opposed by the money and full-time professional staff of landowners and councils, this man, William Bunting, has incredibly managed to save something for the future.

Hatfield Chase, which included Thorne Common, was a major royal forest from the 12th century onwards. Edward III and Henry VIII both hunted on the 70,000 acres of marshy low-lying ground. The people of Hatfield and Thorne enjoyed full common rights - piscary (fishing), turbarry (peat cutting), and estovers (firewood) - and successfully resisted attempts at encroachment by various lords of the manor.

Then, in 1630, Charles I granted the Dutchman Cornelius Vermuyden one-third of the land (and a knighthood!) in return for his undertaking to drain the Chase and prevent flooding. Built into this early enclosure award was the formal grant of ownership of and common rights over 15,000 acres to the parish of Thorne. The parish priest recorded the general rejoicing: "Our common is freehold unto us and the lord of the manor has nothing to do with it. His Majesty the King has granted the moors to us". This should have been the end of all

dispute, but the next two centuries saw a series of encroachments on the common land by local landowners, above all the Irvins of the Manor of Hatfield. A report to the House of Commons in 1850 listed only 4,000 acres of common in the parish of Thorne. However, none of the enclosure awards which affected these encroachments referred to or repealed the decree of 1630. Nor yet did the award of 1879 which disposed of the remaining 4,000 acres; but in any case subsequent research has indicated that this 'award' was never validly made.

ENTER A HERO

We move on to the nineteen fifties, by when it was only with immense difficulty that the inhabitants could use the moors and cut peat. It was now that the hero of our story started to interest himself in the 'lost' rights, both of the commoners and of public access.

William Bunting - biologist, botanist, entomologist and microscopist - lives in the centre of Thorne. Now aged 79, he is considered locally as something of an eccentric. He taught himself Latin, French, Norman French and medieval English in order to read the archive material on Hatfield Chase and has been indefatigable in pursuit of the 'lost' rights. At one time the County Hall rights of way staff told me that he was taking up almost a third of their time and budget. He has built up his own extensive archive on Hatfield Chase, including many original enclosure awards and plans, which is now in the safe hands of the University of York Library.

The commons issue has gradually come to occupy more of his time than rights of way. Under the Commons Registration Act 1965, and at the

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request of Thorne Rural District Council, he claimed registration for the entire 15,000 acres awarded in 1630, both for common rights and for ownership. Two sets of claims in fact went in: one on behalf of the parish of Thorne and Hatfield, another duplicated in his own name.

COMMONERS' RIGHTS ABANDONED

In 1973, however, for reasons that have never been explained, the Council withdrew all claims. Not content with thus abandoning the rights of 30,000 commoners in the district, it then spent £30,000 in a vain attempt to persuade the High Court to rule that Mr Bunting had no right to maintain his 'personal' claims to common rights. A similar unsuccessful action was brought by Messrs Fisons: with peat at your garden shop at £10 a hundredweight the moors are worth £500,000,000 to Fisons.

In 1975 the hearing of the first of Mr Bunting's claims for 4,000 acres, began at Doncaster Crown Court. Fisons spent £25,000 in legal fees for the ten-day hearing. In the following year Commissioner Baden-Fuller ruled that the land in question was **not** common land. Seven years later, however, in 1983, Mr Bunting appealed to the High Court, representing himself against an army of lawyers. Mr Justice Mervyn Davies ruled that the area claimed **was** common land, in accordance with the 1630 decree. Mr Bunting has thus in fact won back the 4,000 acres 'stolen' by the invalid 1879 award; but since the District Council had long since withdrawn all claims for the people, only he and his family could now enjoy the right of turbarry.

EXTENSIVE OPPOSITION

Since then the Commons Commissioners have held hearings into some of the other pieces of land claimed by Mr Bunting in accordance with the 1630 Act, now declared by the High Court to be valid law and not repealed by any subsequent enactment. It is estimated that Fisons alone have spent more than £100,000

in opposing these claims.

