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TRAIL



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

SEPTEMBER 2007 No. 349 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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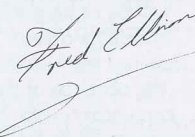
The views expressed in 'Trail' are those of its correspondents and not necessarily of the Editor or the T.R.F.

EDITOR

I am taking the unusual step of printing the Editor's Report to the Executive Meeting as it is pleasing to have something so positive to say:

THE EDITOR'S REPORT

I am very pleased to report that input to TRAIL has improved in both quantity and quality and I would like to thank everyone for their input. I even have copy carried over to the next month now, which rarely happened before the new TRAIL.



TRF AGM

**Sunday 14th October 2007,
9.30 a.m.**

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

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COVER PHOTO:

From John Robinson. *Littondale*

BMF Discount Code: TRF07Y651

bike me **aprilia**
Supports the TRF

FOR THE NEXT ISSUE ONLY

COPY DEADLINE

has been moved to

Friday 28th September

this is due to last minute issues for the AGM having to go in October's TRAIL.
Thanks for your anticipated support and understanding on this.

All contributions to THE EDITOR: Fred Ellison, Sheepcote Farm,
Moor Lane, Wiswell, Clitheroe BB7 9DG editor@trf.org.uk

NOTICE BOARD

ISLE OF WIGHT

For those who visit the Isle of Wight, please note there is now a TRO on the whole of the Tennyson Trail. That is the BOAT that runs from Carrisbrook to Freshwater. Clearly a political move and not one born out of excessive or irresponsible TRF use. In fact, the most emotive issues used in support of the TRO did not even happen **on** the route.

Dave Tilbury

SEROW RIDERS WEEKEND

I am organising a weekend of rideouts for riders of Serows. Friends may accompany the Serow rider on other bikes, but will only be there to assist. On Saturday 1st December the route will be suitable for novice Serow riders, and we will meet at 10am near Aberystwyth. On Sunday 2nd the route will be a bit trickier although anyone who has done the Saturday will be ok to do Sunday. If we get riders who want to do a couple of really challenging bits, there are some optional extras which can be added to the route. Meeting 10am near Machynlleth.

Booking essential! Full details of meeting places will be given to you, and accommodation lists are available – send SAE or email me. Please phone 01686 430522 if you have any questions.

There will be a small charge per person (exact amount depends on how many people).

*Marianne Walford,
marianne@trailrides-wales.com*

NEWSLETTER

Shropshire CC have just published draft Countryside Access strategy available on www.shropshire.gov.uk and any views or feedback needs to be responded by 31st October 2007. It appears their main actions within strategy do not include specifically trail riding up to 2020 so we need to make ourselves/views known!

Aleck Coulson

VACANCY:

TRF NATIONAL SECRETARY

Currently my work is very demanding and I would like to stand down as TRF National Secretary. If you would like to consider the post then requirements of the role, according to the constitution, are:

The Secretary is a Principal Officer of the TRF. The Secretary will agree with the Chairman the dates that the Executive Committee meet. There will be at least three Executive Committee meetings a year. Where urgent action is required the Secretary can make decisions in the absence of the Chairman but only in conjunction with 2 other principal officers.

Each Group shall provide the National Secretary with details of the Elected Officers within one month of their Annual General Meeting or by 31st December, whichever comes first.

An Extraordinary General Meeting (EGM) shall be called by the Secretary at the written request of three Principal Officers, or of at least 50 Members.

Motions for consideration at the AGM should be submitted, duly seconded, to the Secretary:

a) by the end of May for alterations to the Constitution; b) by the end of August for other motions or c) at the Meeting for nominations and for changes to the Subscription.

For each General Meeting and Executive Committee Meeting the Secretary shall:

a) give to those entitled to vote 21 days notice (preferably in the TRF Bulletin) of the time, date, place and agenda including vacancies and verbatim motions; b) make available copies of the full draft minutes within one month of the meeting and c) send a summary of each meeting (with Constitutional changes in full) for publication in the TRF Bulletin.

Polly Cody, TRF Hon Secretary

HERTFORDSHIRE TRF

New venue: Shire Park Social Club,
Central Drive, Shire Park,
Welwyn Garden City AL7 1AB.
Steve Vaughan

TRF ROUND BRITAIN RUN FOR THE RNLI

Early this year I was trying to think of ways to increase public awareness of the TRF, and at the same time gain us respect.

The idea I came up with was to do a charity motorcycle run. Initially I considered it being a long distance trail run, but decided that could be a recipe for disaster!

Then I thought of a round Britain road run and having had 12 years with the Lifeboat service, the idea started to grow of a charity run to raise funds for the RNLI.

The plan is that next May I, with high profile celebrity guest riders, will ride 6 Triumph Tigers from RNLI Headquarters at Poole in Dorset, to visit all 163 Lifeboat Stations around the coast of mainland Great Britain, arriving back at Poole 4 weeks and 5,000 miles later.

We are hoping that most of the 244 Lifeboat Stations in Great Britain will raise sponsorship. TRF Groups, particularly in areas with Lifeboat Stations will also help, but the main funds should come from corporate sponsorship which would be professionally raised.

Our Patron, Lord Nicholas Fairfax, is very involved with the planning of this trip, and hopes to do part of the journey with us. Lifeboat personnel, and of course TRF members, are welcome to join in on their own bikes when we pass through their home areas, but I am afraid that we cannot make any extra arrangements for them. On the following page is an Abridged Itinerary to give you an idea of our timetable and I will publish more details - such as who will be riding with us, as soon as I get it.

We are also planning to set up a website, which will continue until the Run is finished.

If any of you know of any well known sports or television/film stars etc., who would like to be involved please point them in my direction.

My E Mail is tonystuart944@btinternet.com

Tony Stuart, Cornwall Group



ABRIDGED ITINERARY, MAY 2008

- DAY 1** Sat 3rd RNLI HQ Poole to Newhaven
DAY 2 Sun 4th Eastbourne to Sheerness
DAY 3 Mon 5th Southend to Harwich
DAY 4 Tue 6th Aldeburgh to Wells next the Sea
DAY 5 Wed 7th Hunstanton to Humber
DAY 6 Thu 8th Withernsea to Sunderland
DAY 7 Sat 10th Tynemouth to North Berwick
DAY 8 Sun 11th South Queensferry to Aberdeen
DAY 9 Mon 12th Peterhead to Invergordon
DAY 10 Tue 13th Wick to Thurso
DAY 11 Wed 14th to Lochinver
DAY 12 Thu 15th Kyle of Lochalsh to Portree
DAY 13 Sat 17th Mallaig to Oban
- DAY 14** Sun 18th Campbeltown to Tignabruaich
DAY 15 Mon 19th Helensburgh to Stranraer
DAY 16 Tue 20th Portpatrick to Workington
DAY 17 Wed 21st St Bees to Lytham St Annes
DAY 18 Thu 22nd New Brighton to Beaumaris
DAY 19 Sat 24th Moelfre to Barmouth
DAY 20 Sun 25th Aberdovey to Angle
DAY 21 Mon 26th Tenby to Penarth
DAY 22 Tue 27th Weston Super Mare to Appledore
DAY 23 Wed 28th Clovelly to Penlee
DAY 24 Thu 29th Lizard to Torbay
DAY 25 Fri 30th Teignmouth to Poole and RNLI HQ

TRAIL RIDING IN NORTH CYPRUS WITH CYPRUS ACTIVE

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- Self-guided tours are available for only £50 per day to include all the above.
- Accommodation is in 5 very comfortable villas (sleeping 8) with heated pools from as little as £20 per person per week.
- Flights from Luton are available from under £100 return.
- Diving, Wake Boarding, Water Skiing & Jet Skis are available from our adjacent beach. Go Karting & Parascending are also available.
- Lots to do for non-riders.
- No licence required, minimum age 16.
- Eating out is very inexpensive & beer is around £1 a pint.
- We have road cruising & Trial bike riding available (Scorpa 250s) & mountain bikes (Marin Bobcats).

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News from the North

Yorkshire Dales

Cam High Road is a very popular trail some 8 miles long and runs all the way from the Hawes/Ingleton road (north of the Ribbleshead Viaduct) to Bainbridge.

The eastern part from Bainbridge to the summit road that drops down to Hawes is Byway status. No problem.

That part from the Gayle Beck on the Hawes/Ingleton road to the summit is only a valid Byway claim per the Yorkshire Dales National Park and is used at your risk. The YDNP are currently "reviewing the situation".

This part of Cam High Road is now closed by a TRO for major repair works. The proper MoT signs have still to be erected. We do not know for how long it is to be closed.

Also closed by TRO for repairs is High Way, Byway status, from Cotter Riggs in Garsdale to Hell Gill Bridge on the Cumbria border.

Let us hope the precedent of the lanes over Pockstones Moor nr Pateley Bridge, initially closed for repairs by TRO some 8 years ago but never re opened, will not be repeated!

It would help the delicate situation in the YDNP if TRF members would think about exploring green lanes outside the Yorkshire Dales National Park. Next weekend why not try somewhere else!

A total of 500 miles of UCRs exist throughout North Yorkshire (only half of which are in the two national parks) which are not under threat of closure and come under the tolerant North Yorkshire County Council.

East Yorkshire is also worth a day out on quiet UCRs some of them 80ft wide.

South Yorkshire

The western half of South Yorkshire has 150 miles of hassle free green lanes. I can supply details of South Yorkshire's green lanes to any member of the TRF which you will not find on OS maps. Both the highway authority and the police welcome well behaved trail riders. No TROs in the pipeline here.

I have regular meetings with the highway authority to iron out any problems and pursue the TRFs Byway claims.

However on the eastern side of the county (Thorne, Fishlake area) the situation is less satisfactory and use should be avoided of the 30 green lanes in that area until the legal situation is resolved. A test case is due in September.

