

# GROUPS

## BRISTOL

Richard Tallon, Tel: 0249 715426  
2nd Monday, Tennis Court Inn, Deanery Road (A420), Kingswood. 4th Friday; Social Night - Tel. for location.

## CAMBRIDGE

Howard Biddle, Tel: 0223 232879  
1st Thursday, Golden Ball, Boxworth

## CHESHIRE

Sally A Madgwick, 0208 74411  
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

## CORNWALL

Roger Fogg, Tel: 0726 67198  
3rd Thursday, Ring Secretary for details.

## CUMBRIA

Roger Harris, Tel: 0539 725198  
2nd Wednesday, Albert Hotel, Bowness on Windermere

## DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688  
2 & 4 Tues. Enfield Arms, Broughton Lane, Attercliffe, Shef. d.

## DEVON

Richard Arscott, Tel: 0803 612950  
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott

## DORSET

Pete Boyce, Tel: 0305 783210  
1st Tuesday, The Royal Oak, Bere Regis

## EAST MIDLANDS

Graham Chinnery, Tel: 0332 863433  
2nd Wednesday, Three Horseshoes, Hemmington, Nr. M1 Junct. 24

## EAST SCOTLAND

Les Mollison, Tel: 0382 738530  
2nd Wednesday, Glencarse Hotel, A85, Perth to Dundee Rd

## EAST YORKS.

Dave Barratt, Tel: 0279 771023  
4th Tuesday, Green Man Pub., on A120, Takley.

## ESSEX

Mark Kinard, Tel: 0245 461643  
4th Tuesday, The White Horse, Old London Road, Widford, Chelmsford

## GLOUCESTER

Ron Carter, Tel: 045 382 2707  
1st Tuesday, Painswick Institute, Painswick, Glos.

## HERTFORDSHIRE

Alan Vincent, Tel: 0923 775263  
1st Wednesday, Coach & Horses, Newgate Street, Nr Cuffly

## ISLE OF WIGHT

Mick Holbrook, Tel: 0983 866361  
Last Thursday, Liberal Club, Longford Rd, Shanklin, I.O.W

## KENT

Nick Moon, Tel: 0322 865335  
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

## LANCASHIRE

Keith Westley, Tel: 0704 893215  
1st Tuesday, Hindshead Pub on A49, Charnock Richard

## LINCOLNSHIRE

Alan Wilkinson, Tel: 0529 60793  
4th Thursday, The Mall, Woodhall, Spar

## LODDON VALE

Don Lewis, Tel: 0252 616359  
2nd Thursday, The Lamb, Theale, Berkshire  
NORFOLK & SUFFOLK Stephen Canning 0359 31018  
Last Wedne. Manger Pub, A134 Sudbury Rd. Bury-St-Eds.

## NORTH MIDLANDS

Ray Morse, Tel: 0785 661543  
1st Tuesday, Leek Area - Contact group rep (above)

## NORTHUMBERLAND

Mark Snoddy, 091 386 0749  
3rd Tuesday, Ryton Rugby Club, Ryton

## NORTH WALES

John Mills, Tel: 0477 34425  
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley,

## SHROPSHIRE

Steve Rodenhurst, Tel: 0952 244161  
2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

## SOMERSET

Peter Banks, Tel: 0749 86396  
Last Thursday, The Canallnn, Wrantage

## SOUTHERN

Euan Harrison, Tel: 0962 733781  
3rd Wednesday, The Priory Inn, Bishops Waltham, Hampshire

## SOUTH LONDON & SURREY

Brian Wright, Tel: 081 669 4214  
9pm Every Wednesday, Epsom & Ewell F.C., West St, Ewell

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G. Jones, Tel: 0239 810255 - Meets to be arranged  
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Bevis Billingham, Tel: 0243 585128 Last Thursday, Ashing on Soc. Club, Rr. of Red Lion, A24, 9 miles N. of Worthing

## TEESIDE & NORTH YORKS

Leo Crone, Tel: 0325 380117  
1st & 3rd Wednesday, Blacksmiths Arms, Swainby.

## THAMES VALLEY

Bob Williams, Tel: 0344 24958  
3rd Monday, District Arms, Woodthorpe Road, Ashford, Middlesex

## WEST ANGLIA

David Knight, Tel: 0933 313816  
1 & 3 Thursday, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

## WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550  
1 & 3 Thursday, Duke of Marlborough, Studley, Warks.

## WEST YORKSHIRE

Gordon Carr Tel: 0535 644568  
1 & 3 Thursday, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd.), Odsal, Bradford

