



Patron: Lord Strathcarron

T R F

TRAIL RIDERS FELLOWSHIP

NEWSLETTER 142 MAY 1990

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The National Club for the Encouragement of non-competitive
Green Roads Motocycling and Maintenance of Rights of Way

TRAIL RIDERS FELLOWSHIP
MAY 1990 NEWSLETTER 142



CONTENTS

Editors Ramblings	2/3	Letters	7/8
Group Roundup	4/5	Spot a Wild Flower	6
Secretaries Column	6	Ads.	8
Rights of Way News	9	Group Listings	Back Page

Dear Brian

Congratulations on your new position (pardon? Ed.) Having edited and produced a fortnightly magazine for a motorcross club for several years I remember all the headaches of getting the finished article out on time, quite often with little input from other club members. I know many members rely on this national production to feel "in touch" Dorset Group is now in it's third year, and how that time seems to have flown by! Dorset is a very sensitive County with virtually no vehicular Rights of Way shown on the definitive map or on Ordnance Survey maps. In a county like this, the few of us who do research have to give up days at a time to enable us to lead exiting new routes. We cannot afford to give away this information to others for fear of misuse or overuse of these quiet routes.

However, to our credit, we have entertained many other groups from varying parts of Great Britain to weekends in Dorset. We do have an enviable network of green lanes and people comment on how many miles can be ridden without touching tarmac. We are engaged at present in byway claims to save two important ancient routes from being turned into a golf course. The T.R.F. has, in our group a progressive "go ahead" body of men and woman (yes, six of them) fighting for the continued existance of vehicular rights. We have a good relationship with County R. of W. Officers who now know that the T.R.F. are a force to be reckoned with. This also applies to landowners in the County, who are often told by the R. of W. Officers that if riders were crossing their land, then "You can bet they have a legal right to be doing so, they will have done their research thoroughly". We are introducing a computerised system of recording all the R.of W., their status, what research says and an annual update of the condition. Our membership is large, well over 50 I believe, however as with most groups the working hardcore in the centre is small. We are slowly encouraging more members to take some responsible tasks on. We have brought together many smaller fractions, who used to ride the same lanes week after week with no R. of W. work nor research and record of useage. We are possibly the first group to have sidecar runs, there are now about 7 outfits in our group. A boring lane on a solo can be just the opposite with an outfit! Any group wishing to visit our County only has to drop me a line, we have never turned anyone down. Best regards to all from an aging but young at heart (I've shaved the greybeard off) trail rider. Norman Howard (Dorset Group Chairman)

EDITORS RAMBLINGS

Judging from some of the letters recently received, I seem to have stirred up a "hornets nest" regarding what information new members should receive. I believe the editor's job is not simply to print what people want to hear, but to stimulate discussion amongst (a sometimes apathetic) membership.

During this last few weeks I have seen a number of reports of problems with users in the countryside. For example, some ramblers complained about a moto cross event near to a footpath, with the result that the landowner has withdrawn permission. There is a similar battle in Yeovil over the Haynes four-stroke series.

Mountain cyclists are the ramblers target in the North Yorkshire National Park over the use of an old railway line. I wonder if there is a case for the T.R.F. offering affiliation to other clubs and possibly other user groups in order that they benefit from our expertise in protecting green lanes. What would we gain? Possibly a contribution to our Fighting Fund?

Cont.

EDITORS RAMBLINGS CONT

A club of different user groups which becomes a friend for life? Perhaps user evidence from other groups which might be useful in the future? Liaison could be through L.A.R.A., especially if the (mostly fledgling) mountain bike clubs were to join.

My feelings are that B.M.X. and mountain bikers could be the trail riders of tomorrow. So too are old trials and moto cross riders. We need large organisations like the B.M.F. and L.A.R.A. to represent us. Remember "divide and conquer" but "united we stand".

Not many people know this, but there is a move afoot to import powered bicycles. The importers will seek bicycle status as the engines produce less than 2 h.p. This enabled the Sinclair C5 to be produced as a "bicycle".

I think it may be in the T.R.F.'s interest to encourage this development, one reason being that it bridges the gap between mountain bikes and motor cycles, leading to more potential members. However, bicycles can use bridlepaths, and this may pose problems. Surely an advantage you might say? Well perhaps, from our point of view, but if I were a rambler I would not be so happy. Undoubtedly there will be opposition. If you are interested in encouraging the importers, contact Honda regarding their "People" and Enfield India regarding their "Mofa". I cannot wait to see these whispering along the trails. The term "light pedal assistance" may re-enter the vocabulary of the motor cyclist.