Change Your Habits

The way I see it is that in future the TRF must be more flexible in its riding habits in the north of England in order to survive long term.

Using the same 100 miles of green lanes in the Yorkshire Dales every weekend is not a very good idea. We cannot stop you, but remember, you have been warned.

There are very well organised groups campaigning for closure out there and they are having some success.

The TRF team of experts will do its best to keep open every trail but it needs cooperation from those who simply join the TRF to ride.

Brian Thompson,
Northern RoW Advisor

GROUP NEWS

EAST MIDLANDS GROUP

Having read in the most recent executive meeting minutes of disappointing membership levels I thought this would be a good time for some positive news on the progress we are making to improve membership in the East Mids Group.

With a little bit of effort and imagination we can all help to retain current members and attract new ones. If each group attracted just 10 additional members the impact would be significant.

We are trying to make our monthly meetings enjoyable by making them more relaxed, balancing discussion on important and serious issues with light hearted topics and allowing plenty of time for social chat. A relaxed atmosphere seems to encourage more open discussion and is less intimidating for those attending for the first time.

To improve communication with all group members, from time to time we mail a bulletin, updating members on forthcoming events. This has had a significant effect on improving meeting attendances.

At this month's meeting we held a social event which included a barbecue. Chris Taylor of K-tech Suspension of Coalville, our friendly local suspension specialists, kindly gave a demonstration of basic suspension set up. The

whole event was a great success with over 45 attending.

We have set up our own Web site to help improve communication with members and potential new members – thanks to Ted Ferenc, our in house computer expert. We are also in the process of purchasing a projector which can be linked to a laptop to project slide shows and DVDs at our meetings. We have just come back from a fabulous weekend in the Brecon Beacons and our first slide show will be based on this.

A number of our members have requested advice on basic first aid for the Trail. Fortunately one of our members is a qualified paramedic and he has agreed to give a presentation on the basics. I do wonder if we will run out of fresh ideas for things to do to keep our meetings interesting. It would be good to hear what other groups are doing for a little bit of inspiration.

Generally, things are looking pretty positive. Membership is on the increase, in fact, last month, we had a record number of 6 new/potential new members attending our club meeting for the first time. However persuading people to join at this time of the year is quite a challenge with membership running strictly to a calendar year. Perhaps we could consider half year membership for anyone wishing to join from June to December?

Barry Johnson, Chairman,
East Midlands Group

THAT'S AMAZING: SATELLITE VIEWS

If you have ever wanted to follow a Green Lane by satellite, Googles the place to be. <http://maps.google.co.uk> This website offers amazing views from space and road maps, down to the smallest scale. The details are sharp and informative. Every field, every gate. I used it recently to survey a UCR that had been bypassed for years. It showed some of the gates had been removed and different fence lines put in. Very useful to go armed with the knowledge before you trace it on the

ground. Saved the time of looking for gates that should have been there but were not and picking out "The nearest alternative route".

Even if you are just nosy and you wanted to know how big your neighbours swimming pool is or how many hanging baskets they have, just log on. The site is so easy to use and you can even overlay the road map onto the photographs (Use hybrid button). Hours of fascination for us geeks.

John Robinson

NERC SEMINAR



August 19th 2007

How often do we hear the words 'but what does the TRF do for me?' as if the TRF were some remote organisation, the size of a Whitehall department. Well, one thing that the TRF do for its members is offer training. This is done via papers published on the web site and at various events throughout the year.

I recently overheard a well-known member bemoaning the fact that he didn't have a clue what was going on. He was one of those that is constantly asking the same question that I opened with.

The fact is that the TRF structure is there to assist members, but the system falls down where those members do not take an active part in the fellowship – for this is a fellowship, constituted to protect green lanes, and structured to facilitate members to achieve that goal. The TRF is not a club, providing entertainment, with everything served to members on a plate. If it were, then the subs would run to many hundreds of pounds per annum.

One of the (supposed) biggest concerns of the TRF membership is the impact on the Natural England and Rural Communities Act 2006

(NERC), which has removed around 50% of our recreation and pretty much removed the research aspect of our hobby. In response to this the MPV users have sought legal opinion on the precise meaning of the very imprecise subsections of NERC that save the rights of the MPV user over public roads, because there are a lot of issues here that will save more than our (mendacious) detractors might guess.

Accordingly a seminar was held on the 19th of August to assist groups defend those schedule 14 applications that some think are lost. Despite this being a matter of the utmost importance to the TRF (to you, as a member) less than 25% of the groups were represented.

The next time you are tempted to ask 'but what does the TRF do for its members?' you might want to ask your group Officers if they carry out their obligations to YOU, in attending executive meetings and other training days on your behalf. This is how the information is disseminated, because we are not in the business of bringing the likes of GLEAM up to speed on current thinking within government and the wider RoW community. This information will only trickle down to you, as a member, via respected group officers.

Dave Tilbury

REMOVING OBSTRUCTIONS FROM BYWAYS

A Step by Step Guide

The Faber Maunsel Survey in 2004 for the Government found that 10% of the 4500km of Byways in England and Wales were blocked. That's 450km of green lanes we cannot use. The TRF in the South should find this article of more interest as most Byways are in the South.

1. Highways Act 1980 Section 130A gives new powers to any person to serve Notice on the highway authority asking them to remove an obstruction from a Byway (also applies to footpaths, bridleways and rest byways). This section should NOT be used to remove obstructions on buildings, crops, persons stopping users, or tent or caravan or other temporary vehicles.

2. You must obtain the proper forms as set out by law. Form No 1 is the first stage.

Get Form 1 (and Form 4) from your local TRF group or Regional RoW Advisor, or me or direct from Defra on www.defra.gov.uk and ask for booklet ref PB9193.

It's better to inform your local TRF anyway and tell them what you are about to do.

3. Form No 1 is headed *Highways Act 1980, Section 130A "Notice Requesting a Local Highway Authority to Secure the Removal of an Obstruction"*.

Fill in the following details on the form;

- Name and address of the highway authority.
- Your own name and address (not the TRFs).

- The legal status of the highway (Byway) or in the case of a blocked valid claim footpath or bridleway.
- Description of the obstruction ie fence, locked gate, vegetation, rubbish, dung, farm machine on wheels, etc.
- Location ie grid refs and Byway Number and parish name if known.
- Name and address of the person who MAY be responsible ie farmer G Brown, Cow Farm, Little Piddleton, Dorset (not essential).
- Plus a photo and extract of the OS map 1;25000.
- Send by Recorded delivery. Keep a copy for your file and send a copy to the TRF.

Within **ONE MONTH** the council must serve a Notice (Form 3) on **YOU** saying what action they are taking and on whom they have served notice (Form 2) regarding the blocked Byway.

The council **MUST** keep your identity secret so you will not get farmer Brown coming round to break your leg. (Not joking. I once had to call the police).

So far the process has been easy and cost free. You can stop here as usually this will be enough to get the obstruction removed.

But what if the council do not respond or come up with lame excuses such as no resources?

No way! No excuse allowed. The law is on **YOUR** side. I recommend you now hand over this matter to a TRF expert who has dealt with

such matters before.

If the council has served Form 3 on you wait 2 to 6 months and check if the blockage is still there, if it is.

Then you serve Form 4 on the council informing them you intend to apply to the Magistrates Court to get a court order requiring the council to take action.

Give them 5 days and then apply to the court. But most councils will then wake up and act before this stage.

The TRF will I am sure back your case and pay for a Solicitor who will handle your case in court calling you as a witness. There is no risk

of costs as long as this is a Byway on the Definitive Map.

You are not obliged to go beyond stage one. These new procedures are simple and inexpensive.

When you are successful alert TRAIL and the local press and stress this Byway is now open for **ALL** to enjoy thanks to the TRF.

In the next article for TRAIL I will deal with obstructions to UCRs and to Byways dealing with persons and ploughing out offences.

HAVE FUN!

Brian Thompson,
Northern RoW Contractor



NEWS

RiderConnect Ride for Rights 2007

Motorcycle campaign group RiderConnect have made public their plans for Ride for Rights 2007. RiderConnect aims to celebrate motorcycling and challenge moves which could see all motorcyclists facing national pay-as-you-go-style charges to use the roads.

Together with Motorcycle News (MCN) Rider Connect is planning to gather thousands of motorcyclists at Wembley Stadium on October 20 for a ride through the capital, to drive home the message to Government that bikes are non-congesting and should not have to pay congestion charges.

Provisions for road pricing schemes are set out in the Draft Local Transport Bill. Rider Connect is calling for an amendment to be made to the Bill setting out exemption for motorcycles.

Richard Olliffe, Rider Connect's campaign

manager, said: "Ten thousand bikers going past 10 Downing Street is a big wake-up call to any politician. Numbers count and we need people to turn up and be counted. Otherwise we could be charged."

Ride for Rights 2007 will leave Wembley Stadium at 1pm on October 20 for a ride through the centre of London and back again, passing through Piccadilly Circus, Trafalgar Square and Parliament Square.

A registration fee of £5 per rider will be split between charity and organisation costs - £2 will be split between Riders for Health and UK Air Ambulance charities and the other £3 will pay costs such as venue hire and marshalling.

Ride for Rights 2007 - registration opens at www.rider-connect.com from September 12.