## WILTSHIRE

Bill Riley, Tel/Fax: 0225 863811  
1st Tuesday, The Toll Gate, Holt, Trowbridge

## WYVERN

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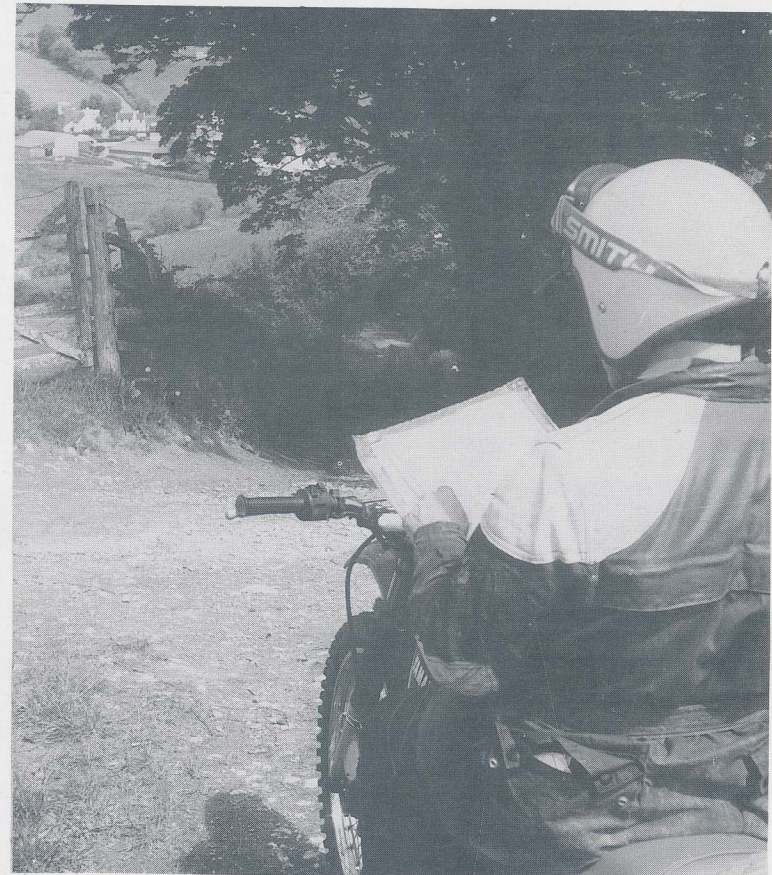
# TRAIL

OCTOBER 1992

No. 171

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

EDITOR: Mike "Nettlebed" Pedley.



Heading for the A.G.M., look forward to seeing you there.

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Try to make it interesting! . . . All contributions to the Editor  
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# CLASSIFIED

**BRENDAN CHASE B & B.** Lake windermere. From £12.50 each x 4 Sharing. Bike lock-up. Parking. All rooms C/H, CTV, H & C. Pub & Grub Handy. 05394 45638.

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**HONDA XL100.** Good cond. Exc. Trail / Commuter Bike, Low Miles. T & T May '93. £250 ono. Part restored Triumph 3TA, 1967, T & T, £800 ono. Sid (The Cultural Attache) Leeds (0532) 821958.

**HONDA SL 125.** 1974, 13,000 miles, New Tyres, Good cond. Fully Svcd. £300 ono. Honda XL185S. 1980, Broken but comp. exc. fr. tyre & fr. exhst. Needs re-bore & pistons. £200 ono. Alan, 0923 775263.

**KAWASAKI KMX 125.** 1987, D Reg. Never off-road, new R.Tyre. £650. Lloyd, 0202 473842 or 0836 647714

**KDX200.** Last air-cooled. 1988, F Reg. New Tyres, Long MoT, 1 prev. owner. Mint cond. A legend in Trail

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**SUZUKI DR125.** F Reg., 1500 mls only, owned since new. Scott Oiler, £850 ono. Kawasaki KMX200. F Reg, 8500 mls, T & T, Scott Oiler, New Metz. End. Tyres. £850 ono. Brian Slater, Glyn Ceiriog 236. (N. Wales)

**SUZUKI TS250A.** 1976, Absol. immac. Jap Classic Trail Bike. £550 ono. (0279) 870587. Essex.

**TLR200 Reflex.** H Reg. Exc. order, 2500 mls, Scott Oiler, XL Seat/Tank fitted for comf. rid. pos. £1100, inc. std. pts. 0772 792231. Preston, Lancs.

**WANTED.** XL250 SA Rear Wheel. Tim Gooderson, 081 303 7099.

**XLS 250.** 1981, Rebuilt, £650 ono. Kawasaki KLX spares - forks, wheels. KMX fork yokes, rear wheel. 0472 78313, Grimsby.

**XT350.** H reg., 1991, Red/Wht. 5000mls, 1475 ono. Also Bl.Tank & R.Seat, offers. 0772 792625, Preston.

**XT350.** 1985, Und. 10,000 mls. G. Cond. New MoT, Spare Fr. Whl. & Cbls. £950 ono. 0305 773488 Dorset.

**YAMAHA IT250.** Full MoT, Rd. Lgl. Enduro Tyres, owned by var. TRF membs. over last 6 yrs. (all taller than me!), few spares, g. cond. £450 ono. Chelmsford (0245) 329118.