The best letter I have read in the motor cycle press in recent weeks suggested that riders wishing to make a point do not do so to a motor cycle paper but to an authority, official or someone in a position of influence. There is no point in "preaching to the converted". Use your literary abilities wisely.

During the last couple of weeks I had the opportunity of sampling a Caterham 7 sports car. My main impression was that 60 mph felt like 100mph in a luxury saloon. I wonder if this is part of the attraction of trail riding, sometimes 10mph seems like 100mph! I have a theory, however, that it works the other way round too, the driver of the big saloon car is cocooned in a warm, quiet steel shell. Add the radio, telephone, girl friend [or children] and he only uses 50% or less concentration.

No wonder they do not see us.

At the recent Committee Meeting Alan Kind covered a great many points. Some not mentioned elsewhere were the possibility that "Rubinstein V Burrows" may be overturned. This refers to paths which may appear on the definitive map in error. The D.O.E. have issued a circular which says, in essence, "If it is on the map, then it is open for use"

Following the Winchester Conference, it is expected that a "Green Bill" will appear in the Summer. This will almost certainly affect the reclassification procedures. It may attempt to limit access by "Hippies". It may also give guidelines for the ordering of Public Inquiries. We must hope there will be no changes in Common Law Rights. Areas which rely on the latter may wish to lobby their M.P.'s. During any correspondence we are advised to press home the fact that the T.R.F. Protect Green Lanes and have Historical Rights to use old roads.

The Map Survey is proceeding well and is about two thirds complete. It seems that as many as 30% of the lanes surveyed are blocked by overgrowth etc. [This should enable the T.R.F. to earn some "Brownie Points" with clearance projects]

Busy chap Allan Kind, I see he has edited the "Touring Companions" designed to be used alongside its companion "Landranger Map".

If any members wish to comment on any of these matters, now is your chance. You have never been so well informed. The next Executive Committee Meeting is 9 June 1990. Or there is always the letters page.....? Brian Wright

I received a letter from Sally Madgwick who is too modest, fancy suggesting it might not be good enough!

Sally explains that it is about a bike which she has used since 1983 in one guise or another and has not yet found one to swap it for. Ed

FOR REALISTS OF SMALL BUILD, FUNDS & ABILITY

It is a common complaint that suitable green lane bikes are becoming scarce. Japan has become remarkably adept at producing whizzy quasi-motocross trail bikes or immense desert racer lookalikes suitable for large men and gorillas only, where is the small, light, drag-it-out-of-the-bog-on-your-own type trail bike? Old favourites are becoming positively vintage these days. An elderly 185 Honda such as my own could double as a pogo stick on a good day, whilst on bad days fatigued parts such as footpegs and engine mounts would break right off. What I really needed was some modern suspension and brakes coupled with the 185's tractibility and forgiving nature. It is not an uncommon sight to see an XL125R out on the lanes but is it appreciated just how many of them are actually rejuvenated 185's given eternal youth by modern frame transplant technology?

Such a hybrid is common here (Sally lives in Cornwall) and doubtless in other places too; but are all you leaping and clanking 185S owners aware of just how easy it is to effect this transformation? As with the best puzzles it is a lot easier if you have all the pieces. Learner boy racers (not girl racers of course) blow up 125R's with great regularity and this makes them easy to find cheaply. Of course, a whole one provides such goodies as a six speed gearbox (fits straight in and doesn't seem to suffer from the first gear problem that seems to prevail in the 185) and the rubber inlet that you will NEED.

Quite simply the 185 engine goes straight in, all you need to do is make up two top engine plates, these are well hidden and require very little in the way of engineering finesse. A hacksaw will do. The original exhaust will not fit. Consequently I splashed out on a shiny new Micron, very quiet and environment friendly but the donor 125 exhaust will do. The rear suspension is a thing of wonder after the twin shocks but the rather fragile looking multifarious linkages do definitely benefit from the addition grease nipples. I use my 185R for practically everything, classic trials, one day trials, green laning, transport to work and even the odd enduro. It is competitive (or it would be if I sold it to someone else!) quiet, economical, reliable and above all small and light. Lanes are easier and less painful now and hopefully I won't feel too outdated for a good few years yet. Of course there is always the disc front end to find and fit, the XR200 cam.....