Join RiderConnect's 'Bikes Go Free' Campaign at www.rider-connect.com



GERALD OF WALES Part 2

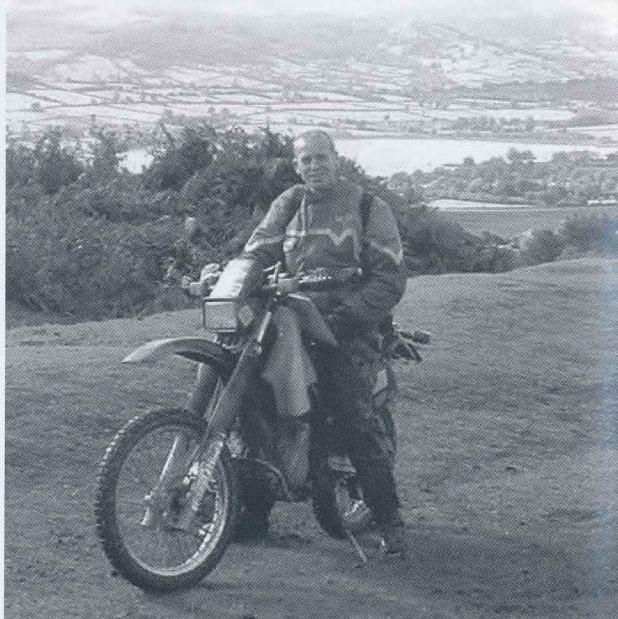
After having to abandon Gerald's journey at the half way stage, I was determined to complete the trek. Several weeks later, I had the opportunity to visit a friend, who is rebuilding a coach house in Llangurig, just inland from Aberystwyth. The opportunity to see an old friend and indulge in some R'n'R at the local pub (The Blue Bell, which, confusingly, used to be painted bright pink) as well as finish my pilgrimage, for that is what this journey had become, was too good to miss.

Next day I was heading for St. David's, the smallest city in the country and the place where Gerald's body, as well as so many of his hopes and aspirations, were buried. Strangely, on a sliding scale of medieval pilgrimages, two visits to St. David's counted the same as one visit to Rome or half a visit to Jerusalem. As this would be my second trip to St. David's, I was feeling pretty righteous and just a little apprehensive, as I toured into the car park behind the cathedral.

Gerald's one main ambition was to become the Archbishop of all Wales and take up residence at the cathedral of St. David's. Ultimately, he failed to achieve this honor, despite travelling to Rome on numerous occasions to lobby the Pope. The problem was that the Normans did not trust him because he was part Welsh and the Welsh had their reservations because he was part Norman. Standing by Gerald's tomb, I could not help but think how it is not what we achieve in life, but how we affect other lives, that

is important (deep he!). How someone who lived over 800 years ago, could cause a person to leap on a motorbike and travel all over Wales is strange phenomenon. Bidding a fond adieu to Gerald, I rode out to the 'St. Non's Well, on a spectacular site overlooking precipitous cliffs and pounding waves. St. Non was the mother of St. David, the patron saint of Wales and hence holds a position of great importance to the Welsh. There is something mystical about the importance man has always placed on fresh water springs, since they provide a sort of continuity between Paganism and Christianity.

Onwards to Gerald's birthplace at Manorbier, a spectacular castle, overlooking a sandy bay on the South coast. It was here that Gerald

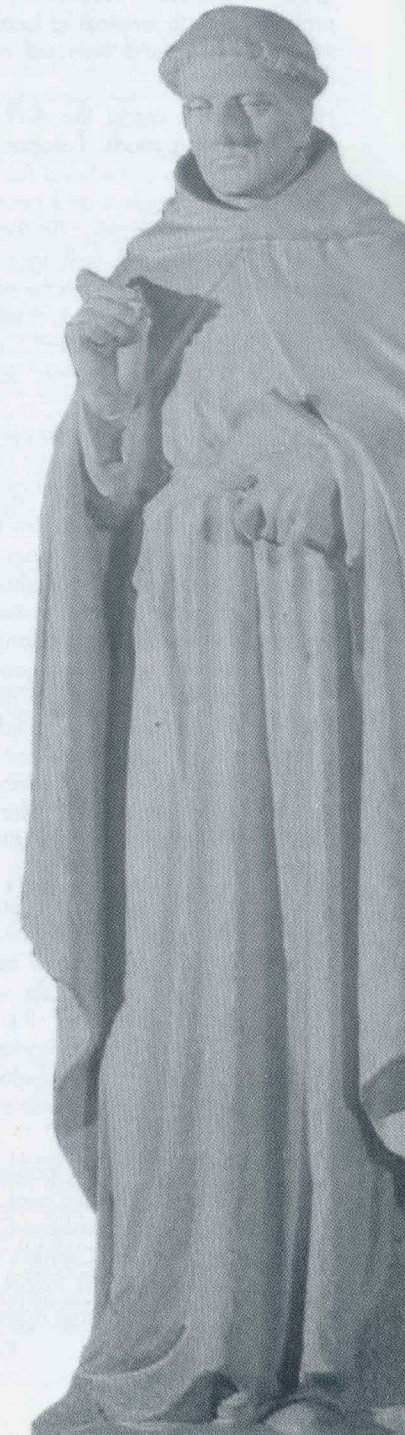


spent his childhood, playing in the sand and trying to balance the responsibilities of learning to be a Norman knight, with satisfying his desire to study religion, natural philosophy and statecraft.

After many years of study, including a number of years at the University in Paris, Gerald was ready to take up the position of Archdeacon of Brecon. Brecon has long been a favorite place of mine for trail riding weekends in the Brecon Beacons. I felt a bond with Gerald, as I visited the site of his house and his church. On a quiet, sunny evening, it seemed that the rest of the world seemed so far away and so irrelevant. To even contemplate travelling around Wales let alone to Ireland and Italy, from this peaceful place, must have taken a lot of determination, especially in the 12th Century.

Gerald travelled from Hereford via Hay on Wye, making use of a wild and spectacular route called 'Grynne Fawr'. Today this trail is still rideable, if you are determined enough and don't mind ascending or descending a vertiginous rocky slope. There is a much easier alternative route from the 'oldest pub in Wales', the Skirrit Arms, which was, at one time, a hospice for nearby Llathony Priory. The road continues past the majestic ruins of the abbey, complete with circling buzzards and peregrines, past a little chapel and then over the spectacular 'Gospel Pass' to Hay. Even before Gerald's crossing of Grynne Fawr, the place had a bad name, since a Norman lord, Richard de Clare, was hacked to pieces by bandits, several years earlier. Apparently, instead of taking an armed guard with him, he was accompanied only by his minstrel. I couldn't help but thinking about the scene in 'Monty Python and the Holy Grail', with Neil Innes as the minstrel singing about his master's cowardice, "Sir Roger he did run away, bugged off to fight another day". The place of the murder still exists and is called 'Coed-Dias', the woods's of Revenge'. At nearby Patrishaw there is a strange and ancient church, dedicated to St Issuis, an obscure Celtic Saint. A disturbing wall painting (done in blood and ochre, apparently) of a skeleton, complete with spade, sickle and sand timer has recently been discovered. If ever there was a place in which Pagan and Christian influences mingled totally, this is it.

Arriving at Hereford is always spectacular. This would have been more so in Gerald's day, since the city occupies a strategic position as a military stronghold as well as for a religious show of power. The cathedral contains the famous 'Mappa Mundi', which, for a long time, was virtually the only map of the world. Jerusalem is in the centre of the map and Britain is crammed in along the edge. This 'official' view of the world apparently based on earlier Greek and



Roman maps, now seems totally misleading, but people like Gerald still managed to travel great distances, successfully. This was probably due to employing local knowledge, through guides and word of mouth, rather than using maps.

Heading home along the A49, one of my favourite biking roads, I stopped at Ludlow, where there was a medieval fair in progress, complete with jugglers and people in period costume, demonstrating ancient crafts like willow weaving and making mobile phone covers. Wandering through the grounds of this spectacular castle, I tried to imagine a world without computers, motor vehicles and television – not to mention sanitation and antibiotics.

Taking a break from the A49 I climbed up the steep bank of the Long Mynd in Shropshire. The ungated tarmac road is spectacular, running along a high ridge. Any road along a ridge is likely to be ancient, (the Kerry Ridgeway runs West from Bishops Castle to, well, Kerry) since lowland routes were often overgrown, muddy and dangerous. The tarmac gives way to trail and generally follows an ancient road known as the 'Portway'. Totally alone, against a backdrop of wild moorland, it is difficult not to let the imagination free to wonder about previous travellers along this route. Chester and the road home beckoned, as I reluctantly headed North.

I contemplated how successful one could ever be in imagining the difficulties and the discomforts of Medieval travel and embraced the discomfort of putting up with a hard, narrow Suzuki saddle for the ride home. Perhaps trail bikes are the modern equivalent of hair shirts, and I made tentative plans to exchange my DR 350 for a pair of sandals, for the next pilgrimage.

If you want to follow in the footsteps of Gerald of Wales, there is a brilliant book, 'A Mirror of Medieval Life', available from CADW tourist offices all over Wales. Gerald's own account of his journey is a totally fascinating view of life and travel in the Middle Ages.

Rodger Davies

EXETER TRIAL

Entries have opened for the Exeter Long Distance Reliability Trials, organised by the long established Motor Cycling Club, which will start at 19:31 on Friday 4th and finish on Saturday the 5th January 2008.

As well as being open to members of the Motor Cycling Club this event is also open to members of the Vintage Motor Cycle Club, British Armed Forces Motorcycling Association, Federation of British Police Motor Cycle Clubs and Morgan Three Wheeler Club who hold an ACU Trials Riders Registration. There are classes for British Bikes, Solos less than 450cc, Solos over 450cc, Sidecars and Three Wheelers.

There are three starting points for these classes: Cirencester, Popham Airfield in Hampshire and Plusha in Cornwall. Competitors converge on the Haynes Museum in Somerset and then follow a common route, tackling 17 Observed Sections, to the Finish at Torquay; overall the route is 250 miles long.

There is shorter, less testing route, of 150 miles and 14 observed sections for competitors in class O, which starts at the Haynes Museum.

Entries close on 19 October. Entry forms can be downloaded from www.themotorcyclingclub.org.uk or send an SAE to the Secretary Exeter Trial: Tim Keeling, Jacobs Ladder, Queen Street, Keinton Mandeville, Somerset, TA11 6EG. Tel: 01458 224082.