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**CHAIRMAN:** .....Dave Giles, 22 Ford Lane, Allestree, Derby DE3 2EW  
.....Tel: 0332 552288

**PUBLIC REL. OFFICER:**.....Brian Wright, 99 Boundary Rd., Wallington, Surrey SM6 0TE  
.....Tel: 081 669 4214

**MEMBERSHIP SEC:** .....Peter Clark, 34 Oak Rd, Barton -U-Needwood, Burton on Trent  
.....DE13 8LR  
.....Tel: 0283 713209

**SECRETARY:** .....Peter Ballard, 210 Spring Meadow, Clayton le Woods, Leyland,  
.....Preston, Lancs. PR5 2PP  
.....Tel: 0772 455487

**RIGHT OF WAY OFFICER** ..Tim Stevens, 101 Square Lane, Ormskirk, Lancs. LA0 7RG  
.....Tel: 0704 894136

**TREASURER:** .....Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF  
.....Tel: 0332 704748

**EDITOR:** .....Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe BB7 4JF  
.....Tel: 0200 445657

# EDITOR

## THE SERIOUS "THOUGHTS OF NETTLEBED"

It's AGM time again. The time when the same old faces travel halfway across the country to natter about the TRF's future. There are usually 50 odd of us there out of 1500 - where are the rest of you? If the 50 didn't bother, tou 1450 wouldn't have a club the day after! Local groups could of course continue but who does most of your group's RoW work etc.? One of the 50 who attend the AGM I'll bet - so would he still be as keen when it was your apathy which let the TRF sink? He might as well just do the work for himself - why pass it on to you?

Don't forget, without a national body to fight closures we could lose all National Park lanes, for example, at a stroke, it would just need a government white paper. You'd be left with a few local lanes which would be quickly whittled away and downgraded by unopposed local Councils. You'd end up with a few lanes not worth riding!

Where's all this doom and gloom leading? Well, if you've read your last few 'TRAILS' from cover to cover you must know that there are likely to be some drastic changes at this years AGM, after all half the Executive Committee seem to be resigning and just when we need to be strong and stable to fight, increasing pressure from those who seek to curtail our pastime.

Last month our Chairman, Dave Giles, dropped in on the Lancashire Group meeting and outlined his feelings on the future of the TRF and how we need to restructure to address the real problems which affect us. At the moment we operate like any other national motorcycle club - we publish a monthly magazine, recruit new members at every opportunity, organise local groups with rides out, freely distribute information and flog the ubiquitous badges and regalia. Yet our problems are totally different - no one condemns the Gold Wing Owners Club on radio and television and in the newspapers. No one tries to stop them riding their bikes where they want to. Local Councils don't put up signs to mislead them!

Every year at the AGM I fail to be amazed when the membership secretary tells us that about a third of the membership didn't renew their subscriptions. Its OK though, we recruit a third more members to make up the shortfall. Or is it OK? Are we just a breeding ground for trail riders - they join, go on a few runs, get their maps marked up and leave - nothing put in, everything taken out. Its OK if we think that we can influence our critics by sheer weight of numbers, but remember the more bikes on the trail the more the conflict - the more battles to fight and those battles are of course fought by the same stable longterm membership who usually Run groups, carry out RoW research,

lobby local Councils attend meetings and probably lead most of your runs as well. God help us if 'they' don't renew their subscriptions!

No doubt you're already thinking up a good excuse why you won't be attending. Here are a few to save you even that trouble:

1. I want to go trail riding - don't we all
2. If we all turned up the place couldn't cope - try us
3. I think meetings are boring - so do I - but necessary
4. Someone's going from our group - he went last year and the year before as well probably, and at his own expense.
- 5 I've promised to mow the lawn/clean the car/take the wife out/work overtime - OK forget it!

If I've upset you dear reader then, I must stress that the foregoing is entirely my own invention - if you don't like it then turn up at the AGM and prove me wrong, or even vote me out of office!

Finally, on a more cheerful note, congratulations are due to Don Lewis on being elected Chairman of the BMF. Don was always one of the 50 (and I hope he still can be!). He could easily have been our Chairman and the BMF are indeed fortunate to have him. I hope it doesn't mean the end of your TRF involvement Don and don't forget we are always pleased to receive any snippets of news before they appear in MCN!

NETTLEBED



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## LETTERS

### Thanks to Trail Bike Riders

Please could you thank all the trail bike riders who came to help mark and then marshal the Brendon Hills ride. It really does make my life as ride organiser so much easier knowing that 'the route' is being taken care of, and on the day itself peace of mind because there are some highly efficient and mobile bike riders out patrolling the course in case of any emergencies.

I was very impressed by the very thorough and conscientious way you approached the job this year. Every single task I asked you to do you carried out to the letter, which is marvellous for an organiser because it meant I could totally rely on things having been correctly and efficiently done!