Sally Madgwick

This letter wins the prize of car window sticker this issue (Thank's for the pin-up photo Sally.) Ed.

GROUP NEWS

BRISTOL GROUP

During March and April the group had rides in Gwent, Avon and Wiltshire. Our club night features videos of Trail Riding by John Beddis, Lane Clearing by Mo Hamblin and Trail Bike Trials organised by the Avon & Somerset Police and presented by Nick Crook. These are fun events with a dual purpose firstly of enjoyment and secondly the education of young and inexperienced riders as to trails and private land. Richard Tallon

DERBYSHIRE & SOUTH YORKSHIRE GROUP

We are here! After reading the Rights of Way News by Tim Stevens it would appear "we have gone down in the mud" Not so, we have over 25 members who give 100% effort towards running the club. At present we have members investigating new and existing lanes and our clearance officer has been busy organising the removal of the numerous fallen trees following the recent "strong winds". Regular runs and meetings are held every two weeks, regardless of the elements. I would like to thank our Cheshire friends for their efforts in investigating the brick wall in the Monyash area, I'm afraid that one slipped our net chaps.

Finally please please can we have our shaded area on the T.R.F. 1990 map, our secretary has sent the returns. Have they released Dick Turpin?

Love the wild flower drawing!

Andy Sealey

After toasted sandwiches at Kirk Michael the rest of the day passed with a series of good lanes with equally good views. We even stopped to see the Wheel at Laxey. We also had a little exercise in the bogs amongst the forestry trying to find the track up onto the side of Colden from the reservoir at West Baldwin, but when the mud failed to stop us, a new barbed wire fence across the track did. The first drops of rain of the weekend fell as we drove back to Douglas.

The verdict? As the title says 9 out of 10, but then the tenth man did break his ankle. He is back home now, moderately cheerful but very upset about the riding he is missing.

Steve Pighills

SECRETARY'S COLUMN

After my first Executive Committee meeting at the A.M.C.A. offices in Walsall on March 31 I feel more at one as the new TRF Secretary. The meeting was a busy one, starting at 11am for the first time but still not finishing until after 5pm. The attendance was good and everyone had a chance to speak.

One of the main issues discussed was the South Downs Way. West Sussex County Council have tried to outflank us by revoking their original Order and making a new one. This means we have to start again. Did you send in your fresh objection, guided by the sample letter in last month's newsletter?

Alan Kind reported the victory of The Ramblers in the Appeal Court which redefined the term "unnecessary". It will now be much harder for magistrates to stop up rights of way using section 116 of the Highways Act 1980.

From now on, recreational use must be taken into consideration by the magistrates, in the past they have tried to ignore it. This is a victory for all users of rights of way and will help our fight to keep green lanes open.

There was considerable discussion about two points raised by Tim Stevens - map marking and membership. Should we mark up our maps the same for everyone and run the risk of abuse of sensitive lanes? Should there be two levels of membership - a learner class and fully qualified trail riders? Both these questions are likely to be debated at the A.G.M. in the Autumn. If you wish to contribute, be there.

After the 500 mile round trip from Cornwall to Walsall, the next weekend saw me on the motorway again, bound for the weekend Seminar for T.R.F. Groups and others in Derby. Dave Giles had organised some top quality speakers and a very interesting audience. I learned a lot from chatting to Liz Hurley of the All Wheel Drive Club; and found we had much in common with the mountain bike brigade, especially on the subject of "image".

Michael Hawkins of the Devon County Council was the most controversial speaker, especially when he announced Devon's plans to reclassify their green county roads as bridleways. The Devon lads will need all the help they can get to stop that move.

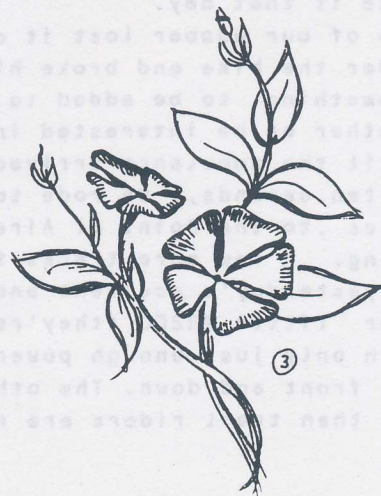
Craig Watson took us through an eye opening series of exercises in motivation, persuasion and negotiation. It should be essential training for all who are active in fighting for green lanes. Can I say "thankyou" to Dave Giles on behalf of all who took part in organising a very useful workshop.