New members are welcome, membership forms are available on the website or contact Tim.

Ian Thompson,
MCC Motorcycle PR

DRAFT MINUTES OF TRF ANNUAL GENERAL MEETING

Held at: Motorcycle Museum on 15 October 2006

Present: As logged on computer list 64 Members present.

1. Welcome: The Chairman. Welcomed members and after giving all the usual safety information he noted that the meeting would follow the Agenda as laid out. He also reported on discussions with the Solicitor handling the TRF legal advice in respect of forming a Limited Company, and explained that there may have to be some changes made to the Constitution to accommodate corporate status.

2. Apologies for absence: Keith Westley, Alan Kind, Charles Morriss, Martin Diamond, Alan Carter.

3. Notice of Any Other Business:

3.1 The Chairman reported to the meeting that the TRF agreed at the recent Executive Meeting to try and incorporate TRF to a Limited Company. He explained that, as a non-incorporated body all members are liable without limit, which includes RoW Officers and Contractors who, in the eyes of the law give legal advice. The Chairman feels that we need to offer protection for TRF funds particularly following the NERC Act. He explained that this is the reason for the proposal to adjourn this AGM to a later date in order to fully cover incorporation of the TRF. He assured members that this is not going to change the structure of the TRF and is merely a methodology to protect us all. Tim Stevens explained why he put this motion and that it is purely to discuss TRF incorporation.

Members discussed whether the Limited Company is purely for running the TRF on behalf of its members, and who the shareholders would be. The Chairman explained that being a Company Limited by Guarantee means that everyone would give a £1, so everyone would be a stakeholder, but there would be no shares as such. He feels there is a need to have clear separation between the fiscal resources of the TRF and the company officers.

Dave Tilbury asked if we could leave this to the Executive Meetings to decide the way forward, in order to eliminate yet another meeting. The Chairman noted that the Solicitor was concerned that we may not do it properly.

There was further discussion about incorporating and the reasons for doing it.

The Chairman summed up by stating that incorporation will go ahead as soon as the Solicitor is happy with all the legal aspects. He agreed with the member's discussion that the next Executive Meeting could include the adjourned AGM to discuss this one item.

Dave Tilbury proposed a motion to go ahead. John Gardner seconded. The motion was passed unanimously, with one abstention.

3.2 Patron: The chairman announced the sad death of our Patron Lord Strathcarron and asked Tony Stuart to speak on this. Tony felt there is a need to consider the role of patron and identify a new candidate. He felt that it should be someone in a position to speak on our behalf in the House of Lords, or the Commons. Perhaps a member of the All Party Motorcycle Group in the Commons. Someone who is happy to be a member of the TRF, or an Honorary Member. Have some knowledge of trail riding or rights of way and be happy to communicate with the TRF and perhaps attend meetings like the AGM.

Tony offered to seek someone out and needed confirmation from the AGM to do this.

Following discussions on what type of patron we need, the meeting agreed that Tony should go ahead and report back to the Executive meeting.

Tony Rowley proposed that Tony Stuart go ahead. Seconded by Chris Hurworth. Voted unanimously for.

4. Approval of the Minutes: The Chairman explained that the minutes have not been published due to an oversight, and we cannot approve them today. He wondered whether he could read them out, or should we deal with them at the re-convened AGM? The meeting agreed to deal with them at the re-convened AGM.

5. Matters Arising: The Chairman noted we couldn't deal with this today. See above item.

6. Principal Officers' Reports:

Vice Chairman: Tim Stevens explained his role, which is to step in when the Chairman is not available for meetings, or to fill gaps in the officer roles. Tim explained why he could not stand in for the RoW Officer, because he is paid to do a similar role for LARA and they said he could not do it for the TRF as well. He was concerned that this had left the TRF without a much needed person.

Secretary: Polly Cody explained there had been some issues with private business published on the website. The webmaster had investigated the Paypal system for paying memberships to the TRF and also for a website forum. Polly reported that the TRF had a stand at the BMF Rally and had attended the BMF AGM, which was an eye-opener. The BMF will continue to fight for rider's rights and have political input. Polly went on to report that a folder is being put together on DNMMOs to see if the evidence is good. She felt there is a need to keep good records and in chronological order, and all this work needs volunteers to help. The Chairman added that if the TRF were a limited company it would be the TRF to take legal action.

Membership Secretary: Mary Stevens noted current membership stands at 2921 compared with 3386 at the same time last year, a 13.7% drop. This has brought in a total of £102,317 of which £19,781 is donations to the fighting fund. Mary thanked all those who donate to the Fighting Fund.

Mary also reported that during the year the Executive meetings had not been especially well attended and gave the percentage

for each meeting. Jan 47%, March 52%, June 29% and Sept 32%. She felt this might be part of the reason members felt they were not being informed.

Mary reported that she is sending group member lists out on request and also noted that the postal system has changed its rates, but this has not seriously affected her costs. She went on to say she is willing to continue as membership secretary on the same terms as agreed. e.g. £1 per member processed, plus the Honorarium, but only in so far as the workload does not change significantly if internet recruitment or on-line membership comes in.

Public Relations & Communication Officer: The Chairman introduced Simon Bingham who has taken on this role during the year. Simon recognised we have a communication structure problem and in view of this he has recently sent out a questionnaire to all members asking what they expect the TRF to offer them. The responses are showing that quite a number of members do not attend a group meeting, so there is a need to get information out to as many members as possible. He feels there is also a need to restructure the group system by perhaps classifying the smaller groups of members as proper groups. A large percentage of the membership only want to ride lanes, with a smaller group having an interest in rights of way. He thinks members want to be given a map with a route marked on so they can ride. There is a need to get away from the secretive nature of some groups. Perhaps there is a need to regionalise and have meetings nearer to members, with only the regional reps attending executive meetings.

The meeting discussed these ideas and the need to move the TRF forward, with communication as the highest priority, and regionalisation as a necessary step forward.

There was some concern from members that the workload will fall on those who are already working hard, and it is vital that the wider membership realise that they also have a part to play. Some members noted that providing marked maps only means that people turn up once and then are never seen again, so if the maps need reviewing it leaves a lot of incorrect maps in the public domain.

The Chairman summed up by saying there is a need to look in more detail at Regions and how to set them up, and also to follow up some of the other ideas Simon has. Simon will take the feedback from his questionnaire and put a note in TRAIL.

Editor: Fred Ellison reported input from articles has been poor, but is not increasing as members come to terms with NERC. Some members find some of the content boring, such as minutes and rights of way. He feels there is a need to convince members that rights of way notes are necessary. Fred noted that there have been suggestions to have a new look TRAIL and he feels that for this to happen it will need much more input from Officers, members and groups.

The meeting discussed what TRAIL should be trying to do in communicating with the members, and whether it should be a glossy magazine style publication. Fred also felt that if TRAIL were to change substantially he would need help in putting it together. He noted that the amount which could be spent on a magazine can be great, much greater than at present, and may need a raise in membership fees to pay for it.

Co-opted Officer's Reports:

Central Council of Physical Recreation: Dave Tilbury reported that he continues to attend the CCPR meeting, which, whilst they do not deal with motorsport and recreation directly, they do prove to be an insight to the way other organisations are thinking and they give access to others who are deeply immersed in RoW from other disciplines. Dave went on to report that the BBTC are hammering away at poor decisions from Inspectors. There is interesting feedback from both bodies on the Discovering Lost Ways project. It appears that Government are preparing this initiative to fail, via a number of measures. No matter, the TRF are not going to benefit from DLW.

Land Access & Recreation Association: Dave Giles reported that the recreational bodies within LARA are working with an MP who may help with our intelligence. This is being done because the motorcycle industry did not help with NERC because they did not see it as a threat to them.

Equestrian Events' Liaison Officer: Mark Holland gave his report noting that the TRF continues to help at horse events although this may have dropped off since NERC. The Chairman reported that the MP had indicated that the TRF should make more of its help with horse events as a PR benefit. Richard Hawker noted that helping with events raises money for the group and his horse contacts are willing to help at Public Inquiries.

BMF Liaison: Dave Giles reported that the BMF helped with our Parliamentary Lobbying for NERC by writing to every MP and Lord in both Houses. He had not been able to attend the BMF AGM because of ill health.

Chairman's Report: The Chairman explained that the decision to step forward last year was difficult, but he was glad he had done it as he is passionate about the TRF. He said he couldn't understand how NERC could happen and that there seems to be no perception of trail riding in Parliament. The last year has been spent gathering information from all sorts of areas, Local Access Forums, Councils and meetings with other interested bodies, and he believes we have put in place plans to communicate and help members to deal with the pressures which motorists will have to face in the future. The Chairman feels we need to be first to approach Councils etc and inform them about our aims and ambitions, and a need to be seen as a keen and coordinated body. We have to give ourselves the mandate to proceed with our plans and hope that this AGM will do this today. The message is that we know we have to change and we are.

7. Project Reports:

7.1 RoW Contractors' reports: The Chairman felt that this item is not an AGM matter, but if the contractors want to say something they should.

Tim Stevens reported little call on his services from the Midlands and Wales, although he has attended three meetings during

the year. The Mid Wales Group said that NERC is not yet enacted in Wales.

Tim noted that the Welsh Trail Riders Association appear not to exist now and they are the Prescribed Body for RoW notices. He felt they should perhaps amalgamate with the TRF so that they can share information. The meeting discussed establishing closer relations with WETRA.

Dave Tilbury explained he has offered assistance to most groups in his area and now feels that the emphasis is on TROs and NERC related matters. NERC matters are not simple and he feels we will need to get Counsels opinion in future. Dave explained the exemptions in NERC, which local Councils are interpreting differently to what the act actually says. Councils are also realising that NERC is giving them more work, not less. Dave noted he had organised two workshops about NERC, which were held in different areas, and although attendance was disappointing he felt it was worthwhile.