Thank you also for returning the vests, (two still to come), I only thought about them much later in the evening after that nasty wet finish to the day. I am so sorry you all got such a soaking.

Again a huge thank you to you all for helping to make the Brendon Hills ride a very successful and enjoyable day for over 70 riders. Please find the enclosed cheque for £60, a donation to your funds for all your hard work.

*Alison Kent. Taunton*

### And more thanks...

Thank you for helping with the Brendon Hills Ride yesterday. I complete the 40 mile class & passed all the vetting. The course was brilliantly marked one of the best I have ridden. For us riders it is always reassuring to have trial riders nearby! My partner is off to buy a derestricted KMX 125 today and is already a TRF Surrey member. We will be visiting Exmoor on holiday in November and we will bring horse/bike!

*Sally Jane Toye. SURREY*

### You deserve to fall off in the muddy bits!

Each 3rd friday I look forward to reading every word in Trail, for my monthly shot of R.O.W. instruction from Tim, shrewd comment from Nettlebed, conscience nudging from Dave Giles, but of course, readers experiences out and about. - Thanks all.

Look at page 20 in August, - line 18 it made the hair stand up on the back of my neck, I even woke up in the night in gear with the thought of it. - "Rule of Off-Road Riding - Don't use front brake, only the rear!"

Please realise, all members, that stunt videos are made using tricks like that, the spectacle it creates can make people laugh. Now where do I start the lesson to make you all understand how to ride more safely and come down from speed off-road. First of all, think forward - anticipate, try not to arrive anywhere faster than you're able to deal with. Then - remember always that a vertical wheel will grip and do all its jobs better than one at an angle to the ground. To lose speed effectively both wheels must take their part in getting the energy back into the ground.

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It's forty four (*I think 64. Ed*) years, since I went to school, but I remember clearly enough a law of physics that said ( I paraphrase), "The co-efficient of friction is at it's maximum just before the onset of movement". In trail - riding terms this means that a sliding or skidding wheel is past doing its job right. That's the theory of it, let's get it into practice. You're going out on Sunday exercising your right to ride legal steep lanes. Good, on Saturday get both brakes working right. The TLR200 has drum brakes as good as the discs on my DR350S. It's most important for both brakes to be light and not spongy to operate to be 'on' and just as important to be 'off' instantly. This is so that the brake can be let off at the very first sign that the wheel may lock. It's the keeping of a brake on too long that causes most downhill disasters, - come on, admit it!

It's Sunday now, riding day. Front wheel first, it's out in front where you can see it. Try this, drive gently along a level slippery ground in low gear, squeeze the front brake and try to lock the front wheel for an inch or two, keep power on, keep feet up, keep moving, let the brake off and immediately do it all again and again. Feel how effective your brake can be as long as you keep the wheel vertical. you may be able to work this technique at quite big speeds, but keep your feet on the pegs. What a good lesson. You'll learn not to be afraid of the front brake, and be able to release it and re-apply it repeatedly, before it gets you into trouble. This is called "cadence braking" and is most useful on ice, mud and loose stones.

A front brake is always most effective because of the increased weight transferred onto it, and consequently the more pressing of the tyre onto the ground to increase the grip of a Vertical wheel.

It's still Sunday, -now the back wheel brake, we've managed very well without it so far, and to be honest, I consider it to be quite secondary. It must be used very sparingly, particularly in slippery or down hill situations because of negative weight transfer and consequent increased loss of grip. Think of a back brake as a means of engine control or to bring down excessive engine revs, then, when the engine speed is down to what you require, ease the brake. if you keep the brake on hard you'll lock the wheel, which also means you stop the engine. If there's not enough grip to stop the wheel locking, there won't be enough grip to restart the engine when you release the brake. Again problems pile up. The clumsy boot is not an easy control route for such a delicate operation, so again, gentle cadence braking is the best habit to practice.

If you have more faith in your braking ability, you can drive quicker, safer, go further in the day and enjoy more of our best country. What's more you'll break less 'cos you didn't fall off at all. - Not a bad day out was it?

P.S. Thanks for your letter Don, I reckon that your first and third "rules of riding off-road" have a lot of truth in them, but if we're going to let the engine do all the work and let the bike go where it wants, what part do we have to play? I pay the bills when I go out to play, so I expect to have some part of the action! - More later.

*Gordon Carr. West Yorkshire.*



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### Motor Cycle Security

Being a new member to the TRF (Ashford group) I was very much looking forward to the weekend away in Somerset, but had reservations about my ability and expected to encounter problems, as the previous weekends Enduro in Herts had shown the KL 250 to be hard work with the semi road tyres.

However, I wasn't prepared for the first one, leaving the bike keys hanging up in the kitchen, whilst I was 130 miles west with the trailered KLR 250.

I was further depressed when after several attempts we couldn't hot wire the machine and the people in the know couldn't force the lock. They had a good go and my thanks to all for the hammer and chisel efforts, but still it was no go.

