

TRAIL RIDERS FELLOWSHIP

*"The national club for the encouragement of non-competitive
green road motorcycling and maintenance of rights of way"*



T.R.F Stand At The Yeovil Festival Of Transport Show

SHARING

October 1989

CONGRATULATIONS: I am sure that the whole Fellowship will join me in saying congratulations to the contributors and production team that have got out our September Newsletter !

It is a Newsletter and not a magazine at present and its intention is to re-establish communications which have become badly dislocated just when we need them most. Members need to know what is happening both locally and on the national scene. Will each group send in just 200 words for the next edition - what you have been doing - autumn programme - let members know you are still alive! To the editor by 10th of October please.

THE INFORMATION PACK: is being put together by Gareth Richards (in liaison with Gwyn Thomas) and not the other way round as reported in the last Newsletter. Its Gareth's initiative, backed by a small grant from central funds. If you can help, have any ideas etc, he will be pleased to hear from you. Send or call: 1, Dayrell Close, Calmore, Southampton. Telephone (0703) 865500.

ROW SURVEY: Roger Higgins will be pleased to receive your survey returns, if you haven't already returned them. We do need this information in time to collate it before the Winchester conference on 11th October. Early reports indicate that it wasn't too difficult and there is some enthusiasm for extending the survey for our own use.

WINCHESTER: May be a damp squib, or it might well be instrumental in changing ROW law. Tim Stevens has put together an excellent consultation document on behalf of all users of our carriageway network. Don Lewis is in charge for the TRF Contact 'Ladybower', Dogmersfield, Basingstoke if you can help in any way.

SOUTH DOWNS WAY: West Sussex C.C. have declared the long expected TRO. I have written to all the constituent members of MOLARA asking them to contribute to the fighting fund. (TRF put in £2,000 to start it). At the time of writing (10th Sept) the response has been:

BMF: £2,000

4WD: £2,000

ACU: £1,000

THE RIDGEWAY: The Countryside Commission have asked the Sec of State for a TRO on Sundays and Bank Holidays throughout the year. Little more is known at this moment but we will of course fight it.

NATIONAL PARKS: We have established the following liaison officers on behalf of the TRF in each of the following Parks:

Briefly their job is to establish a 'Hot-Line' with the Chief Warden to nip problems in the bud. And in the longer term to promote the good name of the TRF in whatever way seems most appropriate.

Brecon Beacons:	Bill Kershaw.	Northumberland:	Dave Vaughan.
Exmoor:	Gwyn Thomas.	Peak:	Richard Marshall.
Lake District:	Robert Wilson.	Snowdonia:	Adrian Walls.
N. York Moors:	Leo Crone.	Yorkshire Dales:	Tim Stevens.

Thanks for becoming involved lads.

THE CONSTITUTION: Following the demonstrable inadequacies of the old constitution at last years AGM a new model has been prepared to supersede it. I would like to put on public record my thanks to Don Lewis and Tim Stevens for their original suggestions and to the working party of Richard Tallon, Martin Harding and Gwyn Thomas for getting the proposed Constitution to the National Secretary on time.

If anything the proposed Constitution underlines the importance of the Group Representatives who collectively make the Executive (not the Officers). It is therefore essential that the Groups put forward nominees or deputies who will attend on every occasion.

A great deal is happening and there is room for your contribution.

See you on the Trail.

Dave Giles
National Chairman

From The Producer

Thank you for all the compliments I have recieved for the first newsletter. An almost instant responce from the membership has been noticed by the editor and myself. So please keep the excellent material coming in.. We haven't been able to include all material sent in this month, but rest ashore it's coming.

For those who my be wondering how I produce the master copy. I am using am IBM PS2/50 with a HP Laserjet Printer. The pages are set up using a software package called Aldus-Pagemaker. The equipment is made available to me by my employers *Systems Team Development Ltd, Bristol.*

It would not be unreasonable to speculate that in a national popularity census, motorcycling would slot in somewhere between rotweilers and genital herpes. Should the census contain an environmental addendum, trail riding would be considered at least partly responsible for the destruction of the rain forests and the depletion of butterflies in Mid-Wales.

It follows therefore, that we are a pretty soft target for a tabloid newspaper bored with child abuse and badger-baiting or an M.P. with a small majority and a lucky ticket in the private member's bill raffle.

I will go so far as to predict that in the not too distant future, trail riding and possibly all other motorcycling will be legislated out of existence. Just when and how depends on luck and how we are perceived by the rest of the populace.

Our best chance is to be unseen and unheard but that is not very practical.