Don't forget Tim Stevens rights of way workshop at Malham. He may be able to set one up for you locally. Ask him.

WILD FLOWERS

The LESSER PERIWINKLE is out at about the same time as our previous wild flower, but will go on flowering well into May. It is almost identical in size to its cousin the GREATER PERIWINKLE.

The Lesser Periwinkle flowers are about three quarters of an inch across whereas the Greater Periwinkle measures about one and a half inches and comes into flower somewhat later. It's a trailing plant and I've always found it in shady dampish places, but I do know that it can thrive well by walls in the sun. The flower is a surprising tint of blue darker at the edge graduating to almost white at the centre, in fact the flowers can occasionally be completely white but this is rare. The leaves are pointed shiny and a dark green like IVY.



LETTERS TO THE EDITOR

I have received three letters [so far] in response to the editorial paragraph regarding new members. The first member complains about the reception he received at his meeting. After a brief greeting he was virtually ignored. May I suggest to Group Reps. that it is important to ensure that a new face is given some time, if you are busy or simply not in the mood, then deputise another member to make him feel welcome.

The other letter is particularly topical and appears below.

Dear Sir

I was much encouraged by your idea for regular features. It is particularly heartening to see that you recognise that not all members can get to meetings, and that there is a need to keep them informed. I for one would certainly be interested in advertising for riding companion(s). I doubt if I would get any response though T.R.F. members round here don't seem to do that sort of thing. (they might now Ed.)

A couple of paras. later you "blow it" again, "members should not expect too much for their fee".... "They should not have their maps marked up until they have proved themselves" I have drawn attention to this before. Members have a right to be told what is going on (including the meetings of their local groups) YOU CANNOT HAVE TWO CLASSES OF MEMBERSHIP unless you put it into the constitution. Denying public information about rights of way is simply making things stupidly difficult, both for the unfortunate individual who thought he was a member, and the long suffering rights of way officers at County Hall. You also mention user survey forms: I haven't seen one in all the years I've been a member. They are kept for the select few, like rights of way and are not for second class members. In fact, I no longer have any need of the T.R.F. I have managed to find friends (real ones) in other motor cycle groups. They go out for runs locally, on a friendly informal basis. They ring up and tell me when there is a run being organised (now there's an innovation for the T.R.F. to consider) and they behave like responsible adults, instead of a bunch of cranks and/or spoiled brats. They even ride according to the Code of Conduct.

I am fed up of the stupid acrimonious battle which is called membership of T.R.F. I get my green laning IN SPITE of T.R.F., which is as difficult and obstructive in promoting green laning for the individual member as it possibly can be. Interestingly, the Constitution does not include green laning amongst the Fellowship's objectives. All of this

points to my being in the wrong organisation, this will be rectified as soon as subscriptions become due again. Brian Slater

I have spoken to Graham Chinnery of the East Midlands Group, who tells me that they have a New Members Liason Officer and they invariably have a map available for the marking of lanes. To Brian Slater I would say it sounds as if you have the makings of your own group to run your own way, but preferably within the T.R.F. Look what you get, this Newsletter for instance, Erm, are you still there? Ed

I received a 'phone call from Mike Cowling, who tells me he is organising a photographic competition open to all members. There will be two categories, "On the Trail" and "Humourous" (I think most of mine would fit the latter) More details will appear later but in the meantime, Mike's address is 23 Whitehall Street Wakefield W. Yorks. WF2 9BG Ed.

Dear Brian

I thought it was time for me to make a contribution to the T.R.F. Bulletin. 140 and 141 were good reads, However due to lack of photographs and your comment regarding buying our own lanes I enclose a photo taken recently in The Peak. Whilst writing I wonder if you can help with a small problem, three of us are shortly going to Wales for a short trail riding holiday. We shall be using O.S. maps 146 and 147. I was informed that a publican has a bunch of keys for opening locked gates. Can anyone help please. On our return I will send you a write-up and photos. Mark Phillips

I believe you must be referring to Bob Buck, the landlord of The Cornhill Inn, Rhyader. He will not part with a bunch of keys, however, but by arrangement he may be persuaded to ride out with you and let you through the two gates protecting the Claerwen Reservoir track. I suggest you telephone first. Ed.