In the end I took the machine to Motor Cycles in Minehead (0643 702511) and thanks to Johns efforts I was able to catch up with the others at lunch time missing only the morning.

Conclusion, the KLR 250 is quite burglar proof when double chained to the floor or as the Navy policeman in the shop explained, a pair of top quality handcuffs are stronger and easier to carry. They also make a potential thief think a little more about who's machine they are stealing.

One last thing, thieves will recognize the Anne Summer type...

*Paul Webb. Hants. Membership No. HA92 RFT*

### BHS Horse Events and PR

Following the article about the BHS in August Trail I wish to put my views over. Firstly I will deal with the last item against BHS. Yes they do help in our Byway claims. After a letter I wrote to BHS at top level regarding the Win Green (S W Wilts) Byways claim. The local BHS were 'corrected' over their backing of the land owner and BHS then backed the claim.

Horse events are now relying on us to mark and marshal for them, we are frequently thanked by riders and organisers who state they couldn't run without us. We are well fed and accommodated, which is far from cheap. They often donate a cheque for us to use at local level or put into the fighting fund if we wish.

Personally I do not see how it can be harmful to our image, though I do admit during fine weather to wearing 'Circus clothing', blending nicely with the horse riders in their bright attire! I admit to having spent many spare minutes educating riders into the hazards of retaining our RoW network, so far all have asked many further questions as to how they can research their own local areas.

While riding on these events one often 'spots' a sunken lane and during a quiet moment manages to physically ride it while still marshalling following which the inevitable research takes place. During the horse events we ride sensitive areas often, even meeting the land owners and park rangers introducing them to two wheels and intelligent riders. I find most are surprised at our age group. (Sorry you younger chaps and gals). Having a female rider gives the TRF and two wheels a real image boost.

The need for a faster and reliable method of marking and checking routes will not change and if the TRF decide not to continue you can be sure the cowboys on motorcross bikes and the like will soon step in!

On a final note I have been asked to help plan next years Golden Horseshoe route, so yes we will be able hopefully to add routes that our RoW boffins would like used! There are many other promising BHS/TRF joint ventures under discussion and I will write again later in the year on these.

*Norman S.Howard. Dorset.*

### A Beginners View.

Somerset Weekend Run; Ashford Group.

Listening to the radio at lunch time I heard a "Severe Weather" report broadcast on radio 4 telling all of flooding and bad storms in the Somerset/Avon area. Indeed some experienced difficulties with the weather travelling down to a farm house near Williton which was to be our base for the weekend. Others experienced difficulties with trailers failing at speed! Fortunately Richard's Husqvarna survived, but the trailer was a write-off!

We arrived at about 8.00 pm, just in time to unload the bikes and discover that Paul had left his keys to his KLR250 in Hampshire. What can you do? It's dark so we adjourn to the pub for a few pints, and wait till daylight to try other means of starting.

The next morning there were 10 of us for breakfast staying at the farm, with Richard (Husqvarna) arriving for the 10 am start. Prior to that, we started on Paul's bike with no success. Off to the local dealers on the trailer for a screwdriver mod. Bikes ranged from Husaberg's to Yamaha DT 250 and a brace of Kawasaki 2 strokes.

On the Saturday we were to ride trails over the Quantock hills. The severe weather had somehow missed this area, and most of the trails were very dry and dusty. we encountered many horses on a Horse Trail, with no objections or problems, always stopping and killing engines. Due to the conditions, the trails were easy to ride. We then bumped into Paul on the way to the lunch time pub for an excellent lunch.

After lunch we were off again onto trails that were already known by Brian Read (trail leader). Quite by chance we came across a trail that had been recently "opened"; the first part was quite easy to ride up a grass covered hill, between hedges. At the top, it turned left down a slope into a wooded trail that had not been used for 40 to 50 years. This down-hill section took about 30 minutes to cover as we had to pass two fences obstructing our way (they were replaced in the same position and condition as found). An interesting little trail.

We also rode a trail that was so severely overgrown that I could not see the bike in front of me at times and it was only 3 feet away!

Then it was back home with the last trail (just over a mile or so) ending up on the doorsteps of the farm. Well, not for all of us; the Husaberg decided to throw most of it's oil out of a breather pipe and had to be towed home on the road! It was not to be seen out again.

An excellent supper followed, along with another trip to the pub for some excellent local ale (did anyone try the "Rocket Fuel" cider?).

Sunday dawned with rain falling; some routine maintenance on the bikes before we were joined by two additional members (to replace the two on their way home?). This

time we were to try some harder trails, with steeper climbs on old Country Roads and moor crossings. The morning trails certainly were more fun due to the rain. With river crossings swollen we all had fun trying to cross without getting too wet. Somehow I managed to stall about two thirds through each one, but I did not fall off! Then after lunch off to Tarr Steps; on the steep trail down, we all came across a K reg Range Rover on his way up. It was a bit of a squeeze getting past. At the ford, you've guessed it. In front of loads of spectators I stalled it and had to push out again. At least this time I was not the only one; and I managed to get through the second time.