Many of these hearings still await decisions. The most recent took place in Thorne, in 1987, before Commissioner Baden-Fuller, who had found against Mr Bunting in 1976. Mr Bunting was not fit enough to make the 500 yard journey from his home to the hearing: but on this occasion he had, to represent him against the serried ranks of Fisons, the NFU, Yorkshire Water, Doncaster Council and so on, a barrister funded by legal aid. In order to be able to go to court - the only way to get results - without risking crippling costs if unsuccessful, Mr Bunting had taken a drastic but effective course of action. He went bankrupt and put his home and belongings in his wife's name. Thus he was able to obtain legal aid in order to go to court, but could not have costs awarded against him!

SCRAMBLE FOR MONEY

Mr Bunting's view of what has motivated his opponents is unequivocally blunt. "We see a scramble for money", he has said, "by people devoid of conscience or pride in their country and who will sacrifice all for the sake of profit". He quotes the old rhyme: "The law locks up the man or woman who steals the goose from off the common, but lets the greater villain loose who steals the common off the goose". Nevertheless, had he not gone to law, his most outstanding battle, that of winning back the common land 'stolen' in 1879, would never have been won.

Only the most courageous of men could have saved those 4,000 acres, and he has made provision for trustees to administer them after his death - though this may now be in jeopardy as he is being forced to sell his house in Thorne, and his claims and rights are vested in his property rather than his person. It would be a fitting end to his life's work if the Government were, however belatedly, to give effect to the recommendations of the Common Land Forum, so as to ensure public access to this and all other rural commons.

Brian Thompson

SOUTHERN GROUP TRF FUN DAY

Saturday 14th July, Ham Lane, Langrish.

We again have the use of Ham Lane for the Saturday. Hot food and drinks are available from our caterers throughout the afternoon for you to purchase. After the day's festivities you can put your feet up, have a shandy or two and even stay the night as camping is available for no extra cost.

Ham Lane is situated among some of Hampshire's finest green lanes. Short runs are organised throughout the day and start at regular intervals. There will be a navigation challenge for those that feel adventurous. The course itself will be clearly marked and is one of the best in the area and will challenge your riding skills with steep hills and numerous jumps. There will be a small tight wood trail which will be suitable for the absolute beginner, but with more challenging sections for the more accomplished.

All levels and abilities will be catered for.

IN CHAINS Motorcycles from Ringwood will be there for all your bike and clothing needs.

!! IMPORTANT !!

- Food is **NOT** included in the ticket price
- Strictly **NO** Pit bikes or Quads
- **NO RACING OR DANGEROUS RIDING**
- All Southern TRF events are 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 highways.
- 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' while the TRF are using it.

UNREGISTERED BIKES WILL BE REFUSED ENTRY

Lee Wildsmith

ORDER FORM

Please send me tickets for the Fun Day, in the name

No. of Adult Riders @ £20 for the day including riding, toilets, camping etc.

No. of Spectators FREE

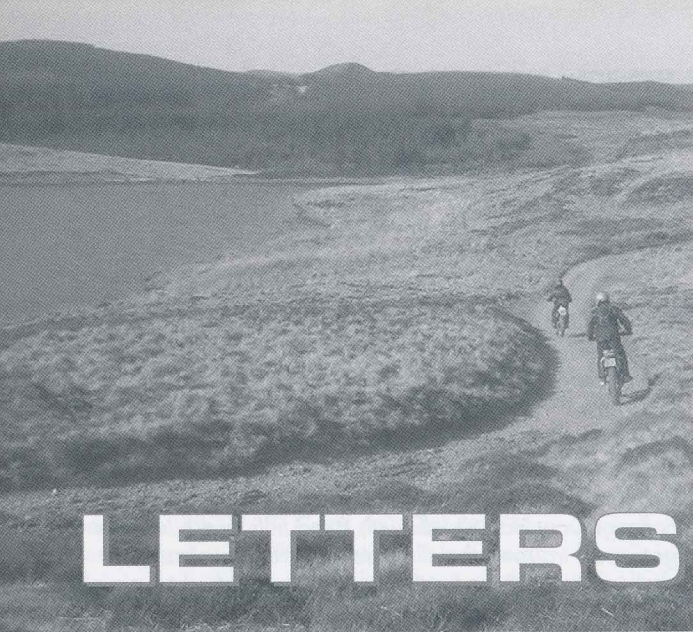
Total Amount Paid £

Send your order complete with self addressed envelope for the return of your tickets and directions to:

Lee Wildsmith, 31 Broomhill Way, Eastleigh, Hampshire, SO50 4RL.