At the other end of the scale, we do ourselves no favours riding on lanes popular with family walkers, in large groups which include noisy bikes and riders dressed in dayglo pink and lime green motocross clothing.

I think that defensive letters to the local press, sponsored charity knit-ins and lobbying are at best harmless and at worst disastrous. Just look at how much money British Rail spends telling us how good it is - Do you believe it?

We are judged by our behaviour, not by how we tell people we are.

I have had many slanging matches with "Antis" on trails and, on reflection, I have done myself and trail riding many disservices. Whatever, if anything, is done, it is down to groups and individuals. There is not much that the executive can do and the last time I attended a meeting they were far too busy discussing the syntax and punctuation of various draft constitutions, regionalisation, computerisation, marginalisation, rolling membership and, for all I recall, crop rotation in Pre-Columbian Bolivia.

It certainly is not on for anyone to tell any trail rider what he should do and how he should do it. Freedom is one of the attractions of the sport. But even freedom has responsibilities and the cost of making ourselves a little more acceptable to those we meet on the trail could just be considered a good investment.

Avon County Council - TROs

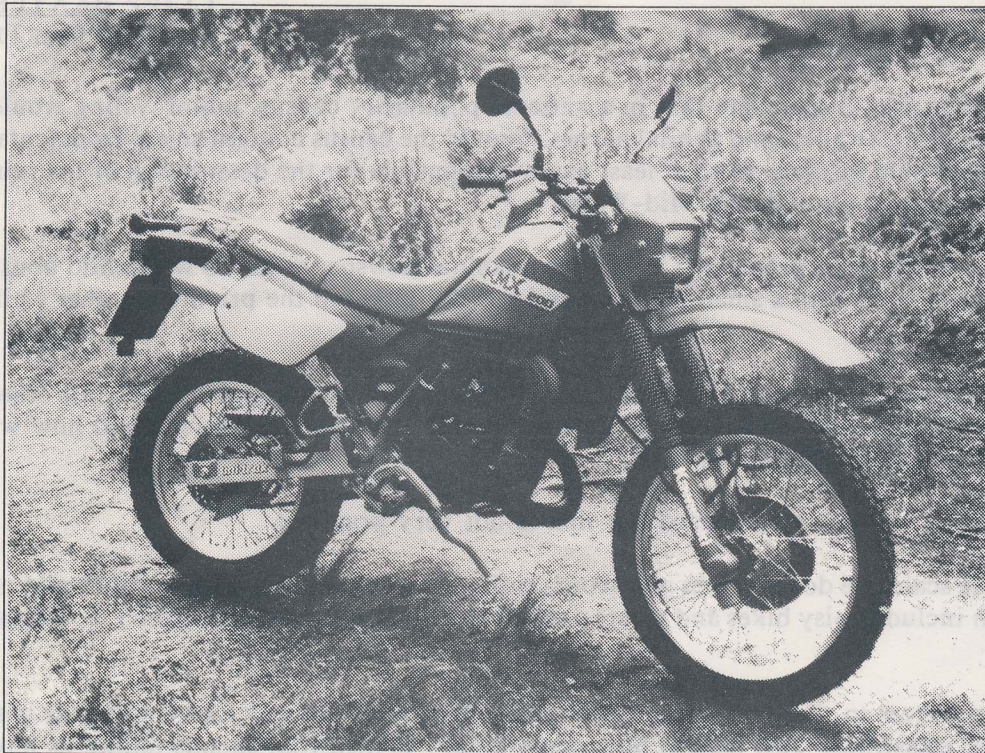
There are rumours in Avon that some officers may favour TROs on certain green roads. However, they are not in the majority. The Rights of Way sub-committee is thought not to be of the same opinion.

However, another committee is the Traffic Management Committee and this body may not be so understanding. It all goes to show that in ROW matters, like anything else in life, it's a matter of politics, unfortunately.

What does seem more serious to green road enthusiasts, is Lord Denning's campaign against Byways. He has been pushing the TRO line to Highway Authorities in Southern England at meetings in Christchurch and his influence must not be underestimated.

Furthermore, a message from the Institute of Professional Rights of Way Officers suggests that the way forward is to deny 4x4 rights, because of the bad publicity in the quality press.

On a more positive note, the Bristol TRF have been complimented on their knowledge and industry during the recent Wansdyke District reclassification by the officers of Avon. May this be an inspiration to other TRF groups.



CAPTION

Kawasaki's KMX200 is a businesslike dual purpose off road trail bike. It performs equally well on or off road, is a favourite with competition riders and serious trail riders alike, and can carry a pillion passenger in comfort.

