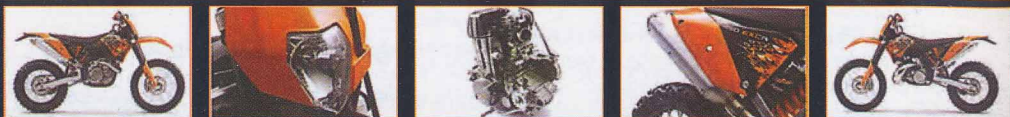


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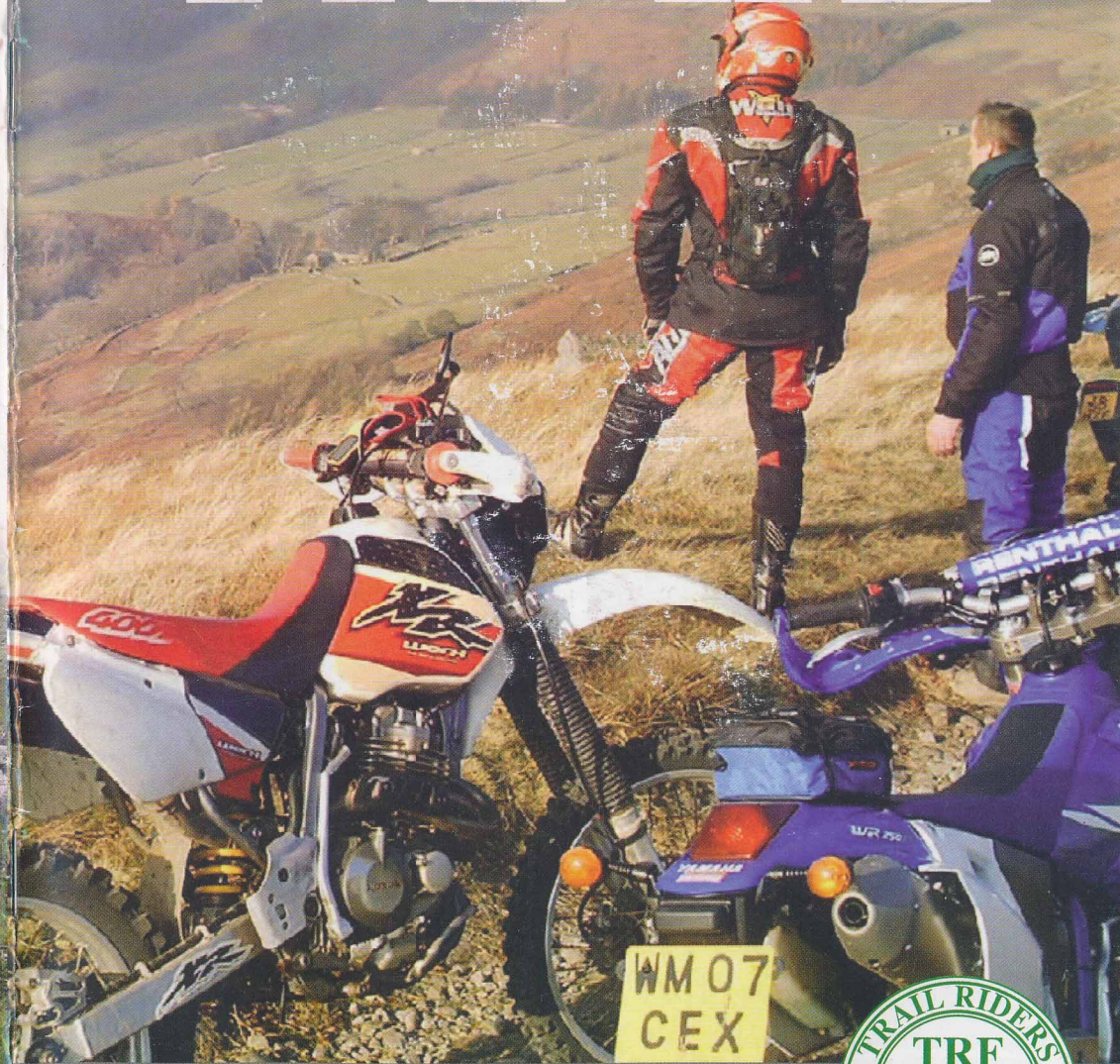
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TRAIL



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

APRIL 2008 No. 356 EDITOR: FRED ELLISON



Patron: Lord Fairfax

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Keepers of Stationery:	Mary Stevens Fred Ellison	Leaflets & Membership Forms Letterheads & Compliments Slips
Display Equipment:	Leo Crone	01325 463815 (7a.m. - 5p.m.) Display boards held at Ut 10, Red Barnes Way, McMullen Road, Darlington DL1 2RR

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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

CUMBRIA'S HOT! The HOT stands for Hierarchy of Trails but it's still hot news. Cumbria Group extends a welcome to sensible riders in their county. Details page 3.

This month's centre four page section consists of a Membership Application Form (suitable for copying); details of 'Joining the TRF' leaflets which can also be used as an A4 poster (available from Mary Stevens); a map of England and Wales with all the group locations marked. Sign up a new member and receive £5 per head for group funds, at least for this year.

You don't seem to get many compliments these days. However when you do receive that rare 'well done' as I did the other day from someone who has seen 'TRAIL' develop over the years from a few sheets of photocopied A4 (before my time) to what we have now you really do get that elusive 'feel good' glow. But it isn't all down to the editor. Without all of you who contribute there would be nothing to edit. You get the mag you deserve.

Happy Trails



TRF EXEC MEETING

Sunday 20th April 2008
10.00 a.m. until 4.30 p.m.

Heritage Motor Centre
Banbury Road, Gaydon,
Warwickshire CV35 0BJ

GROUP REPS: PLEASE BRING YOUR TRF MEMBERSHIP CARD WITH YOU

PLEASE MAKE SURE YOUR GROUP IS REPRESENTED

Polly Cody, TRF Hon. Secretary

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WANTED:

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

COVER PHOTO: From Kris Milner.
Looking over Wensleydale

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

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NOTICE BOARD

DERBYSHIRE

The TRF Derbyshire Group (via Derbyshire CC) have asked me to ask Northern TRF members not to use Shatton Lane as this is very badly damaged. Shatton Lane runs over Shatton Moor near Bradwell and Brough in the Hope Valley.

Brian Thompson

FORTHCOMING EVENTS

10th and 11th May:

Challenging ride in the Machynlleth area for women riders – not suitable for novices!

31st May and 1st June:

Novice women's trail riding weekend – partners welcome.

17th and 18th May, and 28th and 29th June:

Big trailie rideout for riders with bikes over 600cc in Mid Wales. Saturday's ride in an area near Aberystwyth and suitable for novice riders - meeting late to allow travelling in the morning – start time 11.30am. Sunday's ride meeting near Machynlleth at 9.30am, more challenging route.

Date tba: Sidecar trail riding, LDT and enduro sidecars welcome. Day 1 in Aberystwyth area and Day 2 further south to include Strata Florida.

A small fee will be charged. As lunch will be booked at a cafe or pub, you will be required to pay in advance: £15 for one day's ride or £25 for both days.

Contact Marianne, 01686 430522

TRF EVENTS

6th, 7th, 8th of June:

Bikes, Bevvies & Banter, Northumberland. Contact Neil Pattison, 01434 683905.