After that I experienced problems on some of the trails. The steep ones with rock bases and loose rocks were no problem, however, the slopes with a covering of mud were. The bike (KX125) had the wrong type of tyres to gain any traction, and the power was either "on" or "off" with no real in between. on one particularly long trail up, the bike made very slow progress and quite frankly I was getting knackered. Half way up we met an off-road buggy coming down, which was a "cut and shut" Fiat X19 (which did not look anything like mine! I made about another 100 yards progress before my bike boiled over.

Paul and I turned and it took 15 minutes to coast down the trail. At least by the time the others rejoined us, it had cooled down enough for me to fill up the rad and continue. The trails that followed were easier so I had no further problems. Back again to base and trailer up to go home. Thank you Brian for organising a great week-end's trails. looking forward to the Forest of Dean run next month.

*Don Hoaglin. Surrey.*

## Two up on the Trail

With the recent addition of a girl friend on the scene who not only enjoyed motorcycles but also pillion trail riding I felt the time was right for an official two up run.

June 14th appeared on the runs list as a 2 up trail ride starting from Richmond town square incorporating easy trails, a civilised lunch break and an early finish.

This peculiar combination resulted in 13 bikes (5 solo's and 8 two-up) setting off at 9.45am for the first trail in a light rain.

The lane begins near Skelton Hall outside Marske, the tarmac ends about 200 foot up the climb, which is the start of the lane turning to loose rock with the grass ridge in the middle preventing any quick changes of line with the extra weight on the back.

The pillion does have a number of advantages not only is it someone to talk to, it is, more importantly, someone to open and close gates; hence the first two gates passed in quick succession.

The third gate opened onto the first of a number of fords we crossed that day. I must admit that I asked Jane to use the small footbridge as I had no desire to have us both take the early bath.

I should explain I was using the run as a sort out for the impending holiday, which included riding some trails I know in the Italian Alps. As such the XT had a custom 6 1/2 gallon tank on, with Avon Gripsters front and back, it was handling a little strange.

The first ford passed without incident, all pillions were once again united with their mounts after which we resumed our stately progress to lunch.

The next lane is used as a means of access to sections of the Scott Trial by spectators on both trail and road bikes. I mention this because Washfold is a steep rocky drop into a deepish ford followed by an equally steep rutted climb out of the small gully the ford runs in. I toy with the idea of taking a saturday off to watch road bikes attempt this, as the latest crop of rocket ships would leave a very expensive trail of plastic chippings on most of the lane.

We all managed, without incident, to reach tarmac where I sent the solo's ahead to open and close the gates on the single track road through the remains of Hurst (a row of 4 houses) and onto the next lane known as Fremingtons Edge.

As is usual it has no way marking at either end of the lane, so its through an ordinary farm gate among the old slag heaps of the 19th century lead mines long since abandoned.

The view from the southern end of the lane, on a clear day, is a beautiful slice of Swaledale and the start of Hangthrosdale. The villages of Reeth and Grinton set out on the valley floor like toy models.

There are two routes to the next trail, one the good well used road that runs the length of the valley floor, while the other road is less well used, undulating and scenic, and this is the one we met the cows coming home. The farmer was bringing the herd in for milking back down the road we had come up, so engines off, single file and stationary while 20 nervous, inquisitive ruminants ambled past, our brief encounter over we finished the two miles to the next lane quickly. I've known this lane as the corpse road for 10 years as research shows it to be a small part of the route taken by monks transporting their dead from a monastery about 30 miles south-west of the lane to what was once an abbey at the village of Grinton.

Some research by Alan Kind has revealed evidence for at least 2 of the corpse roads in the Dales, he further postulates that according to an old law still on the statute books, any lane used for the transportation of the dead carries vehicular rights.

The lane is the classic type, that is dry stone walled either side, 10 to 12 foot wide well surfaced winding and scenic, its western end finishes in a farm yard where the tarmac resumes, for about 1/4 mile before the next unsurfaced section of the corpse road can be used; it was on this lane that we had the groups only fall of the day.

A slow speed affair, the rider was trying to climb out of a rut, but the combination of a front road tyre and pillion passenger resulted in a graceful step off by rider and pillion, leading to muffled curses from myself and guffaws all round from a most appreciative audience whilst I picked up the flooded XT.