Institute of Motorcycling
7 Buckingham Gate
London SW1E 6JS

ISLAND OFF ROAD FUN

From: Murray Evans

For their annual pilgrimage to the Isle of Man for the TT Races and the Manx Grand Prix, most of my friends take a super sport road burner. They assume that's de rigeur for the home of the worlds oldest road races and raise an eyebrow because I prefer a dual-purpose off road machine. That way, I gain the best of both worlds, having a runabout to reach race vantage points and a means of exploring the hundreds of miles of superb trials criss crossing this historic island.

With magnificent weather bathing the island daily in sunshine and crystal clear visibility, this years visit was even more enjoyable for the temporary acquisition of a Kawasaki KMX200. It looked so businesslike that I couldn't wait to hit the first rough track. With only 120 miles on the clock, the little green bike slotted into the queue of riders streaming out of Douglas for the mandatory lap of the hallowed 37 3/4 mile TT circuit.

At the first opportunity, I hooked a right off the circuit, headed into the rolling green hills of the interior and then consulted my Ordnance Survey map. Enough of tarmac, I wanted a rough track. And there it was, a track I had last ridden on my first Island visit years ago. In the changing world, could it have survived? And if so, would it be the same after all those years?

As I ran out of metalled road and onto bare rock and loose stones, so the track climbed ever higher, past isolated farm cottages through the occasional water-splash and around sheep pens. Just as I remembered it! Only the occasional gate had been inserted, to keep livestock in rather than intruders out. Eventually I ended up on the roof of the world, with a panorama encompassing the three ancient kingdoms--Scotland, Wales and Ireland all clearly visible. Only the baaing of sheep and the song of a happy skylark high in the azure sky disturbed the tranquility. Thus it had remained for hundreds of years, untouched by "progress", but revealed to me by the modern equivalent of the horse I would undoubtedly have struggled to reach this spot before the coming of versatile off road motorcycles.

Cont...

The Isle of Man authorities encourage motorcycle trail riders. Signs indicate tracks suitable for trail riding in the most spectacular parts of this picturesque island. Many of them are shared with horse riders, so courtesy prevails; stop engine until the horse and riders have passed. Obviously, gates must be re-secured after passing through and never, ever, frighten livestock in adjoining fields. Inconsiderate riding can loose ground which may never be recovered, so respect the countryside and it will reward you handsomely!

So how did the Kawasaki cope? It's a tribute to it that I was able to relax and savour the scenery without making any physical effort other than pointing the bike in the desired direction. Light, handleable and responsive, the KMX200 was also unobtrusively quiet, an absolute prerequisite for trail riding in today's noise-sensitive environment. The two stroke engine provided sufficient low-down pulling power to tolerate dragging me over the steepest bits without drama but it was happiest when buzzing freely through the gears. In deference to the engines newness, I restricted revs to a maximum of 6,000 rpm but at that point there was an urgency which suggested that the engines competitive heritage was anxious to prove itself.

It's also a serious on-road machine, as I found when giving a portly friend and his luggage a lift to Ronaldsway Airport. His bulk, plus luggage, scarcely affected performance. That he also had sufficient room on the seat to be tolerably comfortable while hanging on to his gear was impressive testimony to a versatile little machine.

BRIEF SPECIFICATION: *Single Cylinder, Liquid-cooled, two stroke; positive oiling system; 6 gears; monoshock rear suspension. Tyre sizes, 21x3.00 front, 4.60x17 rear. Weight 100kgs . Price 1,849.*

Further information: *David Dixon, 01-630 5454.*

"WHAT ARE YOU DOING HERE?"

ALEC MORLEY
(Devon T.R.F)

Thank you for your interest! We are members of the Devon Branch of the Trail Riders Fellowship. The TRF is a National organisation which co-ordinates the activities of hundreds of people like ourselves who enjoy the pastime which we call 'Trail-Riding' or 'Green-Laning'.

Some people enjoy the thrill of riding on good tarmac roads, but we enjoy touring around the old neglected roads of the County. Some were just never tarmac-surfaced when the county started using that new invention; some were once so covered but years of neglect have left them pot-holed and overgrown. We do our best to keep them open for ourselves and others, to enjoy. We report obstructions to the Engineer's Department and try to ride each lane at least once a year.

Our members are represented on the relevant User Group Committee of the County Council and we are affiliated to the Byways and Bridleways Trust.

You will notice that in our group all ages are represented. It is also true that we come from "all walks of life".

Walking is allowed on any public right of way. Horse-riding and cycling is allowed on all but footpaths, but we are only allowed on roads. For this reason, we take a lot of trouble to research our routes; and also we have to obey all the normal traffic rules.