BMF NEWS

17 - 18th May 2008: 2008 BMF Show

East of England Showground, Peterborough. Stand booked.

7 - 8 June 2008: Garden of England Motorcycle Show (GEMS)

Hop Farm Country Park, Paddock Wood, Kent. Last booking date for stands 25th April 2008.

21 - 22 June 2008: BMF South West Bike Show

Bath & West Showground, Shepton Mallet. Booking deadline 25th April 2008.

12 - 13 July 2008: Kelso Bikefest

Springwood Park, Kelso, Scotland. No TRF stand because its held in Scotland.

20 - 21 September 2008: Tail End

East of England Showground, Peterborough. Last booking date for stands 25th July 2008.

Polly Cody, TRF Hon Secretary

CUMBRIA'S H.O.T.!

Cumbria Hierarchy of Trail Routes

For more than 10 years the Lake District National Park has operated a Hierarchy of Trails to show trail riders and 4x4 users where they can legally go off tarmac in the Park.

With the arrival of the dreaded NERC Act the number of routes diminished, and as those that remain are more UCRs than BOATs, the Park decided it was more appropriate for the County to take over responsibility for front line management. Dave Robinson, the Park's Trail Advisor, who did a splendid job balancing our interests with the philosophy of the Park, and the attitude of bodies such as The Ramblers and The Friends of the Lake District, was redeployed.

Cumbria TRF Group, with Cumbria County Council Access Team, and with the approval of Cumbria's LAF and Countryside Access Partnership set up a programme to identify and survey all the unsurfaced UCRs and BOATs in the whole County.

This has now been done, with help in the far

west and north from North Lakes 4x4 Club.

There are about 7,500km of unsurfaced ROWs in the County altogether, of which 500km are BOAT or UCR. Dual status and unsuitable routes have been filtered out, and approximately 300km are left currently qualifying for the Hierarchy.

Full information is available on Cumbria's website. Cumbria.gov.uk - Transport and Roads - Countryside Access - Hierarchy of Trails Routes leads you there.

You can access full explanatory information, the maps (which are A4 sheets, up to 4 per OS map, suitable for use to mark up your own map), the survey sheets (which allow you to precisely locate a route and obtain information on its condition, special care needed, etc.), and links to other areas of interest such as the TRF website.

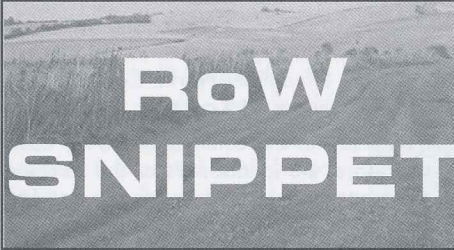
Yorkshire Dales National Park requested that the information related to the part of the Cumbria which is in their Park should not be included. On application it can be obtained from Cumbria TRF Group (pighills@talk.talk.net).

Cumbria TRF Group is pleased to welcome you to our County. All we ask is that you accept that, with the freedom to access this information, there is no need or excuse to ride illegally, that you respect the natural beauty of the area, and, of course, follow the TRF Code of Conduct.

Spending a bit of money in Cumbrian b&b's, pubs, cafes, filling stations, farm markets, etc. won't go amiss either.

Steve Pighills

Rights of Way Officer, Cumbria TRF Group



RoW SNIPPET

The good news which you may have heard is that the 2026 cut off date for all claims is to be dropped.

Brian Thompson

10,000 LOST TRAILS

The landowners alarmist propaganda with wildly exaggerated claims has succeeded.

According to the landowners the scrapping of the Government's £15m Discovering Lost Ways Project has stopped 10,000 green lanes and drove roads becoming Byways! All nonsense but still widely believed. But the fact is that the powerful ranks of landowners and farmers have managed to kill off an official Government project that would have really helped the TRF get its existing Byways onto the Definitive Map, and perhaps added a couple of thousand more that were lost?

We had a friend and supporter in high places with proper public funding that wanted to see more green lanes preserved as Byways. But no more.

The landowners alarmist propaganda with wildly exaggerated claims has succeeded.

Never mind the fictitious 10,000 Byways there are only 5000 miles of green lanes in total throughout England and Wales! But a few facts never got in the way of campaigning against trail riders!

In many northern rural newspapers last week the story gained many headlines such as, "Byways and drove roads scheme scrapped" to general rejoicing from the landowners.

Country Landowners Association President Henry Aubrey-Fletcher said "We campaigned against the scheme from the start. The routes they sought to rediscover had become lost because they were no longer needed".

Angus Collingwood-Cameron, CLA North East Director said, "We have examples of Byways going through peoples gardens and potentially destroying businesses".

"No property owner would have been safe from the effects and no good would have come of it".

Landowners and farmers everywhere welcomed

the news! So you would think they would now be satisfied with this success? Oh no! Like the Ramblers Assoc they will never rest.

A major land agent in Yorkshire, James Farrell in Harrogate, said last week, "I welcome the news, but local authorities STILL have a statutory duty to investigate valid Byway claims" (of which the TRF has a lot).

Mr Farrell continued, "The issue will NOT go away. Some landowners WILL still be affected by potential new Byways and may have to put up with these applications hanging over them for many years".

The CLA is going to campaign the Government to scrap every single outstanding TRF Byway claim, though I reckon that changing an Act of Parliament may be a little more difficult than getting rid of a £15m Government scheme!

It just shows how we must be always on the alert against all these threats to kill off legitimate Byway claims.

It's no good being terrified of the landowners and farmers. They have done their worst in NERC and now the same for the excellent Discovering Lost Ways Project, and will carry on doing everything possible to kill off Byways. For example throughout North Yorkshire there are only 40 Byways. Not a lot!

Nothing I say in the confines of TRAIL, could possibly upset the landowners or the ramblers for that matter, or make them any less anti trail riding than they already are!

The nice guys like the TRF who play fair and stick to the facts don't seem to get very far in this crazy world, and the strongest voices but with the wrong facts seems to win the day!

The serious TRO threat in the Yorkshire Dales is ample proof of this.

Brian Thompson

NEW MEMBER'S NEWS



Having read on the website the request for new members to send in some news/information, Stephen Corbett of Cambridge TRF group suggested I send in some pics of a trip I did to Morocco the beginning of January.

The trip was organised by Motoaventures, with whom I had been with to Andorra last year. The company is run by John, Su and son Adam and I found their organisation 1st class. They use KTM 450s, no more than 2 years old.

I was a little unsure whether, as a new off road rider, I would be good enough to undertake the more rigorous riding that would meet us in Morocco, but I guess naively, I accepted their word that I was easily qualified. Let me say it was a steep learning curve!

The idea of the trip was to follow the Dakar Rally for a couple of days, culminating in us staying near the rest/maintenance areas for one night (John is friends

with Cyril Despres).

When we heard the night before we were scheduled to leave that the rally had been cancelled you can imagine my disappointment, and was all for not going.

Anyway I did and ended up having the best 6 days riding I have ever had (actually it was 5 days, as I had 1 day off with ribs so sore I couldn't bear the pain, after one particularly spectacular fall).



The best bit was riding in the dunes, and I would recommend that everyone should try it at least once. We stopped at the top of a 125 metre sand dune, which anyone who has done it, knows that stopping on the ridge is more difficult than it looks, with the danger of going down the near vertical other side a distinct possibility.