Dear Sir

May I thank all members who contacted me regarding my recent ad. for a KL 250 workshop manual and especially the fellow from Rochdale who delivered it personally.

Having recently procured an "x" Reg. model of the marque and given it a few test runs on our local lanes, several deficiencies

were highlighted. Namely the lack of rear chain tensioner, totally U/S rear shocks and the badly routed silencer/exhaust pipe, it gets everything the rear wheel throws at it, past and present owners will know what I mean.

What I would like to know from anyone out there who has done it is 1. Is there another chassis [preferably XT or DT monoshock] that I can slot the Kawasaki engine into with the minimum of fuss? Or 2. Is it possible to drop in a later box section DT

type swinging arm and single shock and mate up the lot to the existing Kawasaki chassis? If the above measures have not been tried by anyone then at least could someone give me some views on Seebac Shocks. Finally I would like to compliment both the past and present producers of the new style Bulletin. Dave Martin

That last line has saved you from a "Rondo Talbot" type of answer to your technical queries. Ed.

Dear Editor,

On behalf of the West Midlands Group I would like to report our concern at the often expressed opinion that the T.R.F. should maintain a restricted elite membership. I would summarise this as "a small elite equals a small voice" and with current odds stacked against us, this must be a suicidal approach to our problems. It is surely effective to enlarge the Group as much as possible, warts and all.

I find it odd that we lose roughly one third of our membership each year. Our group have decided to attract new members by opening up our local runs and putting on more of them. (would you like Brian Slater's address? Ed.)

I hope this stimulates some correspondence, particularly from members who do not belong to a group. Having said all this, I realise that the T.R.F.'s Officers have changed recently and I feel a vote of thanks is deserved by all those who are putting in such good effort (just throw money Ed.) The personal opinions are not intended to

offend, there must not be division amongst ourselves.

Come and join us in Warwickshire /Worcestershire on or about the last Sunday every second month Ring 021 444 0183 or 0527 23550

The Group meets at the Wilmcote Working Mens Club near Stratford on Avon 1st and 3rd Thursday of the month. Richard Hawker

SMALL ADS.

Please donate a £1 for up to lines.

Some members are are not sending donations.[skinflints]

I apologise for leaving out some of these from 141 Ed.

Kawasaki KMX200 "F" Reg.Oct. 1988 7,000 miles road use. No faults, Immaculate £1,300 Tel. Stan Harper Keswick 07687 73241

For Sale Honda XR200 Speedo £20 L.H.Side Panel £10 Both Brand New Suit 1982 / 84 ProLink. D. Eaton (Cheshire) 0606 47470

For Sale Honda XR200R ProLink Excellent condition . £700 Ask For DAVE evenings Gwent 0633 852163

Gite or B & B in the Scottish Highlands 15 K Inverness. For more information contact Ali at..... 0349 64374

For Sale BURNSPEED bike rack q.d. hitch mounting, three tie down straps, lighting board £35 ono

BARBOUR SUIT 44 chest, 38 waist, 30 inside leg, gc £40

ALPINE STARS enduro buckle boots, black cleated sole, worn twice £35

Possible delivery of these items

John (North Wales) 0407 860002

FANCY A BREAK AT CHRISTMAS?

How about White Water Motorcycling? Try a week of adventure in the Dales, on Trailbikes £100 all in

More details from Mary Stevens, 101 Square Lane Ormskirk

BMW R100 RT

1988 (E) 10,000 Miles Heated Grips Taller Screen. Uprated Front Suspension Engine Protection Bars. Panniers, Mint Condition, Cherished by T.R.F. member £4000 Trevor Pointon Welwyn Garden 372252 Wanted Honda Transalp, possible part exchange

This is the page for your news, views and queries on Rights of Way. Write or phone, Tim Stevens is your man.

New ideas are in the air to improve our map marking service. Before I detail the ideas, let me outline the current situation.

Up and down the country there are a few members who have a clear record of the green lanes we can ride in their own areas, but we don't all know who they are. If you do get to know one of these wonderful people, you may be lucky enough to get him to mark up a map for you. But if you only know a name, say, and you write off, what will happen? I suggest that it will all depend on whether he has heard of you.