We entered the small village of Satron about 11 am, with people asking "how long to lunch?" I've always found it the best policy to be economic with the truth concerning time and distance to food. Three trails to lunch sounded just round the corner, whereas two hours of steady riding would undoubtedly have raised murmours of dissent. In Satron we turned north up a steep narrow road which is gradually falling into dis-repair. Oxnop road is a green lane in the making. Once back onto the "main" road (about 2ft wider) we crossed from Swaledale into Weslydale and down into a Askrigg, the village

where a lot of "All creatures Great and Small" is shot. Bainbridge is 1/2 mile from Askrigg and the roman road 1/4 mile from Bainbridge so it did not seem too long before we were once again off-road. We only travelled the first mile of arrow straight track after which we used a tarmac road which dissects the lane, to take us to Marsett on the shores of Semer water reservoir. Strangely enough I think it was on the road section that one of the B.M.W's picked up a flat front tyre. The 2 Beemers decided to stay together, get the repair done and meet us at the pub for lunch.

Marsett lane is a trail of two personalities. When dry the lane and fords are relatively easy but after a good rainfall the fords become very deep the lane flooded and non too easy to use, but the climb out from the 2 fords is always fun, steep with loose rock and a washout forming and always ends too quickly when it meets tarmac in Stalling Busk. This village is the only break between two long lanes the roman road to the north and Stake Moss, our next lane, to the south. Over 30 foot wide, walled either side with a solid stone base you would have to be stupid or wreckless to lose your way, on the other hand the turn off for Cubeck is easily missed as the two walls which are this lanes boundry are barely two courses of stone high due to the ravages of time and neglect. So it was that six bikes which had gone in front of me missed the turn off and had to be shepherded back to the flock by the ever vigilant leader. From Cubeck village it was a brisk 5 miles to Thoraby and lunch at The George. The BM's had arrived earlier and so the group once more re-assembled ate heartily prior to setting off back to Richmond. We re-traced the trails we had used in Swaledale but for Oxnop. We used the lane which ends in Crackpot the last gate opening onto tarmac with an ancient tractor parked by it. This particular vehicle has resided in that spot for at least the 12 years I've used the lane. The last lane was the mornings first and it was here at 4.45 that I took the dreaded list of names and bikes. So here is the part those riders have been waiting for, their mention in the mag:

Leo Crone & Jane Lockwood XT600  
Marshall & Anne Dodd MTX200  
Keith & Catherine Readman KMX200 (How about the DT250 next time?)  
Craig & Denise Readman XT 500 (No relation)  
Nick & Kate Morgan KDX125 (Lets have something comfortable for Kate next time Nick, like a seat).  
Phil & Linda Fawcett XTZ 750  
Eric & Graham Siddall BMW R80GS  
Stuart & Allison Jerram XR250  
Chris Haigh BMW R80GS  
Derrick Newton XT350  
Eddy Thompson KDX200  
Andy Allison XT350  
Graham Rudd XL 250

This article has taken so long to write that the second 2 up run has been and gone with 5 two up and 7 solos which leads me to the conclusion that a late start, long lunch, easy

trails and early finish appeals to a greater cross section of my group than the blood and glory winter rides. So next year at least 3 easy runs are planned two with pillion and one for anything over 600cc or on road tyres. The group has also expressed an interest in a mountain bike run, I'm looking for somewhere flat.

*Leo Crone. Darlington*

### Run Numbers and Media Winges

I have noticed in recent Bulletins a few letters making comment about the number of riders on runs, i.e. keeping to single figures by splitting into two groups where there's a secondary run leader who can divert off on another route to meet at lunch time at (of course) a Real Ale P.H. that serves good value hot food. I feel that large runs are something that ought to be avoided and I may put it to the test at the National AGM this year with a motion to the effect that:-

"All TRF Groups should discourage the organising of runs with more than 9 riders using the same route on one day".

Sometimes our own behaviour both on and off the trail leaves something to be desired, i.e. pulling wheelies in the car park while waiting for the run-leader to arrive, doing dough-nut turns while the run-leader map-reads, creating rooster tails for that photo session - you never know who may be photographing you shifting the scenery on that desolate moorland (which is no doubt the only habitat of some rare newt/bird/insect etc.)

Our future success will be all down to how the public percieve us Trail Riders, vis "Bikers and Scramblers".

.....On the subject of how the public perceive us motocyclists in general. I'm sure most of you will all have seen that Shell petrol advertisement on T.V. with greasy bikers refusing to use new super clean Shell petrol? Well, together with loads of other irate motocyclists, (MCN printed the appropriate address to write to) I wrote to Shell as a motocyclist and not in the name of the TRF.

I received a 2 page letter from the "Advertising and PR Manager, Retail - Charles Naylor" stating that Shell had "researched the idea very carefully" and the scenario was supposed to be a "humorous pastiche" (whatever that might be or rearrange into a well known phrase saying) based on some Clint Eastwood film. Not only that, but "the director who shot the ad owns a V-Max" (so that must make it O.K.?) I noted it said "owns" - presumably the V-max is used for posing only and not riding? Does anyone else share my views that invariably when the media portray motocyclists it is in a stereotyped/degrading way.

While having a winge about the media in general I spotted a couple of little snippets in the Torygraph (while job-hunting and having paid 45p for the darned paper I thought might as well read it).