Dave reported that he had done a survey of Highway Authorities websites to see if they comply with CRoW in providing a searchable register of claims, as they were required to do by the end of 2005. Only 3% had met the criteria. Dave went on to question the List of Streets as a reliable list of vehicular rights when some of these are not a record of status, but merely a maintenance record. He feels this is where GLEAM will concentrate their energy next, and try and get the routes here recorded stopped to motors.

The meeting had further discussions on all these threats, and the situation on the Ridgeway, where the car parks are being used which are illegal, but only the motorcyclists are being threatened with prosecution. It is felt that the TRF should be taking evidence of this in order to defend our members from prosecution. More discussion was had on the 5 year exemption rule with members being asked to maintain their evidence and keep it handy until needed.

Brian Thompson explained his work in trying to claim Byways, but lots were lost to NERC. Members are still riding, but no one has been challenged on these routes. He retains a RoW researcher who is working on claims. The Gorbeck Lane case was successful and is now Byway throughout. The National Parks are now able to make their own TROs and the Yorkshire Dales National Park has set up a group to look at these. Brian feels sure there will be TROs in place shortly. He feels there is no need for doom and gloom, but the fight is still on and there may be a decline in TRF membership.

The Chairman congratulated the Contractors and Officers for their work.

8. Treasurer's Report: Arnold Brewer circulated a copy of the accounts for the year and gave his report, noting that the accounts are subject to review by our Accountants, but he did not anticipate any problems. He noted that the accounts reflect NERC expenditure. There is an operating deficit of £12,000 with a final deficit of £19,704. Fighting Fund contributions continue to come in with a final year total coming into the fighting fund of £25,649. After legal costs etc are paid the final fighting fund total is £126,191. The majority of the TRF assets are in cash balances at our bank accounts.

Arnold felt concerned at the running deficit and felt it is time to increase the membership fees, which he would like to raise to £40 per year. He explained that if we lose members a £40 rise could keep income at nearly the current level. He knows it is impossible to look into the future but has had a guess at a budget. If membership does go down there will be a deficit again next year.

Members discussed all aspects of the accounts, but the feeling was that it was not appropriate to increase the fees this year, because the membership feels it is not getting good value at the moment. Some members felt there is a need to spend money in order to get new members. Others felt that a raise in fees should be left until we can show a tangible increase in services to members. The meeting accepted the Accounts. **All Agreed.**

Following further discussion on raising the membership fee the Chairman brought the meeting to order to vote on the proposal. **The proposal failed.** Members felt that TRAIL should advise that the fees would go up next year.

9. Constitution Changes:

9.1 To add the following rules:

9.2 To make the following amendments:

5.7 and 5.8 remove these sections of the current Constitution, which concern themselves with affiliate and supporter membership to protect the current and long standing individual motorcycle members. It should be replaced by a section stating that the 'TRF is an organization for Motorcyclists only' as described in 1.1 Origin.

Dave Giles' reason for this proposal was that it looked as though we would accept quads in the club. He feels the TRF is for motorcyclists only, not for quads, and he is not happy to support non-motorcyclists.

The Chairman re-iterated that striking out these sections removes help from other organisations.

Tim Stevens spoke against this motion, explaining that the Executive has already been through this process of discussing quads. Secondly, we would not turn away people who run commercial holidays on the Continent. The meeting discussed this motion and looked for alternative wording for a more appropriate proposal.

Dave Giles withdrew his motion, having made his point.

7.1 Change to read 'An Annual General Meeting (AGM) shall be held by the end of November at a place to be determined by the Executive Committee'.

This motion was proposed by Andy Gerrard and seconded by Polly Cody.

Andy Gerrard put this motion explaining that due to other commitments he finds the normal date at the end of October is difficult for him to attend. He explained that because of running his own business, he always takes his holiday in the last half of October and it is not possible to change this arrangement. He feels it would give him more time to prepare the AGM properly.

Tim Stevens noted that this change would have an affect on 4.3 where it affects the start of a new membership secretary

The meeting discussed how to accommodate the changes, and whether they would have an effect on the deadline for AGM motions. After much debate the Chairman withdrew this motion, noting that the meeting was running out of time.

Mary Stevens proposed we suspend Standing Orders, so that the day's business could be finished. John Gardiner seconded this proposal. **All Agreed.**

10. Election of Officers:

10.1 Principal Officers:

No new nominations were received for any of the posts.

Chairman: The Chairman agreed to continue. **Approved.**

Vice Chairman: Tim Stevens expressed his nervousness as he doesn't want to commit to proposals, which are not clear.

The Chairman asked the meeting to vote on swapping Agenda Items 11.1 and 11.2. **All Agreed.**

11. Other matters duly submitted for consideration:

11.1 Official TRF Marked up Maps: Brian Thompson asked that the TRF allow any Group RoW Officer or Contractor to issue marked up maps for members showing all lawful trails, valid claims and TROs (all this information is available on the internet and is public information) after checking for accuracy by a Regional Contractor.

11.1.1 Each and every map will have printed a full legal disclaimer such as Brian Thompson has used for his own 'private map marking service'.

11.1.2 Availability shall be to ANY member on demand from any group or any member not in a group.

Tim Stevens explained that his worry is that a Contractor can set up work for himself. He wonders why Brian wants the TRF to step in front of Brian's own business of marking up maps. The problem was describing the map as TRF Official maps, and the liability that comes with it. Dave Tilbury was also concerned about copyright. Brian said the maps are out of copyright. Dave Tilbury asked what is on the maps that are not on the OS maps. He feels there is still a very grey area that needs discussing. Leo Crone explained that he has previously marked up maps for members and never sees them again, he now only marks the easy routes.

After further discussion Brian Thompson offered to withdraw section about the TRF Official marked up map and 11.1.2.

The meeting further discussed Brian's proposal. It was suggested we take out the section 'after checking for accuracy...' **All Agreed.** The meeting voted in favour of allowing members to offer marked up maps, but not name them Official TRF maps.

11.2 TRF backup service. Brian Thompson proposed that the TRF would agree to help any member in trouble with the law while riding a green lane thinking they were riding within the law and in acting in good faith. They must have kept to the TRF Code of Conduct and be riding a fully lawful vehicle. (Help is regardless if a TRF claims audit has been completed or approved) this applies to any UCR on the List of Streets or Valid Byway Claim on the Register of Claims held by the HA.

11.2.1 A sum not exceeding £500 will be made available by the treasurer for legal representation without hesitation from TRF funds.

11.2.2 The group RoW officer, or contractor, or National RoW Officer will handle the member's request. He will be empowered to brief a Solicitor if necessary to represent that member for legal costs not exceeding £500.

11.2.3 Requests for further legal aid exceeding £500 will only be decided by Principal Officers.

Robin Hickin supported this proposal. Dave Tilbury proposed the withdrawal of the sentence 'Help is regardless...' **Brian agreed to withdraw this sentence.**

The meeting discussed this proposal fully. Mark Holland proposed to delete 11.2.1, 11.2.2 and 11.2.3. Seconded by Tim Stevens. **Vote: Carried.**

The Chairman then asked for a vote on 11.2 amended. **Vote Carried.** 1 abstention. 1 against.

10 (again):

Vice Chairman: Tim Stevens agreed to continue, following the above decisions.

Secretary: Polly Cody agreed to continue.

Public Relations: Simon Bingham had been co-opted during the year as PR & Communications Officer. Simon agreed to continue in this role.

Editor: Fred Ellison agreed to continue.

Membership Secretary: Mary Stevens offered to continue on the terms already agreed.

RoW Officer: Robin Hickin agreed to stand and in the absence of any other candidate was duly elected.

Treasurer: Arnold Brewer agreed to continue.

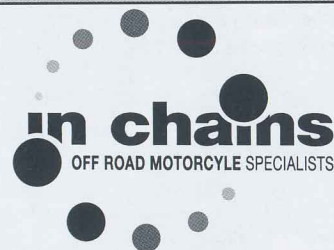
All the above roles were agreed.

10.2 To Confirm Co-opted Officers: All the current co-opted officers were confirmed.

The meeting finished at 5.05pm.

12. To confirm 2006 Meeting Dates:

21 January (Lilleshall), 26 March, 24 June, 9 September, AGM 14 October. **Agreed**



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GOD'S OWN COUNTRY

with the Big Trail Bike Club

One of the most popular fixtures on the BTBC calendar is the GOC weekend. For those who don't know, 'God's Own Country' is Northumbria, land of Hadrian and St Cuthbert.

The weekend consists of a Friday run from Clitheroe in Lancashire, up through the Yorkshire dales, via Tan Hill towards Middleton in Teesdale and eventually to the Youth Hostel at Ninebanks near Alston.

Saturday is from the Youth Hostel to Hadrian's wall and then follows a route through Kielder and the Cheviots back to Allendale and Alston. Sunday the group heads South, over Hartside Pass, through the Eden valley to Kirby Lonsdale, via Tebay and Sedbergh.

This year there was a big difference, the route through Kielder was with the permission of the Kielder Forestry Commission.

Last year I approached them to see if it would be possible to use a route joining Grindon Green ucr to the tarmac route around Kielder reservoir, so that we could then ride the Forest Drive leading towards the Cheviots. This was

purely an experiment with the intention of looking at the possibility of permissive routes for this year.

For this year, I was able to work with Laura Hull, who is responsible for coordinating events and tourism for Kielder Forestry Commission, to agree on a procedure and route that would take us through Kielder using forestry tracks.

The basis of the agreement is, that I would provide evidence of public liability insurance (TRF members have this through affiliate membership of the BMF), a risk assessment, which includes reference to a strict code of conduct and an agreed itinerary. The resulting permit document was then produced and signed by both parties.