The lady in the photo is another of John's friends, Annie Seel. She is one of the top female enduro riders in the world and hails from Sweden, and boy can she ride. She was

entered to do the Dakar, she has already finished it the past 3 or 4 times, but after it was cancelled decided to join our trip and give us some lessons!

Anyway, not wanting to bore you, it was a great trip, I met people from Australia, USA, Portugal, Denmark, Holland, Switzerland and of course the UK, and we all had one thing in common, a love of bikes!

By the way I started off road riding about 18 months ago and joined TRF last year.

Gordon Barr



COPY FOR TRAIL

COPY DEADLINE:

The first Tuesday of the month.

COPY:

Via email, typed or handwritten (please try to make it legible!)

PHOTOS:

Digital via email on CD or DVD; scanned originals (high resolution 300dpi jpeg or tiff); or posted originals (please include an s.a.e for return). We prefer you not to include your photos in 'Word' documents, if possible please send images separately. If sending possible front cover images please do not send camera phone photos.

CAPTIONS:

Please caption your photos!

EMAILING:

It is best not to place too many images on one email document.

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.

Photographs submitted for publication may also be used for other TRF purposes.

Find more information
about current issues
and contact LARA
via our web pages at
laragb.org

LARA NEWS

No. 40, 12 MARCH 2008, page 1/1

MOTORING ORGANISATIONS'
LARA
LAND ACCESS & RECREATION ASSOCIATION

£138,625 and it's Superficial

Illegal Use of Public Rights of Way and Green Spaces with Public Access by Mechanically Propelled Vehicles: Final Report, September 2007.
defra issues a report that might have further consequences for off-tarmac motoring.

The post-NERCA 2006 impact on 'off road' competition and recreational motoring continues with the publication on 11 March 2008 of this 160-page report researched and drafted for defra and the Countryside Council for Wales by Faber Maunsell.

It is easy to say that there is nothing new in this comprehensive set of research findings – and that is largely true – but this is the first time that it has been set down and referenced in such detail. It might be wrong in places, but it will be up to anyone who thinks that it is wrong to demonstrate where and how: for example, the

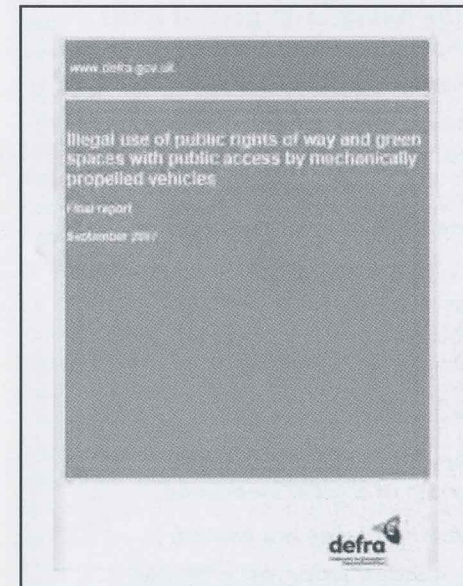
definition of 'off-road trail riding' will raise some hackles.

The report is not a direct attack on legal trail riding and driving, nor upon authorised events, and it finds that the impact of illegal motoring bites on less than 5% of the public rights of way network, and that 'more serious problems are localised.' Certainly, the report does not reflect any picture of the widespread 'blight' resulting from off-tarmac motoring that organisations like GLEAM and CPRE say exists. Problems arise from noise and tyre impact on the ground, and a relative few vehicles can, in places, have a disproportionately high negative effect: "the effects of illegal MPV use were significant, particularly at a local level."

As regards 'remedies', the report is rather disappointing. In setting out 'stick' and 'carrot' approaches it is rather bland – verging on the superficial in places – and dismisses the provision of 'trail parks' with, "provision of facilities/opportunities for legal motor use is challenging and not without pitfalls in terms of finding, funding and operating a site." Well, yes – but it can be done and is being done in more places than before.

The summary of 'Recommendations for action by defra and CCW' comes down to just four heads:

- Whether further 'advice' should be issued.



- That *defra*/CCW should look for suitable cases to secure prosecutions for damage to Sites of Special Scientific Interest.
- That *defra*/CCW should 'explore', with DfT and the motorcycle industry, ways of lowering exhaust noise emissions.
- [And this one should worry law-abiding competition motorcyclists the most] That *defra* and CCW should 'evaluate' with DfT, DVLA and the Home Office, the viability of some form of "record or registration for

MPVs which are not to be registered for on-road use." The 'Stringer Bill' may yet rise from the ashes?

STOP PRESS!

defra has confirmed to LARA that this report cost the taxpayer £138,625. Money well spent?

Download the report at: <http://www.defra.gov.uk/wildlife-countryside/issues/public/illegaluse-finalreport.pdf>

Northumberland Trail Riding & Camping Weekend

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(Membership will be checked)

£40.00 FOR NON MEMBERS

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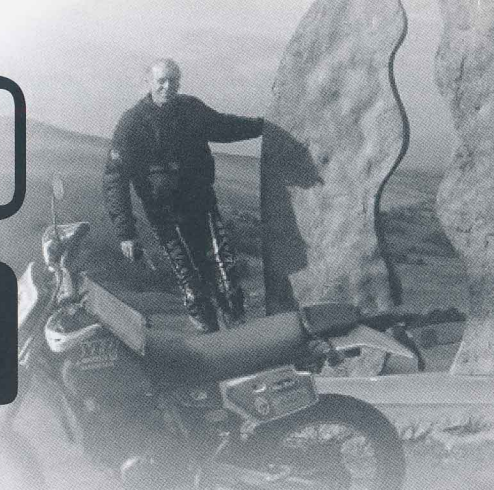
RUN LEADERS REQUIRED!

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. Places are limited.

CONTACT NEIL PATTISON: 01434 683905 BEFORE 9.00 PM

BORN TO BE MILD



WITH RODGER DAVIES

The Original Soundtrack

Why is it, when there are such great songs about cars, mostly by Chuck Berry, songs about motorbikes are a bit thin on the ground.

Let us take a brief trot through the 'Original Soundtrack' for bikers, compiled by, well, me actually, so 'get yer motor runnin and head out on the highway'

The earliest biker record I ever bought, was Mike Sarne's 'Just for Kicks'. "If there's one fmg that I like, it's a burn-up on me bike. A burn up wiv a bird up on me bike." It was also one of the few biker songs that didn't result in loss of life, as in 'Terry' by Twinkle, or was it 'Twinkle' by Terry?

"Is that Jimmy's ring you're wearing"? "M.mmm". "It must be great riding with him"? "M.mmm". "Say, where'd you meet him"? "That's when I fell for.....Leader of the Pack". Vroom Vroom. Try doing the whole dialogue with a mate, at the bar in a pub, but be prepared to run.

It's really hard to shake off the Hell's Angel, rocker, biker, rebel, violent death image. Honda tried to break the bad boy image with the 'You meet the nicest people on a Honda' campaign (should be adopted by the TRF). The Beach Boys' "Little Honda", musically endorsed this. "First gear she's alright, second gear hold on tight, third gear", well, you get the picture and are probably grateful it wasn't a six-speed box.

"I don't wanna pickle, just wanna ride on my motorsickle. 'An I don't wanna die, just wanna ride on my motor cy-cul". That someone (Arlo Guthrie) could make a living singing a song so dumb, well, that's America for you. Try, 'The Significance of the Pickle Song' for some explanation of this inspired silliness.