All cheques payable to 'Southern Group TRF'.

FOR FURTHER INFORMATION RING LEE: 023 80 611110



LETTERS

LANE CHECKING AND BIG TRAILIES

A couple of weeks ago I visited the Dolgellau council offices to check legal UCRs etc (and strangely met a few members of the North Wales group having a mid week outing while they were getting petrol in Machynlleth!)

So then we had a day trying out lanes, which is always a slow process. We did use some we already knew, otherwise it gets a bit of a chore rather than fun! Some of the new ones were easy to find and rideable, even though most showed no signs of vehicle use at all. Some were all tarmac. A couple were impossible to find in a forested area – may be the trees were planted over where the routes were meant to be. And some we found but were obstructed or very overgrown. I will be going back to the Council to talk about one obstruction. The old road was plainly visible, but was blocked by a wall, which had footpath steps over it, a huge gorse bush and two fences. We took an alternative route through the yard of a house, and the lady came out to us. I asked her if she knew there was a UCR

and she said she did, and had no objection to vehicles coming through their yard as the UCR was impassable. We didn't get round all of them, so will be having another exploring day towards the end of April.

As well as exploring to find lanes that are interesting to ride in the way we usually consider trail riding, I am also compiling information on the easy ones that are suitable for trail bikes on road tyres. So as well as the usual map marking our group can do for riders coming to Wales, I will be able to provide information for people who may be touring Wales on

bikes like GS BMWs, Africa Twins, KTM Adventure twins, etc, and would like a route of minor tarmac and gravel surfaced roads.

Marianne Walford

TRANQUILITY MAPPING: THE LATEST RUSE

The rhetoric of the anti-vehicular lobby has moved on. The latest ruse is Tranquility Mapping to find the quietest places in Britain. No doubt this will lead to motions to remove everything and everyone that creates any form of disturbance in the Countryside.

I was sitting at Scarhouse reservoir for three hours last Sunday awaiting a recovery vehicle after a breakdown and it was a beautiful day.

I noticed eight motorcycles pass along the opposite side of the Reservoir. I say noticed because I did not hear them until they were opposite where I was sat. They looked very small and were out of sight and out of mind within three minutes. I also noticed three

LETTERS

cyclists and four walkers. What lasting impact had these users on any Tranquility Factor. This was a Sunday, the busiest day of the week. During the week I have ridden the Dales and North Yorkshire Moors without meeting anyone, let alone another motorcyclist. Yet the anti-vehicular lobby would have us believe that the eight motorcyclists I observed are blighting the countryside, all day and every day.

It would seem to me that some Wag on a Government Grant (ie a Civil Servant with so called Green credentials) has come up with this idealistic myth so as to justify their continued employment, post NERC, post Open Access. Perhaps this is the penalty we pay for living in a rich society that can afford National Parks and their employees riding on the backs of taxpayers.

Mastiles Lane, being the preferred route of coach loads of Ramblers has been sacrificed and OK rightly so. They are the main users but what concessions have been made in our favour in the last five years. We have not suffered a complete ban. Gorbeck has just been found in our favour. So there is still life after NERC.

The fact of the matter is, if I felt it was true that riding on unsealed roads was deeply offensive to the majority of other users I have met, I would not be riding now. It is my experience that only a vocal minority of retired people who feel they have lost their place in Society and want to regain some form of status, use this anti-vehicular stance as a platform ie Grumpy Old Men. As do the likes of Janet Porter (*Ed - a seriously grumpy old woman*). They buy a property in the Dales, for a weekend retreat (denying locals an opportunity to get on the property ladder) and

then think they own the Dales. Further they use their influence in the Media to exaggerate their claims. These extremists elect themselves to speak for the Wider Community. I am yet to be convinced that the wider community cares a dam about Trail riding or Tranquility, but if it is aired in the media enough, it becomes an issue. That is the perverse nature of the media, they can choose to listen and publish or reject and suppress rational debate.

Over the past four years I have written to the BBC, the Telegraph, the Times and the Yorkshire Post in answer to articles on Vehicular use of Geen lanes. Not one of those Organs of Public Interest published any semblence of an article in defence of Trail Riding from me or anyone else. The Bandwagon mentality. Perceived popular views sells papers.