If you are called Dave Giles, or Alan Kind, say, your map will return marked with all the detail

you could ask for. Lanes which are certainly legal, lanes which are legal beyond reasonable doubt, and lanes which might turn out to be legal when more evidence is found. Lucky for some!

MAP MARKING Can we do better?

But *your* name isn't printed in every bulletin, is it? So what can *you* expect to receive? Too often, nothing. We have all heard tales of "enthusiasts" who claim to be members and get hold of all the information some TRF group has built up over ten years of hard work, and the next group run is faced with a quagmire on a soft lane they had used carefully for ages. We have all seen motorcyclists on green lanes treating the

countryside as if it belonged to nobody, and breaking every law in the book. And you just might be one of these objectionable people, and if you are you *deserve* nothing. So how can you pass on the message that you ride with respect, that you hold gates open for rambles, and that all you know of 4x4 is that it works out to be 16? *That's the problem, you can't.*

The new idea is this: When you join the TRF, you will join as an associate member, and this will give you all the facilities you get now, *plus* a list of maps and members who can give you the basic details of lanes which are certainly legal. There will always be areas where there are no certainties, or where no-one is prepared to help, just as now, but there should be enough to get you interested, and make you keen for more. Good, that is the intention. After a year or so you may, if you wish, apply for full

membership. No exam, no rolled up trouser leg, all we ask is that you have shown that you always treat the lanes with respect, and that you are keen to put something back into the TRF in return for extra privileges. And of course, those privileges would include access to extra information about lanes.

Other benefits will depend, like the rest of the system, on what you, the members, decide. The general opinion at the Executive meeting was that this idea could also help improve the status of the TRF, especially with bodies like the Sports Council, the Countryside Commission, and all the other "Professionals" who have a say in our affairs.

Your local group may have been discussing this idea recently; if you missed it and have any thoughts on the matter, write in. And feel free to ring me any evening to discuss anything about this new development.

So you want to know more about Rights of Way, but don't know where to start?

The TRF is running Courses for beginners to set you on the right track; first in the Dales, then, if you like, in your area, too. Dates are May 18-20 and June 22-24 at Malham Tarn Field Centre, and it will cost £35 all in for members, £40 for others.

Details and bookings from Tim Stevens

DERBY DAY

It wasn't intended as an RoW do, but when you get experts on the subject from the 4x4, mountain bike, and horse clubs, as well as our lot, in the same room as chaps from the Sports Council, the Countryside Commission, AND the largest County in England all together, guess what happens? Here are a few useful quotes which I jotted down :

"I am in favour of people enjoying the countryside in their own ways"

"The Commission have concluded that there is no logic in suggesting changes in regard to vehicles on highways."

"Motorised Users should be on committees for Rights of Way" - all by Jerry Worth, Countryside Commission.

"Vehicle users must show that they bring benefit to the Countryside"

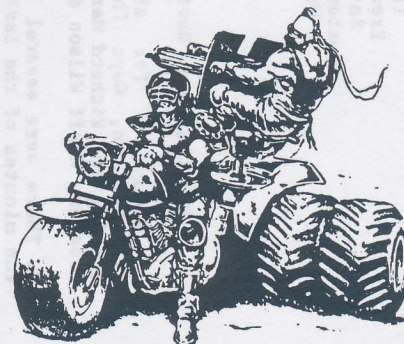
"Unclassified Roads certainly have vehicle rights" - Michael Hawkins, Devon CC.

"In TRF terms, Excellence means promoting Safety, Responsibility, Improvement of Facilities, Elimination of Conflict, yes, even Clearance of Lanes."

"You must all learn to deal with the professionals in professional ways" - David O'Neill, Sports Council.

All in all, a very useful event. You will no doubt read a report elsewhere, and you officers might even be asking for your help in making progress. One thought to come out of the Management Skills session was that all progress is the result of change, so next time someone wants to alter something you are used to just take one step back and ask yourself why. Perhaps he can see some aspect you are missing.

See yourselves as others see you:
Lesson One
How many other users see us like this?



Have you ever used Maiden Way?