However, songs for the swinging trail rider are a bit thin on the ground.

How about, "I'm riding cross a river where the water doesn't flow, it runs underground from Giggleswick to Hubberholme. This ain't no technological freeway, this is the restricted byway, formerly known as the RUPP, to Hell Gill?"

Apologies to Chris Rea and before the pedants come out of the woodwork, yes, some geographical liberties were taken.

Speaking about roads to perdition, consider 'Route 666' by the Hamsters. The A666, or the 'Devil's Highway' runs from "Oswaldtwistle to Manchester, nearly 26 miles all the way". I have '333' tattoo'd on my scalp, because I am only half evil.

Why do American place names sound better in songs than English ones? "24 hours from Ramsbottom" doesn't have the same ring. Or, you could try these lyrics on for size:

"Lord, if it has to rain down misery, why does it always have to rain on me" Johnny Winter
"Somewhere on a desert highway, she rides

a Harley DavidsonColliding with the very air she breathes". Neil Young

"I see angels on Ariels in leather and chrome, coming down from heaven to carry me home." Richard Thompson.

"I kicked in his door at 5 am. I've come for my bike, I told the repo man. My 920's goin' to take me far today, you can travel for miles and never leave LA." Michelle Shocked.

Strange, that most motorcycle songs seem to feature Harley Davidsons. I blame 'Easy Rider'. There's a misnomer of a title, if there ever was one. If you have to sing about V-twins, at least let it be a Vincent.

Says Red Molly to James, "That's a fine motorbike. A girl could feel special on any such like". Says James to Red Molly, "My hat's off to you. It's a Vincent Black Lightning, 1952."

Where would we be without Steve Gibbons? No less than four motorcycle songs on the album, "Maintaining Radio Silence".

"It's a knight in shining chrome, kinda like a mobile home, Must weigh nearly half a ton, Harley Davidson."

"I've never been the type of guy who likes to travel fast. I love the comfort of a warm saloon. But when I see a bunch of bikers come past, I know I gotta get one soon".

"The only motorcycle that can take it away. It has to be a BSA." The suggestion that, trading a Zodiac convertible for a Gold Star would impress the ladies, wouldn't apply to any women I know, but hey, that's Rock and Roll.

Music is so personal. One person's 'Bat Out of Hell' (or Bat Out of Delph by Malt Loaf, in the Yorkshire version) is another person's 'That's Heaven To Me'. When you sing to yourself, inside your helmet (or is it just me?), what do you choose to sing? How about "Sometimes it's a bitch, sometimes it's a breeze. Sometimes it's roses and sometimes it's weeds"?

Partially-sighted Willie Shuttleworth, King of the Irwell Delta Blues, (or was it Keith Richards in a rare moment of lucidity?) once said that,

"If you can't say it in 12 bars, it ain't worth saying".

"Woke up this morning, the rain was pouring down, Went out on my bike, I had to leave the town Now I'm sinkin' fast in a bog 'An I feel I'm gonna drown".

If you remember the series, 'Ridgeriders', the trail riding music was provided by 'The Albion Band'. I always thought there was a strange and slightly disturbing affinity between English folk music and trail riding. Having attended folk clubs with fingers in both ears, I have a bit of an aversion to folk music, but I make an exception for Ashley and Phil.

"The motorcycle comes to rest and the rider mops his brow. He will photograph the land around, for the fields are golden now. Still lovely is this part of Kent, on a hot Midsummer's day. And he'll think about the ones' that went, along the Pilgrim's Way"

You can almost hear the bees and feel the hayfever.

The rather rough biker image portrayed by 'Dumpy's Rusty Nuts', "A cuppa splosh an' a greasy dog, I'm 'appy when I'm riding me 'og", doesn't quite fit in with the more refined demographic of the TRF. Perhaps the lyrics should be, "A skinny latte and a Ritz cracker, I'm happy when I'm riding my Kwacka" or "A green tea and a plate of sushi, I'm happy riding my Suzi"? Note. 'Suzi' here refers to a diminutive of Suzuki, not to a certain Miss Perry, unfortunately.

My choice of music does date me and I must confess to a lack of familiarity with current trends. Hardcore, to me is what I used to make my garage base and Hip Hop, was something that Flopsy Bunny did, although, if you can have Jive Bunny, why not 'Gangsta Bunny'?

"I'm in the TRF, feel like a berk, Got screwed and ended up with NERC, CROW's da key, CROW's da clue, CROW's da reason for da fall, And any RUPP will do, innit".

And now the end is near, I've travelled each and every byway And more, much more than this, I rode them MY WAY.

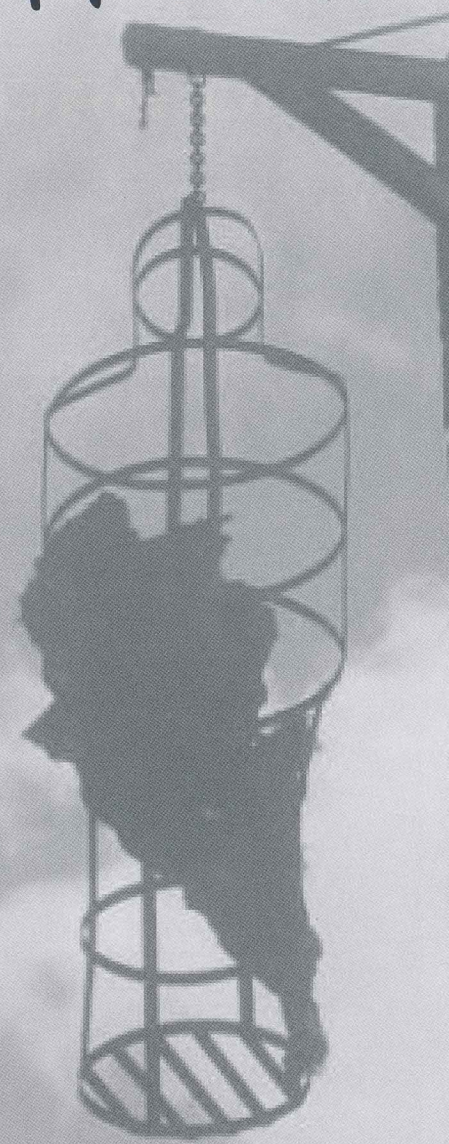
THE STORY OF GIBBET MOOR

Many Derbyshire country lovers will have seen Gibbet Moor above Chatsworth House or from the Robin Hood Inn a few miles from Baslow on the A619 Chesterfield Road. But few know how it got its gruesome name!

It is still called Gibbet Moor today and can be found on all modern O.S. maps. The site of the actual Gibbet Post or gallows is only shown on the rare George Sanderson map of Derbyshire dated 1835 when the post was still standing. The story is set in 1781 at a cottage by the moor near the 1770 Chesterfield to Baslow Turnpike. The woman of the cottage, Edith Ragg, was frying bacon for her shepherd husband's evening meal when a hungry tramp came to the door. He asked for food but Mrs Ragg said she had none to spare. The tramp demanded some bacon but she again refused and asked him to leave. He then attacked Mrs Ragg knocking her to the ground. Grabbing the frying plan he poured boiling grease down the poor woman's throat scalding her to death. Her husband found her later and a hue and cry was raised throughout the county.