There was an administrative fee to be paid, the cost of which was spread across members of the group. Three pounds a head covered the permit fee and YHA group membership for the year.

For me it was worth it to be able to use Bloodybush Road, an ancient private toll road

crossing the border into Scotland. The views over Eskdale are truly stunning, as is the tarmac road back to Kielder village.

The implications of using such permits as a part of a trail riding weekend, are worthy of much thought. It would be easy to arrange a whole day in the forest, since there are something like 100 miles of tracks but, for me, it is preferable to create an extensive circular route, combined with legal trails, to fully explore this wild and wonderful part of our country. One implication of arranging a permit is that the process requires a level of conduct that will not prejudice further events. Generally big trail bikes, using road tyres, cannot travel very fast on loose going and so speed is not really an issue. Also, these machines tend to be well silenced and do not have a motocross image. The age and appearance of the owners is another positive factor!

I have to say that the reception I got from Laura and other Forestry Commission employees was really encouraging and understanding.

I do not believe that arranging such permits affect our statutory rights to ride legal routes but could, if used responsibly, enable us to develop a more positive image with large and influential landowners.

The question now is how we can (or whether we should) develop this use of permissive routes. A previous scheme around Rivington near Bolton worked well for 13 years until two irresponsible (non TRF) riders had a very public accident on one of the lanes and the agreement was terminated.

How could we ensure that this does not happen again?

Certainly, ten years on, public liability, risk assessments and binding conditions are now common usage and I have to reluctantly admit, for many sound reasons. After NERC the face of trail riding has to change, the question is, to what extent?



On a lighter note, the Youth Hostel at Ninebanks, <http://www.yha.ninebanks.co.uk/hostel.html> is a brilliant place to stay. A 300 year old miners' cottage surrounded by fantastic roads and trails. Great food, wine and beer and a welcome that leaves the visitor in no doubt why this truly is, 'God's Own Country'.

Some sights to see:

Castles, bastles, reivers, Hadrian's Wall, Roman camps and my favourite, the sight of the battle of Heavenfield where, in 635AD, King Oswald defeated Cadwallon of Gwynedd (North Wales) to restore the Kingdom of Northumbria to its dominant position in 7th century Britain. Ride through 2000 years of history.

<http://www.northumberland.gov.uk/VG/rvat/trac.html>

Rodger Davies

PERMISSIVE TRAIL RIDING

There is great potential for the TRF to increase the mileage of trails by paying for a day permit, usually about £25 per day, to use forest trails.

The Lancashire Group have already successfully enjoyed several days riding in the vast Kielder Forest in Northumberland which has over 200 miles of unmade trails. Some go well into Scotland. No TRF Byway claims exist in Kielder Forest so there is no compromise in accepting permissive rights.

Normally if you ask permission to use a claimed public right of way you invalidate the claim. This should always be checked out with your TRF RoW officer before you get involved in seeking a permit to ride.

I think I am safe in saying that there are no valid TRF Byway claims in the Cheviots, or the Lake District or in Mid Wales, so what have we to lose?

I am asking the TRF to amend the Constitution to allow groups to officially get involved in this if they wish. The benefits are real. An additional large mileage of safe trails that are not subject to TROs or years of struggle to get Byway status. Such use is controlled by the Forestry Commission and the TRF.

Access to MoD land and other landowners already used by motor sport for decades (for a fee of course) is also a possibility for the TRF.

The TRF has toiled for 37 years to obtain Byway status against mounting odds only to see some Byways immediately closed by TRO due to damage caused by idiots on 4x4s and bikes. Obviously we cannot control who uses Byways as these are clearly to be found

on all OS maps.

Never has the task of getting Byways been more difficult in the aftermath of NERC.

Pursuing TRF valid claims for Byway is going to be an uphill struggle due the growth of anti Byway lobbies like GLPG and GLEAM.

The future for existing Byways especially in the the national parks is not very secure long term with the ever present threat of TROs. The Yorkshire Dales National Park are carrying out a full review of green lane use by vehicles by 2011. This is why I think that permissive trail use is worth exploring. I hope the TRF agree.

If you want to sample a 12 mile unmade track on Forestry Commission land, you can do so without the TRFs help for a small fee usually of £2 in the honesty box. Most FC land includes a "forest drive" open to the public on payment of a small fee.

In Kielder Forest for example there is a Forest Drive 12 miles long clearly signposted from the A68 at grid 783013 near Byrness. Speed limit 25mph. Warning notices that the road is loose stone surface. You pay the £2 toll fee at the Kielder Castle end. You dont need a 40bhp enduro bike with knobbly tyres for these easy trails! Picnic sites are situated along the routes and there is a great "away from it all feeling" with good views. It can be rather dusty in dry weather.

And in the North Yorks Moors National Park there is the Dalby Forest Drive, nr Thornton le Dale off A170 Scarborough road. Shown on all OS maps as "forest drive". Worth a try!

Brian Thompson

THE AYTON WEEKEND

Friday witnessed a hive of activity as Phil, Paul, and the usual suspects, turned up to mark out the Enduro course, set out the camping area, raise the gazebos, take delivery of the portaloos and await the arrival of the visitors.

The forecast was good and the weather turned out to be great. That is the trouble with outdoor events, they are made or broken by the weather, especially when families are involved. We were lucky this year.

By the evening the Camp was buzzing with caravans and tents. About sixty bikes had turned up. Some brought their families, others took it as a "lads" weekend.

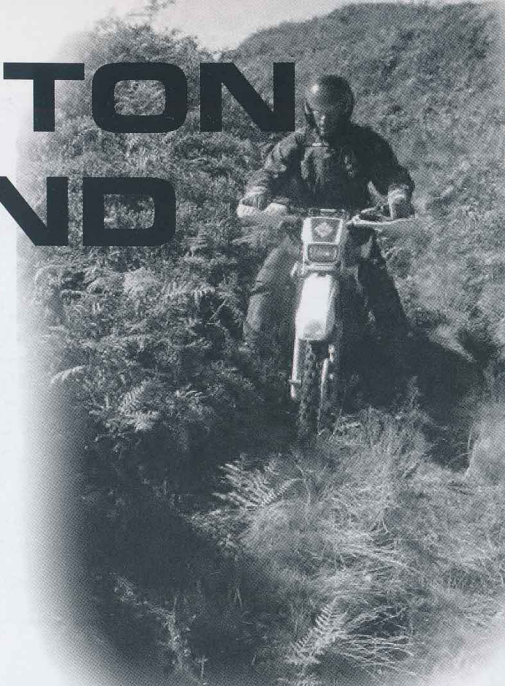
Saturday morning and you could sense the air of excitement as they all lined up to be sorted into groups.

Harry volunteered to take the group of novices and first timers, which included one wife. A rare occurrence having a lady rider. As in the job market, they have to have twice the bottle, to even consider mixing it with the boys.

Harry's group was a gentle sojourn into the Countryside, with a pub lunch in Farndale, ice creams in Kildale and back again. Very successful it proved to be too.

Mark took the experts on a long one to Scarborough. They said they were up for some extreme trail riding and they got it. Lane after lane after lane, relentless. Returning at 6.30 after nine hours riding with steam coming out of their nostrils, most were cream crackered but content. Two of the group headed straight for the enduro course. I am sure if they had been in the Tour de France they would have tested positive for testosterone.

That was the first time Mark had led a Group and he said it was great. Same again next year John and I'll do the Sunday as well. That



Neil Vernon on his Serow

is what I call enthusiasm.

Richard took an intermediate group and, because he was on site camping, he left early, disappearing in a cloud of dust. I said it was dry.

He remarked that he never sleeps well when he is camping, so he may as well leave early.

Again he went for a long one, 120 miles and nine hours later he arrived back, after a Mars Bar lunch, playing hide and seek in the Cropton area with three "lost riders" and spending the last few nervous miles all on reserve. One ran out off petrol a mile from home.

David lined up another group of inters. He planned a route that would have taken two days. I said, just see how it goes. Trails can throw up all sorts of unexpected incidents. If you start to run out of time, just cut it short. We passed David incidently, coming off Pockley Moor at 1.30, as he was heading to Helmsley, miles away, for fish and chips. He was starving. We were on our return leg. David's lady rider was coping well, in the middle of the bunch. I am not being patronising. I do admire



A quality lane!

What of the rest?

Well some had come just for the camp and Enduro. The Enduro course is a narrow, technical, taped off course of about two miles. The course is set on a hillside on the site of old mines, with average gradients of 45%, surrounded by trees and bracken. There is a rise of about 300 feet from top to bottom and the course zigzags up and down and across.

For me the circuit is for the "Looney Tunes".

For Alex, (brave, courageous, but most of all fearless) it is the best two days of the year. He sees the course as a continuous green lane with death defying ascent and descent. I hate the descents, particularly the infamous RED HILL but it's the right angle turns on the traverses that really scare me. Which just goes to prove "One man's adrenaline rush, is another man's terror".

Although the course is next to the campsite, once the bikes have entered the course they can hardly be heard. The trees absorb the noise. The occasional sound of a "chainsaw" cresting the course is the only indication of motorised activity.

Casualty list for day one. One friction burn, to rival those seen in the Tour. One blown engine, the recovery AA man was a local farmer and must have been pleased with the call out because he gave the lad half a dozen fresh farm eggs. One impact puncture on Rudland Rigg. One retirement due to lack of fitness. Three heat exhaustion through over enthusiasm, on the enduro course, self inflicted. A few cases of injured pride, i.e. falling off when someone was looking.

So far so good. Evening approached and the smell of barbecues started to pervade the air.

After a highly successful social night and a raffle which raised £263, (prize donations were received from Graham Charlton Motorcycles, Gavin at Motorsport Newcastle, Michie and White Bros, Darlington Motor Factors, Tilsons, McKensies and members of our group) the bikes started to line up for sorting again.