This Roman Road runs from the Eden Valley north east towards Hadrian's Wall, most of it was never inclosed, and Cliff Brown in Cumbria needs USER EVIDENCE. Write to him at 1 Low Park Wood Cottage, Sedgewick, Kendal LA8 0JZ

TRAIL RIDERS FELLOWSHIP
Executive Committee Meeting
Saturday 31st March 1990
Amateur Motor Cycle Association
Walsall, West Midlands

M I N U T E S

The Chairman, David Giles, opened the meeting at 11.00 am.

1. Apologies for absence had been received from Lord Strathcarron, Gwyn Thomas, Tim Ley, Richard Tallon, Bevis Billingham, Richard Marshall, John Johnson, Keith Westley, Nick Crocker, Geoff Wilson and Martin Cooper.

2. There were several reports and some discussion when reading the minutes of the last meeting:

3a Charlie Morriss felt there was wrong on both sides in the map marking dispute in Gwent. Time would help sort matters out. Gwent Group has officially withdrawn from the TRF. Peter Clark reported 5 or 6 members in Gwent renewed this year.

3b Leamington Spa Conference (25.1.90.) was attended by Tim Stevens (BMF) and 3 TRF representatives. Tim felt the message about vehicular use in the country was put across positively. David Giles - A worthwhile if expensive exercise.

3c LARA said that TRF rep should pay closer attention at meetings. John Higgin - LARA had said that no signs would be put up without local consultation and this had not happened. Tim Stevens - It is difficult to identify TRF group boundaries - Where is Loddon Vale? The LARA mechanism needs to be improved so that local TRF are informed about new signs. John Higgin to tell LARA this. Alan Wilkinson asked if Park Wardens knew of LARA signs.

5 David Giles had asked Don Lewis to be lead man on the Ridgeway. He had agreed.

9a David had written to the BMF chairman recently and had not yet received a reply.

9b Brian Wright circulated a letter from Alan Kind about the ploughing bill.

The minutes of the last meeting were accepted.

3. Officers' Reports

Chairman, David Giles, presented his report, introducing many items which featured later in the agenda. Much of his time had been taken by preparations for the TRF Derby Conference to be held on 7 - 8 April. The Countryside Commission had given a 50% grant. Excellent speakers and facilitators were attending. There were still some places for TRF members.

The TRF Map Survey was still incomplete and must be

Minutes

finished if it is to be a credible exercise.

Report accepted.

Peter Banks read the Press Officer's report from Gwyn Thomas. Gwyn was speaking for us at the Mendip Society AGM, a group which had opposed our Byway claims in the past.

The national press had been quiet, while the press officer had spoken to the chief news reporter of the Mid-Somerset Group of newspapers. Gwyn continues to write a bi-monthly column in 4x4 Magazine.

Report accepted.

Brian Wright thanked people for their congratulations on his first Newsletter as Editor. He appreciated constructive criticism. The next one would be better. He apologised for the lack of photographs. More NEWS was needed. Articles should not be too long or they would not fit.

Letters from Bevis Billingham about the South Downs Way would be printed with the next Newsletter.

Report accepted.

David Giles presented the Treasurer's report from Tim Ley. The meeting agreed that this was clear and well set out. The amount spent on the South Downs Way case so far was brought up to date.

Report accepted.

Peter Clark, the Membership Secretary, reported 770 renewals and 404 new members to date. 134 had joined at the NEC Show, 26 at Bristol, 12 at York, 130 through groups and 102 by letter. The second reminder in the Jan/Feb newsletter had been effective and was worth repeating next year.

He asked group reps to update group membership lists using the information he circulated at the meeting. This would help provide up to date information about members in each group when asked.

Report accepted.

Tim Stevens presented his written Rights of Way Officer's report. It had been a quiet period, perhaps because not everyone knew of Tim's appointment as RoW Officer. He had written to all groups asking for details of RoW coverage and contacts, but the response was still far from complete.

David Marchant had agreed to take over RoW responsibility for the Yorkshire Dales.

Tim presented details of two RoW Workshops to be held in the Dales in May (18, 19 & 20) and June (22, 23 & 24). He was willing to offer similar events in any part England & Wales during his summer holidays.

Rodger Dawson had taken on the job of Cuttings Archivist to sort out the pile of press cuttings received from Brian Thompson, the retiring RoW Officer.