This is not to deny that some things are wrong but what ever happened to good Christian values such as tolerance and charity.

So watch out for the Tranquility debate coming to a forum near you. Publicity in our media driven world is key but who will listen?

Choked or What!
Teesside and North Yorks

HEART ATTACK

I've been an active trail rider for many years. Recently I entered my first enduro (at 55) but unfortunately I had a heart attack 2 days before it. There must be many readers who have suffered heart attacks and I would be interested in how they have managed to get back on two wheels and any potential problems. I hope I haven't reached the point where I can only read about bikes instead of riding them. As many of our members are around my age.

Mike,
Essex Group



END NOTE

Dad! Do you have to borrow Mum's clothes if you want to go out with the Lancashire TRF!

Well son, it helps me to feel comfortable in their company...

IN THE ENGINE (PART 1)

Created by Glenn Vieira

S Z I J S M S X R R C R F U J
 G E B N P P T A P P E T S X E
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Answers to last month's:

1. DOUBLE CROSS
2. PUT ON WEIGHT
3. JACK IN A BOX
4. NOEL
5. LONG JOHN SILVER
6. LOST FOR WORDS
7. SIX FOOT UNDER
8. LOST IN TRANSLATION

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BLACK COUNTRY John Oseland, Tel: 01902 656011 1st Tues, 9pm, The Longford House, Watling Street, Cannock.

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 Adam Hedley, Tel: 01579 349217 4 times per year, March 21st, June 21st, Sept 21st, Dec 21st at the Victoria Inn, Roche.

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 W. John Williamson, Tel: 01929 553640, Mob: 07850 727873 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 Richard Simpson, Tel: 07812 402021 1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

HERTFORDSHIRE Stephen Vaughn, Tel: 01438 231571 2nd Thurs, 8.30pm, Broadlakes Lodge Social Club, Shenley Lane, London Colney, St. Albans, Hertfordshire, AL2 1DQ.

HIGH PEAK & POTTERIES Graham Till, Tel: 01782 510533 or 01782 833222 (work) 1st Tues, 8.30pm, The New Inn, Leek Road, Longsdon. (A52, 1.5 miles West of Leek).

ISLE OF WIGHT Andy Hawkins, Tel: 01983 617232 1st Wed, 8pm, The Eight Bells Inn, Carisbrooke, Newport, IOW.

KENT Phil Airey, Tel: 01732 847055, Nige Jeffrey Tel: 01795 438769 2nd Wed, 8.30p.m. for 9pm, Pied Bull, Farningham, Nr Brands Hatch, Kent.

LANCASHIRE Keith Westley, Tel: 01704 893215 1st Tues, Black Bull, Hall Lane, Mawdesley.

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079 4th Thurs, 8pm, The Nightingale, Nettleham Road, Lincoln.

LODDON VALE Patrick Evans, Tel: 01252 660179 2nd Thurs, Inn in the Park, Woodley Centre, E. Reading.

MANCHESTER Phil Kinder, Tel: 0161 339 5343 2nd & 4th Mon, 9pm, Arden Arms, A6017 in Bredbury.

MID WALES Tony Rooney, Tel: 01239 698349, Paul Rowlands, Tel: 01597 811709 Last Thurs, 7.30pm, The Crown Inn, Rhayader.

NORTHUMBERLAND Brian Eland, Tel: 01207 272228 1st Tues, 8.30pm, The Travellers Rest, Burnopfield.

NORTH WALES Richard Hughes, Tel: 01244 533855 1st Wed, 8pm, Cross Keys, Buckley, OS 117 290 637.

NORWICH Jeremy McNulty, Tel: 07800 690269. 2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Peter Cole, Tel: 01844 214075 3rd Thurs, 8pm, Royal British Legion Club, Rutten Lane, Yarnton.

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RIBBLE VALLEY Mark Wolstenholme, Tel: 01282 432088 2nd Tues, 8.30pm, Pendle Hotel, Chatburn, Clitheroe (off A59).

SOMERSET Mark Stride, Tel: 07815 062021 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, Nesco Centre for Sports Development, Banstead Road, Ewell, Surrey.

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SOUTH WALES Stuart Dodwell, Tel: 01446 710851 1st Tues, 8pm, Bedwas Rugby Club, Bedwas, Nr Caerphilly.

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

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