The second day is always better because you

women who trail ride, they are few and far between.

That left me with a mixed bunch of riders including two lads who "missed the boat" because they were on the Enduro course when everyone else was being sorted, despite the notices saying: Runs: 9.15 sorting, depart 9.30 sharp.

Which way did the inters go? Forget it mate, they are long gone. You would never find them! You will have to come with me on the Easy Tourist Route. Not that any trail riding is easy, you have to be fit. Ivan, an elder statesman, chose to leave the group and wander back to camp after half the day. He said he knew where he was, he knew his way back to camp but was not fit enough to continue, even though he was on his new bike. Last year his clutch exploded on his old bike. Irrepressible as ever, he was out the next day, raring to go.

Suffice to say ten dales, ninety miles and six hours later I returned a happy and contented bunch. Some felt a little seasick with the constant up hill and down dale. We must have climbed the equivalent of two Munroes over the day, with spectacular views everywhere.

can fine tune the allocation of people to appropriate groups, which makes life much easier all round.

Another Harry volunteered for the novice group. Again a first time leader, he was looking forward to the adventure and off he went.

Mervyn is a new man, since he had his medication changed. Nothing to do with sex changes, he used to suffer badly from a respiratory disease. Nice to see you back Merv and willing to take a group of inters out. Half way through the day a friendly policeman pulled them over, while going through a small village and asked them to clean their numberplates. I am sure he was checking them out to see if they were TRF or just rogues. Otherwise Merv had a good day out.

Richard was already on the Trail when I arrived. He may still be out there!

He was! They were heading for a pub lunch when disaster struck. Neil Pattison chose the wrong line up Bank Foot and mistimed a rockstep, fell off and broke his collar bone. Fortunately he narrowly avoided the fifty foot fall over the edge but effectively ended the day's run. Hope you are feeling better by now Neil! Thanks to Eric for guiding the rescue party from the Campsite.

Dave, a late recruited run leader, drove all the way from Darlington to take out a group of inters and headed for Whitby.

I picked up a group containing flat landers (Lincolnshire lads) and because I had a hard day on Saturday, I decided to take them on all the "off the beaten track" lanes that few ride. As it turned out they were of "like mind". The

lanes, ranging from the short technical to the overgrown, suited them down to the ground. We shared the same philosophy of trail riding: it's not the distance covered but the quality and variety of the experience.

On the first Lane out of Camp we met Harry's group stopped at the side of the track. The novice lady rider was recovering from a dizzy spell. Hangover or too many burgers we will never know. Having assured us that she would be ok, I took three riders from Harry's group to join mine. I had felt a little guilty having given Harry a full group, on his first run, but Dave had not arrived by the time Harry left, so I was thinking, I will have to leave some people in Camp, as there were too many riders, even though many had chosen not to leave camp on the Sunday, determined to master the Enduro Course.



Last man through the overgrowth
The Bearded One! Dave Light

All went well until we arrived at a small stream in a gully. A cloud burst had washed away the bridge leaving a very awkward steep ten foot drop over tree roots into the stream and an equally difficult climb out.

My four stroke beast needed to be man handled across. The two strokes (I can not believe I am writing this) with a Hi Ho Silver and a puff of blue smoke, vaulted across. However the animal that put us all to shame was the Serow. With quiet dignity it glided into the depths, pirouetted across the stream and levitated from the abyss as if to say, what is all the fuss about. Its rider, Neil Vernon, the coolest man on the planet! As Dave Light pointed out they are not called the Mountain Goat for nothing.

At the next farm the exit gate was blocked, with a massive steel roller, on the back of a tractor and there to greet us was a farmer

about forty years old.

The conversation went like this:

Farmer: You are not supposed to come through here he said. *Me:* Have you just taken over? *F:* No I been here twenty years! *M:* Well we agreed, more than ten years ago to divert through here instead of the next field up because the farmer said it was his best livestock field. *F:* You cem wanging across that field and scared me incalf cows! *M:* I am sorry but we are the TRF, we don't wang anywhere! *F:* Well I do not want thee! I'll shift tractor this time but that's it.

At this point his Father arrived. *M:* I thought we had an agreement about the diversion. *F:* Wel't Parks department have been down and put in a new bridleway gate and said we have to report thee. I telled um you come through ov a Sunday but they would not send anyone down to sort it. *M:* In that case we will use the County Road again, that crosses your best field. *F:* Well there are no gates on yonside anymore. *M:* That is ok, we will put some in for you. Leave it to me and I will tell everyone at our next meeting that you do not want us to come through the diversion anymore. *F:* And while your on, you can stop using tother field. I know it was wet earlier on int year but it got plothered tut eyeballs. Use the fenced off bit again. (The fact that about a hundred cattle had been milling round the gateway every day for months seemed to have eluded him) *M:* We will. We are very flexible and want to make life easy for everyone.

Another permissive right of way gone I thought. Then it dawned on me! I bet they are upset because Foot and Mouth disease has been found down South and the news had just filtered through that morning. Tenant Farmers are on a hiding to nothing if their stock get the disease.

Anyway, having parted on relatively good terms we arrived at the fenced off lane. It was 100m long leading to a longer lane beyond and had not been ridden for many years. The bracken was barbed wire to barbed wire, six feet high and dense. The blackthorn overgrown. It looked impenetrable. However, having remained calm during the negotiations I was ready for some aggravation. Normally I am like a "Great big soft old Hector" but when

I am roused I am like a Tiger. At least that is what I used to tell the children.

The first obstacle was the interlocking fence gate. Like a sliding gate, only it doesn't easily move because you have to disentangle it. I eased the Yamaha into the lane and then gave it rock all. The bracken started to collapse, twenty minutes and many profanities later we all emerged at the other end, with saltwater eyes and pounding hearts. That bracken took one hell of a beating! Job done! Another lane, that had not been ridden for ten years, was back on the map.

As they say "Faint heart never won fair lady". Many would have taken one look and detoured. To me it was a "Red rag to a Bull". Besides, lane clearing is one of my favourite pastimes.

The next stop was for petrol at Whitby where we met Dave's group who were having an equally good day although it was rather too hot for us older guys.

On to the delights of the coastal resort of Sandsend. A glance at the watch and it was two o'clock. Time flies when you are having fun, so we made a beeline for the Moors and a fast exit route across Lealholme Rigg, Sis Cross Rigg and back to camp.

In the words of one of the group. "That was the best days trail riding I have had. Ever!!" That's what I call satisfaction.

That's it, when you think about it. The rewards of being a trail guide. Not only do you get all the gates opened for you, which is a real treat, but to know that the run has been appreciated. The flatlanders remarked on the beauty of the countryside and the diversity of the lanes.

It always annoyed me about some of our detractors, they assumed the moral high ground, believing they had a monopoly on an appreciation of the countryside. What arrogance!! Sorry!! I promised myself I would not whinge. Old habits die hard!

Casualty list: One broken collar bone. Thanks to Eric for guiding the recovery vehicle. Some bruised egos but nothing too serious.

It just remains for me to thank Phil and Paul, on behalf of us all, for organising the event. Simon for handling the fithy lucre. Keith for the raffle. All the Run Leaders. All the background

members, who help to make the weekend a success. Last but not least, all those who paid and turned up for the event and made it such a success. Hope to see you next year.

John Robinson

PS The Farmer and the Trail Rider should be friends. Or, Alls Well That Ends Well!!

I mentioned the farmer, blocking the exit from a Trail and being upset, at our monthly meeting and one of our members, Duncan Raw, said he had gone to school with the farmer's son and he would have a word with him at Egton Show the very next day. Sure enough that evening Duncan phoned me to say things had calmed down and it had been a coincidence that the tractor and trailer were in the entrance to the lane. There had been a mix up between the son and the father, over what the Parks man had said regarding reporting illegal riders. Duncan found out that two of the Farmer's cows had aborted and he was naturally upset. He thought motorbikes could have caused the mis-carriages. Duncan said we would be extra careful in future but

cows do abort on occasion.

So a reminder to all, do ride slowly when crossing fields in which livestock are grazing. Do not cause the beasts additional stress. They are more or less brainless. You are not!

The other point that emerged from the discussion was people leaving gates unsecured. Unfortunately this farmer has the old fashioned ring and bar fastenings on his gates. The type that baffle most people or those that are not intrigued by the challenge posed by the mechanism. He said some people just loop the chain on the fence which is no security at all.

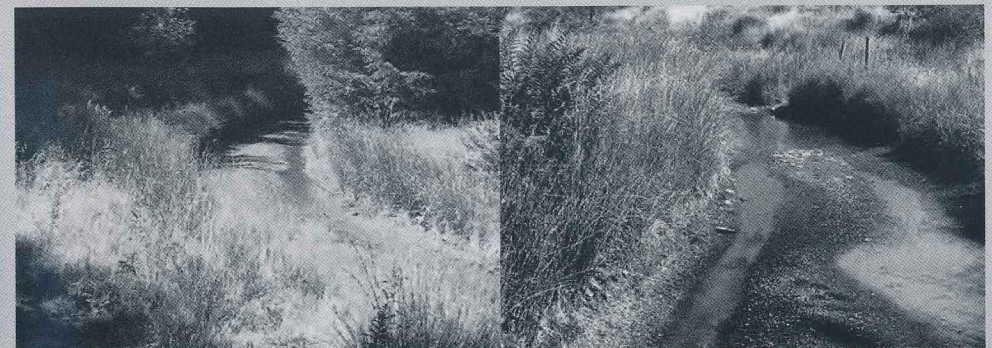
I have suggested we replace the ring and bars with spring loaded hook type fasteners. A small price to pay for a goodwill gesture.