The following day the villain was found drunk in a Chesterfield Inn on the 1/6d he had stolen from the cottage.

The tramp 'Black Jack', a Scottish pedlar, described as 'half wild and barbarous' was sentenced at Chesterfield Quarter Sessions to be hung alive in chains on a gibbet to be erected near to the scene of his crime until he was dead, as a warning to others. A gibbet was then erected on the moor near the cottage, but after hanging for 4 weeks Black Jack was still not dead having been kept alive by passing travellers taking pity on him and giving him food!



His screams as he swung on the gibbet late at night were so piercing that they disturbed the sleep of the Duke of Devonshire at Chatsworth nearby who complained. The day after, Black Jack was put out of his misery by the sword and buried in unconsecrated ground at Bakewell in 1782.

No criminal was ever again hung alive on Gibbet Moor, or indeed in Derbyshire.

In the 18th Century 200 crimes carried the death sentence and public executions continued until 1868. At Wardlow Mires, 3 miles west of Baslow, another famous murder took place in 1815. Here stood a toll house kept by widow Mrs Savage who was robbed of the tolls and murdered. For this crime Anthony Lingard was hanged and his body gibbeted on Gibbet Moor. Only the moor and name live on to remind us of its grisly past. Little remains of the cottages and

smallholdings that had grown up alongside the 1770 Baslow Chesterfield Turnpike on the site of an ancient road first recorded in Manor Court Rolls in 1499. Millstone Bridge Toll House was pulled down in 1872.

Today Gibbet Moor and the old turnpike are within Chatsworth Park and the historian or inquisitive will have to trespass from the present 1862 built A619 road due to the Duke of Devonshire extending his estate in the 1826 Baslow Enclosure Award.

Of the 1770 road some 18th century paving stones, the remains of a bridge and 1 mile of good green road can still be seen within Chatsworth Park.

(Sources: Sheffield Archives, J. Firth's 'Byways of Derbyshire' 1898, Dr Cox's 'Court Records of Derbyshire 1899')

Brian Thompson

FOR THE LATEST NEWS & INFORMATION

WHY NOT GO ONLINE & VISIT:

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My new contact number(s) are:

My new email address:

Please send this form to:
The TRF Membership Secretary, 5 Offa's Road, Knighton, LD7 1ES. Email: memsectrf@trf.org.uk

JOINING THE TRF LEAFLETS

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.

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 www.trf.org.uk for list of Groups)

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

ANNUAL MEMBERSHIP

SINGLE MEMBER
Jan-Dec £40; May-Dec £30; Aug-Dec £20; Oct onwards £50 including the following year

JOINT MEMBER
2nd member at same address, 1 copy of TRAIL to share
Jan-Dec £60; May-Dec £45; Aug-Dec £30; Oct onwards £75 including the following year

LIFE MEMBERSHIP - £400.00

• Please send me extra bike stickers (£1 each) £

• **DONATION TO THE FIGHTING FUND** £

TOTAL AMOUNT £

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

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

Where did you hear about the TRF?

Do you require more membership forms? How many?

I wish to join the Trail Riders Fellowship and I confirm that I have read and agree to abide by the Articles, Memorandum and Bylaws of the TRF, a company limited by guarantee.*

I agree to ride only unsurfaced rights of way which I genuinely believe to be vehicular.

Signature:

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

**Available from www.trf.org.uk, or from the Membership Secretary.*

Who Are We?

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, 5 Offa's Road, Knighton LD7 1ES.
- 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 its 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)

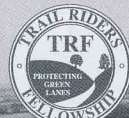
Surname/Family name

The TRF is a national, voluntary and non-competitive body, formed in 1970 by people who enjoyed exploring green roads by motorcycle.

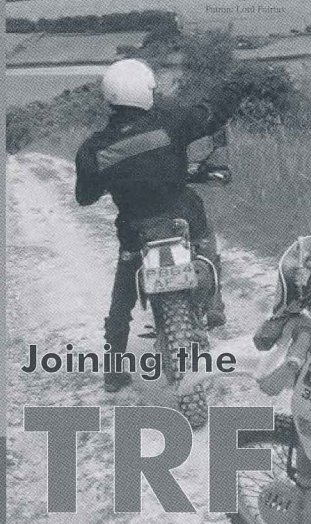
Trail riding is only lawful on public roads. As green roads are subject to the same laws as surfaced roads, motorcycles and riders must be road-legal.

We ride by a strict code of conduct:

- Use only vehicular rights of way
- Keep to the defined way across farmland
- Give way to walkers, horses and cyclists



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Joining the

TRF

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and protect the full status of the rights of the motorcyclist, our heritage and a legitimate to the countryside.

I run, and also organise runs as, but if you want to join these e TRF. Go to a Group Night and

ompany! Just a group of like- ever, if you're a responsible out the countryside the TRF g for.

all type motorcycles can be used suitable tyres are best for new r not to use tarmac surfaces - not use illegal brideways, range from classic and long

ct the Membership Secretary:
Road, Knighton LD7 1ES.
www.trf.org.uk
R, Derby, DE1 9EY.

THEY'RE A POSTER TOO!!

WHAT WE DO

Ride road legal trail bikes on green roads to preserve the use of these roads and have fun with like-minded riders.

Support local motorcycle clubs and also equestrian events with their competitions, by helping with marshalling duties.

Research Rights of Way and work alongside other organisations such as The Byways & Bridleways Trust and The British Horse Society, to protect our recreational use of the countryside.

Discourage improper use of green roads. They are not for race practice, noisy bikes or 'ignorant' riding!

Organise a range of social events including barbecues, fun days and trips to ride in other parts of the country.

www.trf.org.uk

Available from Mary Stevens,
Membership Secretary

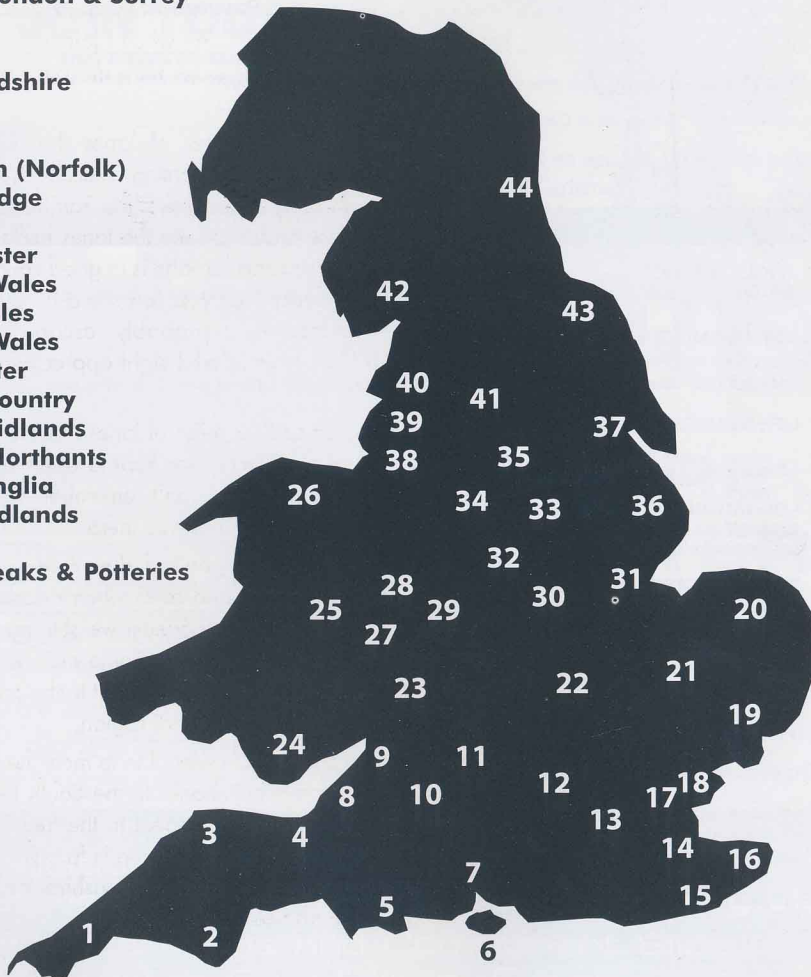
(contact details inside front cover)

For additional Membership Forms contact
Mary Stevens or join online at www.trf.org.uk

For Letterheads and Compliment Slips
apply to Fred Ellison, Editor.