In any group of people you may find some who are not as considerate as they should be, and it is possible that you may have seen an inconsiderate motorcyclist. The TRF has a strong voluntary Code of Conduct, and you will find that if we meet horse-riders we stop and cut our engines until they are safely past.

Some confusion is caused by incorrect signing of routes. We are currently engaged in listing, for the County Council, all those instances where roads are wrongly signed with 'Public Footpath' and 'Public Bridleway' signs. Quite naturally, people seeing us ride up such a road might think we were in error - but you will usually find that we are right, simply because we take so much interest in the history and classification of roads.

By riding these old roads, we maintain usage and the right of way, we keep down the growth so that walkers and horse-riders may get through, and we hope that by so doing, the roads will be there for future generations to enjoy!

I attended the above meeting representing the Fellowship. It was held at the Head Office of the Sports Council in Upper Woburn Place, London. Apologies for absence were once again received from the M.C.I.A. and the R.A.C. representatives. Minutes of the previous meeting were agreed and the Treasurer presented his report commenting that we should just about complete this year in credit. (Don Green of the A.M.C.A.). The Secretary had nothing to add that was not covered elsewhere. (G Coleman A.C.U.). Alan Kind went through his written report covering 27 items including the revised code of conduct and an alternative code of conduct.

The report from Professor Martin Elsom about the future of M.O.L.A.R.A. as he saw it had not yet been completed and there were no clues to its contents. Voluntary Restraint signs were now in stock and had been offered to local Authorities in Gwent, Yorkshire, Hampshire, Northants and Powys. Liz Hurley of A.W.D.C. suggested that MOLARA write to the D. of E. asking for a letter approving the temporary voluntary signs as some authorities objected to using them as they were not D. of E. approved. This was agreed.

There had been little movement in the Sports Council organising Regional Motorsports, Federations and Tony Porzinsky (Sports Council) said that he would try to speed the matter up. The T.R.O. on the South Downs Way had now been "sealed" and consultations with George Laurence had taken place and his opinion was still awaited. The T.R.F. had started a fund to pay for legal action with £2,000 and the All Wheel Drive Club had a promise of £2,000, as had the B.M.F. The Association of Rover Clubs had circulated all its member clubs but nothing had been heard yet and the central body had no substantial funds. The C.S.M.A. thought that it could alienate many of its members if it made a donation. The A.C.U. was holding a meeting the following day and would let the T.R.F. secretary know the results.

The A.M.C.A. said that they had no interests in the Rights of Way and would not be making a donation. The Chairman ruled that MOLARA was constituted only to fund a full time Officer and could not use central funds to fund one section in legal cases. The Access Guide had sufficient information but little time to construct a newsletter. It was hoped to complete the first issue covering half a year by November 1989. The Project at Langbraugh that the Sports Council had part funded as an example of what could be achieved on a Trail Park Theme and had called in Price Waterhouse as Consultants for the Tees Development Council. Various rumours were circulating about how the site could be sold off, converted to a multi-screen cinema, or a Formula Three track, but the report was confidential and had not been made public. Any of these developments would be contrary to the original object of setting up the scheme and were thought of as disastrous, not only in themselves but in putting off any other authority that contemplated a scheme of similar nature. The Lake District Bill was quiet at present but could be overtaken by a Bill to "protect" all National Parks from undesirable developments and activities which must be watched with care. It was reported that the Lake District Park Authority would not allow any increase in number of events, not even a Classic Car Club run of Morgans and M.G.s. There would be no seat for MOLARA on any N.P. Council and we would have to work through the B. & B.T. who had a seat.

The Conference at Winchester was discussed and MOLARA had achieved a better and longer placing for its speaker after negotiations. A neutral Chairman had not yet been found. Alan Kind and Geoff Wilson were to speak for MOLARA with possible audience participation.

Alan Kind met and discussed the position with the Lake District National Park Authority and North Yorkshire Moors N. Park. Duncan Gordan had attended a meeting of the Off Road Driving (training) Association. Alan was due to attend the CCRAG Conference at Edinburgh in September. The Editors' meeting at Rugby was quite well supported although the car people thought that there were no problems. A letter has been sent to the new Minister of the Environment about the untrue article in "National Parks Today" and enquiring about the Countryside Commission's position.

The National Autograss Sprint Association was admitted to membership of LARA after the fee had been agreed. David Giles objection to the Code of Conduct was noted and changes will be made in any future editions. It was said that this was not just for trail riders but all users. Bill Kershaw said that sporting riders were not included but it was pointed out that the picture of Geraint Jones was to illustrate the sporting aspect. Tony Kempster said that the A.R.C. had accepted the Code 'in toto'. The meeting commended Bill Riley for winning his legal case and the T.R.F. for backing him.