Post, post script The farmer has now cleared the bracken from the lane we had not used for ten years. No doubt his gesture of goodwill, undoubtedly as a result of a friendly chat from an old school friend. **Moral: Talking is good for you! In these post NERC days we must use all our members contacts to build bridges.**

ROAD REPAIR - THE RECOVERY

"Cefn Llwydlo" (see July Trail No. 347 page 15) - As you can see below a huge improvement. Most bikes stick to the track however a few hundred yards away a similar pool exists which cannot be drained. Although it is only a few inches deep bikes and 4x4s insist on driving off the track. If I could I would dig a 6ft deep trench either side and then they would have to go through. Just consider how other users must view this!!

Bob Perring



LETTERS

UFO ON RUDLAND RIGG

Not exactly, but typical of Newspaper headline-grabbing.

For those of you not familiar with North Yorkshire, Rudland Rigg runs for ten miles across the spine of the Moors. There are wonderful views to be had on both sides of this stony road. The approach from the South is easy, if rocky, and has been the cause of many an impact puncture to those who run on less than 15 lb sq in pressure in their tyres.

On reaching the Northern end of this trail, where there is a severe, washed out, rocky descent that has 4X4 rocking and rolling, Eric came across a Renault Laguna teetering on the brink. A Male driver with his "Partner" (I am not allowed to say what sex because of Discrimination Laws and Political Correctness) asked Eric if he thought he could make it to the bottom since he had already bottomed out a few times.

This IFO, (identifiable foolish object), had no chance and was last seen, in reverse, heading towards Gillamore, eight miles down the track. You will have gathered by now there are very few opportunities for turning round. The driver was middle aged, normally people have some common sense by that age. Maybe he was a frustrated Trail rider.

The last time I saw a car, down a Green lane, was a group of five eighteen year olds, on post A level celebrations. One had borrowed his Mum's Space Star and they had obviously dared him to try and cross Sis Cross Rigg to Danby. No chance, another reversal of fortunes. Funny what you see when you don't have your gun, or is that a camera?

John Robinson

ENDURO Vs TRAIL ARTICLE IN AUG 07

I read Stuart Lawrence's article in the August edition of Trail with some interest as the owner of a KTM 450. I would have no hesitation in agreeing that a trail bike is far better for pure trail riding, but was somewhat surprised by his reasoning. I am tall like Stuart at 6'3" but I am disproportionately long in the body (short legs) yet have no problem with the height of enduro bikes. In fact I often find them a tad low being designed for the average size rider. When I have ridden purist trail bikes like the Serow they do indeed have fantastic power characteristics and "small public footprint" on the trails. But ... conversely to Stuart I find their small size and ground clearance a real hindrance. As for paddling being easier, I think it best to avoid paddling and the best way to do that is stand up when approaching a potential paddling situation, a task made much harder when, whilst sat down, your knees are under your chin! When paddling becomes inevitable - usually in soft muddy ruts, isn't it easier the higher the seat is?

The 450's are powerful bikes and the constant focus on throttle control does become a bit wearing when all you want is a pleasant trail ride. The power is a welcome relief however when the tarmac road sections turn up, which are becoming a higher percentage of our rideouts. I like the fact that I can cruise lazily without thrashing the engine. The enduro bikes do require a more attacking approach to technical trails. If you can adopt that style they will cope just as well as a Serow but that is the one thing that makes them unsuitable - when you attack on a 450 or bigger bike you are going to look like a hooligan. The exhaust will start to bark, the speed and body language of both rider and bike will become very aggressive.

So why do so many trail riders buy enduro bikes? There are many reasons, probably the biggest is machismo. A close run second is the fact that many riders also compete on them. For those of us that are larger than average, unlike Stuart, we find most trail bikes too small and the suspension too soft. I started with a TTR250 and was simply squashing it. Even with enduro bikes I have to uprate the springs, raise the seats and bars, lower the pegs to get comfortable and not bottom out all the time. The ultimate trail bike for me would probably be an XR400 with leccy start and the usual mods to seat, bars, suspension and pegs. But

by the time I'd built that it would be cheaper to get a KTM which is why I have one. I also compete more than I trail ride now. NERC has removed so much in my area, what's left is barely more interesting than a tarmac lane. Indeed the local authorities have come up with an horrendous method to discourage green laning. They are surfacing the byways with shale to such a high standard that you could drive a standard saloon car down them! Is this what is considered "Natural England" now?

Ian Packer, Loddon Vale

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WORRIED ABOUT YOUR SPELLING? DON'T HAVE A COMPUTER?
Don't let this put you off, send it in and we'll sort it out.

AN E-CON?

There is an old saying: "No one ever built a windmill if he could build a watermill". The wind is an unreliable source of power. It seldom blows steadily and sometimes not at all. The power generated by the wind varies with the cube of the wind speed. That means that if the wind speed drops from 40mph to 20mph, the power output does not drop by 50 percent: it drops

by 87.5 percent. At 10mph, the wind produces only 1.56 percent of the power generated by a 40mph wind.

The wind can never become a major source of power.

Norman Plastow, Hon. Curator,
Wimbledon Windmill Museum, London SW19

Source: The Daily Telegraph

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KTM 625SXC 2005 Road & Green lane use only. 4,500 miles. Also, 18L tank & comfy seat. New chain, sprockets. £3,300 ono. Tel: Richard 01869 345418 or 07831 206461.

BETA RR400 06 model, exc. cond., low hours, KTM engine, Honda brakes. Exc. trail bike. £3100. Tel: 01327 702541/07912 219733.

GAS GAS PAMPERA 2004 Exc. cond. Hand guards, bashplate, Renthal bars, plated exhaust, wheels rebuilt with D.I.D. rims. £1850. Tel: 01829 740148.

YAMAHA DT 230 LANZA S reg, T&T, v.g.c., 16,000kms. Powerful & economical 2 stroke, comes with lots of spares. £850 ono. Tel: 01252 714574 (Surrey).

HUSKY 450TE 54 reg owned from new. T&T, green laned only, FSH, c/w Motard wheels & tyres etc. Genuine well looked after bike £2500 inc extras. Tel: 0161 427 3448 (day), 01457 868949 (eve).

HONDA XR400 R2 2002 T&T 03-08, 5000 miles, 1 owner. V.g.c. Well maintained. New tyres, sump guard. Green lane use only. £1800 ono. Tel: 01256 781946.

WANTED Honda TL200 trials petrol tank, common in late 70's, early 80's Honda trials bikes. Condition not too important. Tel: John 07977 915179.

SUZUKI DR350 SEV 1997 9800m electric start. Tax 31/05/08 MOT 19/04/08 DEP exhaust, new chain & tyre. £1495. Tel: 01264 335097 (Andover).

HONDA XR650R 04 Rear pegs, 25ltr tank, alloy sump guard. V. low miles. As new condition. £3000. Tel: 07813 590405.

YAMAHA TTR250 New Nov 2004. Only 5,800 miles. All consumables (brakes, tyres, handlebars, chain, sprockets) recently replaced. T&T June 2008. Fully road legal. £1900 to good home. Tel: 01477 534425 (Cheshire).

HONDA XR200 1981, very special. Works 250 barrel, front/rear discs, Al Baker alloy tank, carb conversion, rear shock. Acerbis bits. Got to be the lightest, trickiest XR. 90% finished, hence £695. Tel: 01257 241289/07799 460641 (Lancashire).

1993 SEROW 4JG Tidy bike. 13000m. New MOT. MT43s, c&s, friction plates & springs, R pads 430m ago. £650. Tel: Ron 01582 661480 (Dunstable).

YAMAHA TTR250 2004 3900 miles. All the right extras fitted. Perfect byway bike. £2000 ono. Tel: 07885 508909 (Hindhead, Surrey).

KTM 200 EXC 05 model. One owner. Good cond. Never raced, green lane use only, taxed. £2250. Tel: 07802 712431 (N. Yorks).

ACCOMMODATION

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

B&B NR KIRKBY LONSDALE Convenient for Dales & Lakes. Lock up for bikes. Food & ale 100 yds. 1 double, 1 twin. From £20pp inc. Full English Breakfast. Sorry no smoking. "River Cottage", (2) Brookland, Burton-in-Lonsdale. (Next to the bridge over the River Greta), North Yorkshire via Carnforth, Lancs LA6 3ND. Tel: 015242 64988, Mob: 07766 271889.

GROUPS

AXE VALE David Clegg, Tel: 01275 373652 (Home), 0117 9139005 (Work). Mob: 0793 1220895.
2nd Tues, 8pm, Windmill Inn, Nore Road, Portishead.

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
Mick Ellison, Tel: 07780 674192
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 White Lion, Sawley, Nr Long Eaton, Notts.

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 Vaughan, Tel: 01438 231571
2nd Thurs, 8.30pm, Shire Park Social Club, Shire Park, Central Drive, Welwyn Garden City AL7 1AB.

HIGH PEAK & POTTERIES
Graham Till, Tel: 01782 510533
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,
Last Thurs, 7.30pm, The Crown Inn, Rhayader except July & December.

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, Rutton Lane, Yarnton.

PEAK DISTRICT Steve Cartwright, Tel: 01782 848034
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby.

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

SOUTH NORTHANTS Graham Walker, Tel: 07841 158820
2nd Wed, 9pm, The Old Sun, 10 Middle Street, Nether Heyford, Northampton NN7 3LL.

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.

SWINDON David Yarwood, Tel: 01793 762455
1st Wed, 8.30pm, The Sun at Liddington, Swindon.

SUSSEX Julian Flack, Tel: 01306 740586
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

TEESSIDE & NORTH YORKS
John Robinson, Email: nytirf@hotmail.com
3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

THAMES VALLEY Julian Ogley, 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 Wed, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE Richard Hirst, Tel: 01274 632676
1st Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford. Rights of Way 7.30pm, main meeting 8.30pm.

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 Tues, White Hart, Fernhill Heath, Worcs.