WHERE TO FIND THE GROUPS

- | | |
|----------------------------|------------------------------|
| 1. Cornwall | 35. Derbyshire & South Yorks |
| 2. Devon | 36. Lincolnshire |
| 3. Exmoor | 37. East Yorks |
| 4. Somerset | 38. Manchester |
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| 16. Kent | |
| 17. Hertfordshire | |
| 18. Essex | |
| 19. Suffolk | |
| 20. Norwich (Norfolk) | |
| 21. Cambridge | |
| 22. Oxford | |
| 23. Gloucester | |
| 24. South Wales | |
| 25. Mid Wales | |
| 26. North Wales | |
| 27. Worcester | |
| 28. Black Country | |
| 29. West Midlands | |
| 30. South Northants | |
| 31. West Anglia | |
| 32. East Midlands | |
| 33. Peaks | |
| 34. High Peaks & Potteries | |



I NEVER KNEW IT WAS THERE!

Last Sunday I had the pleasure of going on my first TRF rideout. A few years ago I had a Honda CRM250 and used to do a bit of green laning and the odd enduro / hare and hounds. I can't remember why I stopped going or what my reasons were for selling the bike but I foolishly did.

Last year I turned 40 and unfortunately had a mild heart attack and following a couple of month's recovery I was advised to get fitter by my doctor.

What better way to have a good work out while doing something that is great fun out in the fresh air and it involves engines (a pre requisite for any of my hobbies). So I bought a Honda CRF 250x and off I went with a couple of good mates to go green laning. Unfortunately some of the lanes were now bridleways and footpaths or didn't seem to exist anymore so after a couple of hours we had exhausted the local lanes, or at least we thought we had - that was until last Sunday when I joined up with the South Northants group when the guys took me out and about round Warwickshire and Northants.

I was amazed at the number of lanes that were open and embarrassingly right on my doorstep. Literally the first lane from Priors Marston through to Ladbroke (the Salt Road) is less than a mile from my house and I can see the lanes hedge row from my lounge window. This particular lane is in good condition and if (as we were) you are lucky then you can see a herd of deer darting through the hedgerow - probably escaped from nearby Shuckborough Hall, a wonderful sight appreciated by the whole group.

There seemed to be endless miles of lanes that were very well put together to ensure road work was kept to a minimum and it was usually a welcome breather. I can't remember how many times I thought - well I never knew that was there.

On top of a really well organised day there was some good banter amongst the group and even when disaster struck in the form of a dropped valve on a Suzuki we still managed to enjoy working the recovery problem out. Some members of the group believe that Gaydon is the bike equivalent to the Bermuda triangle having had problems before in that region.

So thanks to joining the TRF I was able to meet the right guys who know the lanes - and a big thanks to the South Northants group for a great day that I hope to repeat in the future - I might even get a bit fitter in the process. One thing is for sure and that is that I can certainly recommend Northamptonshire for some fabulous trail riding - come and see for yourself.

Adrian Mossop

in chains

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Byways and Bridleways Trust

News Release

Focus on Fords and Bridges

The Byways and Bridleways Trust wins a significant change to government advice that will help safeguard fords and bridges on bridleways and byways.

Ford and bridge crossings of watercourses are deteriorating fast in many places, hampering the ability of horse riders and others to enjoy the bridleway and byway network safely. When a crossing gets obstructed, or out of repair, the highway authority will sometimes seek a diversion rather than reinstate the original. That is generally OK if the proposed new crossing is as good as the original was before the problems arose, but sometimes attempts are made to divert on to unsatisfactory routes. In 2007 the Byways and Bridleways Trust approached defra's Countryside Division in Bristol with a paper setting out the law on diversions, and explaining where the official advice issued in 2004 was wrong. defra moved quickly, accepting the Trust's position and promising to amend the official guidance. Advice Note No. 9 has now been amended and reissued in February 2008.

For more information contact Alan Kind, editor of Byway and Bridleway, the Journal of the Byways and Bridleways Trust, on editor@bbtrust.org.uk

Old advice, issued to Planning Inspectors on 7 October 2004:

Temporary circumstances. When considering [a diversion] ... an Inspector should use his/her best judgment according to the particular circumstances. For example, if the route to be diverted is overgrown, it would be

sensible for the Inspector to compare the convenience or how enjoyable the new route would be compared to the old route, notwithstanding the fact that it is currently overgrown.

New advice, issued to Planning Inspectors on 5 February 2008:

28. ... [it is the Inspectorate's view that] when considering [diversion] orders made under section 119(6), whether the right of way will be/ will not be substantially less convenient to the public in consequence of the diversion, an equitable comparison between the existing and proposed routes can only be made by similarly disregarding any temporary circumstances preventing or diminishing the use of the existing route by the public. Therefore, in all cases where this test is to be applied, the convenience of the existing route is to be assessed as if the way were unobstructed and maintained to a standard suitable for those users who have the right to use it.

Issue Date 7.3.2008

More information about the Trust is available on: www.bbtrust.org.uk

A perfect ford? Easy in and easy out, with a firm bottom, free from potholes and snags.



POSTCODE LOTTERY

It strikes me that Trail Riding Policies adopted by different Authorities are essentially a Postcode Lottery.

Some Authorities provide a friendly and courteous service with respect to Trail Riding, others go for an outright exclusion policy and only give out information which tells people where they can not ride. Others have a benign approach, i.e. without intervention.

Unfortunately if you live in an area of the Country where there is an organised opposition to Trail Riding, who whip up a "storm" of protests over what is essentially a minor problem, then the Authorities feel the need to do something.

The Dales is a particular hot-spot, due to one or two people, with free access to the Press, who want Trail Riders excluded from the National Park. This is not helped by the Dales National Park stating, on the one hand that: "Trail Riding is an inappropriate activity" and on the other hand "that they do not have an anti-vehicular policy".

They do not need to have an anti-vehicular policy. All they need to do is give credence to the anti-vehicular lobby, who do all the protesting on their behalf.

The worst part about the situation is that people who have never considered excluding Trail Riders from the National Park are persuaded to lend their names to the fight. Most have never met or seen a Trail Rider.

The anti-vehicular lobby has created the impression that every walker, cyclist and horse rider who ever ventures into the countryside subscribes to their views. Views that have yet to be verified.