Geoff Wilson suggested (and it was agreed) that the Report on Footpaths, Bridleways and Carriageways for modifications to the laws relating to vehicular rights of way be accepted by M.O.L.A.R.A. as their views and be published for discussion before the Winchester Conference. He also suggested that a small addition be made to item 3.8 about the temporary voluntary signs. It was reported that the T.R.O. on the Monks Trod might fail if both Dyfedd and Powys do not proceed to publish the order simultaneously and the County Solicitor for Dyfedd had asked for a schedule of works from the A.W.D.C. for potential work.

It was noted that there was to be a Kent Countryside Strategy meeting on Wednesday 6th September and there was to be a Haslehurst Committee meeting in October. The next meeting was to be arranged at the N.E.C. on 31st October.

ADVANCED TRAIL RIDING

STEPHEN NEVILLE

(South East T.R.F)

Many motorcyclists are aware that there is an advanced test for bikes and some may even have had some advanced riding tuition and taken the test themselves. Having recently passed this test myself led me to think of an extension of Advanced Motorcycling, Advanced Trail Riding!

Many experienced road riders that have taken up trail riding will have realised that is quite a different area of motorcycling to that of (surfaced) road riding. Machine control plays a much larger part in trail riding but skill at negotiating roundabouts is not something trail riders need on green lanes. I see Advanced Trail Riding as an extension of the purely surfaced road riding concept.

One of the keys of Advanced Motorcycling is observation and anticipation, basically common sense. For example right hand bends are taken such that the maximum view around the bend is taken, ie, on green lanes I think the following tips are worth noting:

1. Take care on narrow lanes and ride very slowly round blind bends.
2. In difficult going look for the best way through a bog and power through rather than use the old 4 stroke concept and plonk through.
3. Don't follow the bike in front too closely he might crash or get stuck. Remember the two second rule between each bike.
4. Machine control - Whole books could be written on this. A few tips are:
 - A) Don't ride as though you are a sack of potatoes. Take some of your weight on the footrests and keep your elbows up.
 - B) When cornering put your weight forward to stop the front end washing out.
 - C) Use both brakes! A surprising number of riders use only the rear brake. I once rode a bike owned by such a rider and almost crashed into a tree because he had slackened off the front brake adjuster.
 - D) Tyres packed with mud from the last lane don't grip tarmac too well. I discovered this the hard way.
5. Glance behind every so often. This is particularly important on the surfaced road sections of a trail ride in case a car or truck is trying to squash you. Also check the following rider is still there.
6. Follow the TRF and Country Codes.
7. No-one is perfect, admit and learn from your mistakes.

I hope this article will help to make trail riders more conscious of their standard of riding and generate discussion on what I think is a fairly new concept in trail riding.



** STOP PRESS **



NEW ADDRESS FOR THE DEVON TRF GROUP

They have changed their venue to the Welcome Stranger Inn, Bickington, Nr Newton Abbot
Telephone: Martin Cooper 0752-337419 (Plymouth No.)

CHANGE OF VENUE FOR GLOUCESTER TRF

Painswick Institute, Stroud, Glos. Same night.

TWO PUBLIC INQUIRIES

November 14th Hannah More Centre 10am,
Cheddar Nordrach to Charterhouse Track.

December 5th Dursdon Road. Wells Town Hall, Somerset. 10am.

TEESIDE T.R.F RUN DATES

October 8th Settle (O.S 98 Bottom left hand corner). Lancashire group will lead on lanes south and west of Settle. Departure 9.30am.

October 15th Richmond Town Square 9.00am. Leo Crone leads on his XT600, so plenty of bods needed to push and pull him & bike through anything which looks like bog.

November 19th	Bainbridge 9.00am] Leo Crone Leading
December 3rd	Stokesley 9.30am	
December 26th	Richmond 10.00am	

Non-members can follow along on 2 runs, after which membership to the TRF will be necessary on any more runs. All bikes must be taxed, tested, road legal, lights working, well maintained. All riders will be expected to carry spares for their own bikes and should have a map of the area to be travelled.

THE PRODUCTION TEAM

Editor: Gwyn Thomas,
Minorities,
Wells Road,
Priddy,
Somerset BA5 3AU.

PLEASE SEND ALL BULLETIN COPY TO GWYN

Co-Ordinator: Richard Tallon

Producers: Jason Bamford
Cheryl Garland

Distribution: Bob Harris (And Family)

Valued Helpers: Ian Hingley
Trevor George