Tim had ordered a copy of BBT RoW Journal (£110 per year)

as BMF RoW officer. David Giles proposed that TRF buy a copy for the Deputy RoW Officer for the TRF, Richard Marshall and that groups could request their own copies through TRF at £40 per year. Don Burt wrote a cheque to cover the cost of the initial TRF copy and we thank him for this. Geoff Bostock suggested groups ask their local library to take the Journal. Alan Kind suggested asking the Sports Council to subsidise local copies.

The report was accepted.

John Higgin gave his report as retiring Secretary. The TRF Cumbria Group were members of the ACU North region. Were they entering competitions under the name of TRF? Cliff Brown for Cumbria TRF said - no.

The Motor Cycle Show and the Bristol Dirt Bike Show were both timed for the second week in December. John asked for volunteers to man stands at both events. Ron Carter said he had charge of the Bristol event again.

A video was suggested by Alan Vincent. David Giles felt that very careful editing was needed. John Higgin felt it was expensive at a show and drew onlookers not new members.

The report was accepted and John was thanked for all his efforts during his time as Secretary. It was agreed to include Shows on the Agenda of the next meeting.

Alan Kind, LARA officer, gave his report.

Devon CC Review declared in future all green UCRs to be proposed as Byways outside the Dartmoor National Park. Would these be dual status? There was more evidence on Wood Lane, Christow. Alan urged us to re-open this case.

There was a problem on the Old Coach Road, near Shepton Mallet in Somerset, caused by "hippies". A TRO was proposed, except for motor cycles, with a review after 3 years. Alan suggested a joint approach by LARA and Somerset CC to Hon Heathcoat-Amery MP to see if the problem could be resolved in some other way.

The Ramblers Association v Kent CC redefined "unnecessary" under Section 116, so that recreational use became acceptable evidence of necessity. Following this case, magistrates must record the reasoning for their decision, which may be examined on appeal.

Rubenstein v Burroughs. Paths put on the Definitive Map in error can be removed. DoE circular to state that if it is on the Definitive Map it is open and cannot be obstructed, e.g. pending downgrading.

Ploughing Bill may be "talked out" in Parliament. Special protection is needed for roads with ancient surfaces, e.g. Stane Street, but is not in the Bill. He recommended we took no action at present.

The Winchester Conference summary was to be circulated within the TRF Exec. A response was needed to the proposals for TROs on RUPP reclassification.

The "Green" Bill was to come out as a white paper in

September. There would be no green paper for discussion. There were proposals to limit damage by vehicles. The TRF must put in its ideas. Groups were asked to put their ideas to the TRF Exec.

TRF RoW Officer was to ask Lord Hesketh how we line up with the Green Bill - What have we to offer and what have we to fear?

Report accepted.

6. The venue of 20th Anniversary AGM was discussed before lunch. It was agreed to put the following choice to TRF members through their group reps:

20th Anniversary cruise

AGM as one day event

AGM as part of 2 day residential event

Reports from groups by next Exec Meeting.

The deadline date of 1st August was confirmed for motions to the AGM.

8. The date of next Exec Meeting was fixed as Saturday 9th June at 11.00 am in the AMCA Offices, Walsall.

4. Tim Stevens presented his paper "On Maps and Members" after lunch. There was a general feeling that a pragmatic approach to how much information was marked up for a member by a RoW expert fitted with Tim's ideas of Known lanes, Hidden lanes and Secret lanes. The main discussion centred on the idea of two tiers of membership with differing access to our expertise.

Alan Kind - Do other organisations have multi-level membership? Tim Stevens - Most professional associations do. David Giles - Perception of TRF is good, but anyone can join and have access to our store of knowledge.

Maps could be marked with a rubber stamp to prove authenticity. Tim Gooderson - He gave a different amount of marking for different enquirers, charging £2 per map. He had a response of 20 maps sent for marking after his comment in the Newsletter. It was essential to have proof of TRF membership.

Geoff Bostock - How do you mark up areas with no Byways? David Giles - Tell them to join a group run and they will be shown the least contentious lanes.

Alan Wilkinson would want to meet an enquirer before marking his map.

Charlie Morriss felt a national policy was needed on map marking.

Alan Kind proposed three levels of map marking:

Byway

Enough evidence for Byway claim

Enough evidence to avoid prosecution

It was proposed that Membership should be given to anyone who paid their fee, but that Fellowship required proof of a higher level of commitment. There followed some discussion about the overtones implicit in the word Fellow. Associate Member and Member were alternatives. Charlie Morriss suggested a three