Having said that I dare say if you carried out a survey among the general public the outcome would be a self-fulfilling prophecy.

i.e. would you prefer to walk on an unsurfaced road with no traffic on it or walk on an unsurfaced road with the occasional vehicle passing?

Response: "Yes, I would prefer no traffic" or "No, I do not mind traffic".

The response: "I have never really thought about it, would not be included for obvious reasons".

It might be fairer if the public were asked if they would agree to: the removal of the legal rights from people to drive along unsurfaced roads.

Again I would suggest that: I have never really thought about it, would be a first response.

The fact that these unsurfaced roads, (created by vehicular traffic and laterly motor vehicular traffic) would not exist but for transport seems to pass them by. Generations of use by horses, walkers, cyclists and vehicles created these rights that we have today.

In the Lake District National Park much co-operative work has been done and amicable outcomes achieved through the implementation of the Hierarchical System of Lane Classification. This system allows for the assessment of each unclassified road and restricts the access of motor vehicles on a lane by lane basis. Some are given over to all traffic, some to two wheel traffic. This coupled with permits, seasonal TROs, one-way system and some closures has established a well understood and clearly signed way of managing the use of unsurfaced roads.

Since thousands of pounds of tax payers money has gone into establishing this management system

why, you might ask, has the government not intervened and instructed other National Parks to adopt the same proven policy if they see a need for traffic management in their area.

Maybe the autonomy of each National Park is more important than saving tax payers money.

Maybe different policies are influenced by an abuse of power by executives with a hidden agenda, in this case that of an anti-vehicular lobby.

Public servants are supposed to exercise their duties in a manner which is disinterested, neutral, unbiased, not in a prejudiced way which reflects their personal views and furthers their own preferences.

We all have hidden agendas and personal views but as professionals we are supposed to suppress them and judge the situation on facts and evidence that will stand up to scientific scrutiny.

So far the evidence against trail riders is very thin and mainly composed of unsubstantiated allegations and assumptions by one or two highly prejudiced individuals.

Unfortunately too many expedient measures are taken by Authorities, Local Councils and Parish Councils in respect of vehicular rights, which lead to TROs, that are unreasonable and in many cases unjustified.

It would seem to me that such matters merely fulfil the need for these Authorities to justify their existence and exercise their powers without a great deal of concern for the right of Vehicular users.

Let us hope that a reasonable compromise deal is reached at the April meeting of the Dales National Park Access Committee otherwise a Public Inquiry is our only hope of getting a fair hearing.

John Robinson



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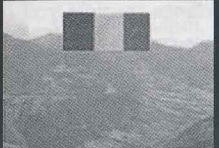
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THE GOOD OLD DAYS

with Brian Thompson

Back in the good old days when trail riding was new and motor cyclists in the TRF set out every Sunday exploring new and different green lanes, it was truly an age of discovery! Some of the bikes were pretty awful by today's standards with converted road bikes with 5 inch ground clearance, and old trials bikes without lights. Reliability was not a strong point but we kept going somehow.

We took some risks because we were testing our knowledge and using green lanes some for the first time since the early 19th century when many ancient roads were abandoned.

One such expedition I remember (just two of us) was Doctor's Gate from Glossop to the summit of Snake Pass in Derbyshire. Doctor's Gate was the old road from Manchester to Sheffield up to 1821, but by 1972 it was in an appalling condition most of it washed away. I spent more time manhandling my Suzuki 120 Trail Cat than riding it up the waterlogged route. But I will never ever forget the sheer adventure of it all! It is now illegal and you will be met by a Peak park warden who will report you to the police! So don't even think about it!

Rights of Way information was very sketchy then and untested, and few in the TRF had a good knowledge of the law. Even then in the early 1970s some pressure against us came from the Ramblers' Association, well before the birth of 4x4s around the late 1980s which only increased the problems which led to the NERC.

In 1975 I became the first national TRF Rights of Way Officer, partly because I was a trained police officer with some countryside law experience. I had also been a footpath officer in the Ramblers' Association opening up lost paths which gave me valuable rights of way experience. Eventually the Ramblers' Association found out I was also a trail rider opening up green lanes, and promptly sacked

me! Ahhhh! I appreciated that the law is there to protect the trail rider as much as the farmer or rambler and that county councils only interpreted the law and did not make it. We could and did use the law which often councils did not agree with. Pushing the boundaries of what may be old road, but ready to prove it if necessary with evidence. We always had some evidence.

We slowly began to realise that all our common law rights could be utilised as so many green lanes had the wrong status.

The Definitive Map showed only RUPPs then, a status that did not even carry conclusive vehicular rights.

The green lane network of some counties had no lawful green lanes at all, yet by researching evidence of vehicular rights we found we could use them.

A few classic cases came along and the TRF won them all. The first Police and Crown Prosecution Service challenge came in 1977 in Derbyshire when 5 TRF members found themselves in court for riding a bridleway. The TRF backed a defence and paid for legal representation in court. I researched and found convincing evidence that the bridleway was an ancient carriageway. All five members were cleared of all charges and given a complete discharge. We even got costs of the TRF legal action. The first of many similar victories and a big boost for membership! But all that came to a halt on 2nd May 2006 when NERC took away all our common law rights we had enjoyed for 36 years, unless of course the TRF had made a Byway claim before 20 Jan 2005.

The law of the land was up till then on our side. A few important cases such as "Dawes v Hawkins" 1860 which ruled that "Once a highway, always a highway" helped. It said that no matter how long the highway had not

been used or was blocked it was still a highway. In 1975 the Court of Appeal case "Kent County Council v Loughlin" gave Lord Denning chance to rule that old maps were so small a scale that they showed only public carriage roads.

The 1979 Sorensen V Cheshire County Council case also helped prove the value of pre 1835 maps to prove the status of a green lane.

If anyone is involved in using old map evidence

in support of a valid Byway claim, I have produced a fact sheet for highway authorities and public inquiry inspectors. This sets out all the legal arguments and case law that is at least persuasive. I can send you a copy free of charge if you send me your name and address. This has been approved by the TRF's legal advisor Alan Kind.

Brian Thompson Northern RoW Advisor,
Email: brian950@aol.com

POSTBAG

CHINESE BIKES

I would like to reply to the article titled Chinese Bikes in the January edition.

I've been looking around for a while now for a reasonably priced new bike and I have been impressed at what can be bought for relatively little money but have found that quality varies vastly amongst the cheaper end bikes. That said there are quite a few reputable dealers that have emerged over the last few years, selling good quality products.

I recently took a test ride on the AJP bike and whilst I found it OK, I have to say there are equally good bikes if not better available for less money. AJP may be assembled in Portugal?? but many of the parts are common with the Chinese built bikes around at the moment and they use the same Chinese Honda copy engine.

I had a look at the AJS YXR trailbike, but this is just the same Chinese GY125 that can be found anywhere from Ebay to Bike Trader from as little as £599, and frankly the quality reflects the price, it's pants.

I also considered the CCM CXR230 - the CRF230 copy. This is a very nice bike and I was going to buy one as its much cheaper



than the Honda and better than the original as its homologated and has a disc brake. But realising it was another Chinese built bike I decided to see if anyone else was offering the same bike for less money. I found a company called T.O.R. who also offer this bike in 125cc for only £1495 inc OTR. Ideal for learners. Again I was going to order one, 230cc, but when I went to visit them I saw another machine that was just gorgeous. Unfortunately it was a 125cc and they didn't offer a larger engine of that model. Having discussed my requirements I was told a 250cc version would be available soon, so I decided to wait.

I have now just bought a T.O.R. TR250F, which has a OHC Hondaesque engine. I paid £1695 inc OTR which I think you'll agree is a superb price. It's clear you guys at Trail mag are not keen on "import" bikes, but this machine is very well built with some top quality components. The engines are built by Zongshen who build many of the small capacity single cylinder motors for the bigger named manufacturers. Also much of the switchgear etc is the same as used on the modern Japanese (read Brazilian/Chinese) bikes.

I have met & spoken to the owner of TOR and he explained that they were able to sell at these superb prices as they do not use dealers, therefore cutting out a huge chunk of the price normally going in dealer profit and salesman commission. They sell direct to the end user, operating from a warehouse in Yorkshire and offer viewings by appointment at times to suit the customer, often outside normal trading times. When I visited I was shown the models I was interested in and a huge stock of spare parts and other motorcycles accessories.

Overall I found their service very friendly and accommodating and I took delivery of my new bike within 7 days of ordering. We need to see more of these types of suppliers to give the motorcycle trade a good shake up and stop

the false unnecessary high prices being charged at the dealerships, for bikes with components sourced from the same Chinese factories.
Dominic

DEAR WATERLOGGED IN SUFFOLK

In answer to your problem of lane repairs on page 31 of February's Trail. The ruts should be filled up with 40mm stone, with no fine material. Limestone is best. I think this is a conservation project. So it should be possible to get the stone through the Aggregates Sustainability Levy - contact the local Parish Council for this. You could also try the local vintage tractor clubs for help. They sometimes use old roads for their road runs.

Edwin Duckett, Cumbria Group

VINTAGE BIKES ON THE TRAILS - THEY ARE STILL BEING USED TODAY!

Ref the article by Brian Thompson regarding Ian Thompson's vintage mounts.

I still do a bit of trail riding between other activities - one of my bikes (1976 KMZ MT12 two wheel drive outfit) that I use on the trails is classed as a vintage bike and is eligible for VMCC (Vintage Motor Cycle Club) events, and my Honda TLR200 made in 1984 will be eligible next year on its 25th birthday!

I will not be the only one to already use vintage bikes on the trails as a matter of course. There must be quite a few steady (older) trail riders who are still riding the bikes they did years ago, so there are already vintage bikes on the trails being used alongside modern trail bikes. The TLR200 is still good on the tricky bits and will run happily on green lanes at the TRF maximum trail speed.

Keep those old bikes rolling.

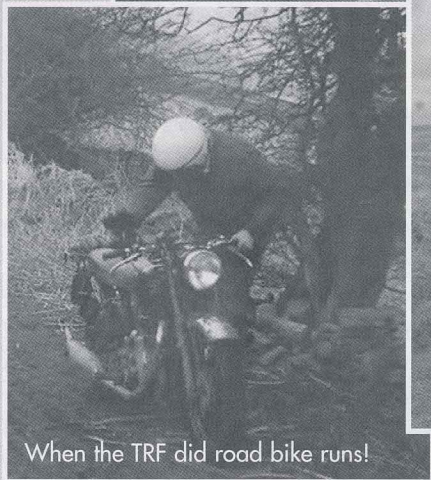
Peter Ballard, Somerset

IN DAYS OF OLD...

WITH BRIAN THOMPSON



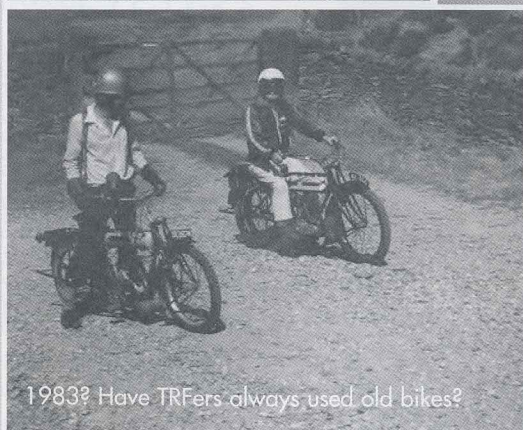
1984



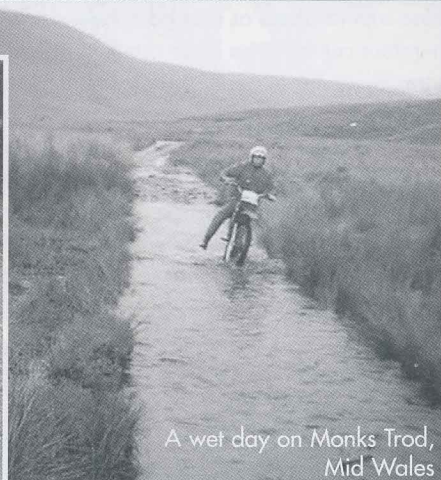
When the TRF did road bike runs!



"First gentleman of the TRF", the ever diplomatic and courteous, Dave Giles talking to rammers.



1983? Have TRFers always used old bikes?



A wet day on Monks Trod, Mid Wales

NAMES ON THE TRAILS

Created by Glenn Vieira

F B E A R S H A L L P X H R S
 R T R O T T E R S R E S T Z G
 E D E A D M A N S G R A V E G
 E P B T Y A W D L E I N K C I
 R U B U C K N E L L W O O D W
 O N T S R E K N I T I R O S A
 B C L I T T L E H E N N Y K E
 E H O N S L F J G R K N M C N
 R S H T H E K N O L L R O O I
 T C Q F R O G S G R E E N C U
 S R P E N L I F A U H W E E G
 F O Y A W D N O M A I D Y E F
 N S C A L D I N G O L V P R H
 X S F F U R D O O W L C O H N
 S Y E N T O C S G T F E T T J

BEARSHALL
 BUCKNELLWOOD
 DEADMANSGRAVE
 DIAMONDWAY
 FREEROBERTS
 FROSGREEN
 GOGMAGOGHILLS
 GUINEAWIGGS

ICKNIELDWAY
 LITTLEHENNY
 MONEYPOT
 PENLIFAU
 PERIWINKLEHILL
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CORNWALL Adam Hedley, Tel: 01579 349217
3rd Thurs, 7.30 - 8.00 p.m., The Victoria Inn, Roche.

CUMBRIA Anthony Hayhurst, Tel: 01539 721115
2nd Tues, The Gilpin Bridge Inn, Levens, Nr. Kendal.

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2nd Tues, The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire.

DEVON John Heal, Tel: 01626 366860
2nd Tues, 8pm, The Welcome Stranger, Bickington, Nr. Newton Abbot.

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 Clock Warehouse, London Road, Shardlow, just off the A50.

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

ESSEX Cliff Eves, Tel: 01376 349270
2nd Wed, The Wheatsheaf Public House, Hatfield Peverel.

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.

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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.

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

RIBBLE VALLEY John Noblet, Tel: 01254 230347
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.

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John Robinson, Email: nytrf@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 Mark Andrew, Tel: 01933 413458
1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough.

WEST MIDLANDS David Chamberlain, Tel: 0121 783 3438
1st & 3rd Wed, Wilmcote Mens Club, Stratford on Avon.

WEST YORKSHIRE Richard Hoyle, Tel: 07789 644461
1st Thurs, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford. Rights of Way 7.30pm, main meeting 8.30pm.

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