1. "Cyclist's Throat Cut By Wire Trap" Apparently a mountain bicyclist was "poorly but stable" after riding into a wire "strung across a footpath" and "is thought to be the victim of a trap, set by residents from Lower Manor Woodthorpe, Sheffield out to catch joyriding motocyclists". So this implies that it's O.K. to garrot motocyclists - probably wouldn't have even made the local rag if they'd got a "biker"! I wonder if Mr Plod

(apologies to any of the Boys in Blue who are TRF members) bothered to make any further enquiries? I wonder what is the true status of the "Footpath" in question. Does any TRF member in the Sheffield area know anything more about this incident?

2. "Countryside Role for Dimblebey" Jonathan that is - has become: President of the Council for the Protection of Rural England (CPRE).

The fact that he lives at: Upper Swainswick, Nr Bath - something I discovered while examining the Background Papers for the objections to a whole flock of Byways claims in Wansdyke means that we are up against some media heavies - no doubt we'll see some sort of "Bikers Shock-Horror Probe" on Panorama. Mind you J.Dimblebey's Essay objection was as much a waste of paper as all the rest all 2ft high of them that included an illustrated telephone-directory-thick submission from the legal eagles at Thrings & Long, solicitors to the Farmers Union in Avon!

Special Note for Tim Stevens:

The Torygraph (August 9th, 1992) spelled my name right!

Keep up the good work, Tim, at least they got "TRF" right!

*David Clegg, Portishead (Maggie's Millions Membership No.2,786546)*

### Endurance Horse Events - East Midlands And Lincolnshire

Again this year the Endurance Horse and Pony Society of Great Britain asked the East Midlands group of the TRF if they could assist in marking out the Endurance Event routes and during the event follow the route checking at each Control Point which had radio communications to see if anyone was missing or required assistance from their back-up crew or the farrier.

The event on 22nd February, 23rd May and 28th June in North Nottinghamshire were one day events with various routes in each event of up to 50 miles which we marked using line arrows. We have found that the best way to carry the lime is by putting it into 5 litre plastic containers which can be carried on a second hand tie down hook on the left handlebar. Filling them is a messy business - don't stand downwind of the operation - but the arrows can then be 'poured out'. One container being sufficient for about 5 miles and if the arrows are sufficiently thick they will withstand quite heavy rain.

On 5th July we assisted at an event with routes up to 62 miles based at Market Rasen Racecourse, Lincolnshire. Market Rasen being some distance from Nottinghamshire volunteers from our Group were scarce and so I had to call upon Sheffield Group and the Lincolnshire Group for assistance. This event was marked using paper arrows stapled to convenient trees, posts etc. these did not survive in the overnight wind and rain and many had to be replaced on the day of the event, thin plastic ribbons were also used but were not easily visible on swaying branches. Both paper arrows and ribbons have to be collected after the event - usually when following the last competitor and checking that gates are open or closed as they were prior to the event.

The next event was in Nottinghamshire over routes up to 150 miles over four days 13th - 16th August again the Sheffield and Lincolnshire Groups assisted.

The most recent event with which we were involved was an International event with riders from America, France and Sweden and was based at Southwell Racecourse,

Nottinghamshire. It was held on 5th September and consisted of routes of up to 100 miles in one day, a Saturday, this meant that we had to mark the course the previous week. Environmentally "friendly" spray paint, i.e. it washes away, was used - orange for the main route and green for other routes. The paint is very good on tarmac sections where it is wind and vandal proof. Unfortunately it rained during the week between marking and marshalling and so on the Friday prior to the event part of the course was remarked and the remainder remarked on the Saturday before the horses arrived - they started at 0600 hrs! Again we were assisted by members of the Sheffield and Lincolnshire Groups.

At each event not only were we doing a useful job but we were also Trail Riding along side horses often in places to which we do not usually have access and we were provided with food and drink and a donation to the TRF.

May I through TRAIL thank all of those who helped whether they turned up at the crack of dawn or arrived later to relieve those who were flagging. I have not mentioned anyone by name since it would not be fair to mention individuals and I would not like to miss anyone - failing memory, old age etc.

*Peter Hiley. East Mids Group. Chair.*

### My Likes, Dislikes and Comments (A new member).

Likes :-

- i) Fairly dry, steep climbs with medium sized rocks and stones, to test my trials skills. Read as:- falling off skills (Pipehouse Lane, Englishcombe, Bath.)
- ii) Grassy lanes over open ground (Marlborough Downs).
- iii) Woodland tracks that are fairly dense, and involve a little thought to find the best route through them.
- iv) Tinkering with the bike, during the week to keep it in good condition.

Dislikes :-

- i) Barbed wire fences that run along the sides of lanes. They always seem to be at neck or head height (I loathe them).
- ii) Mud holes, where the other side can be seen, but I run out of steam and sink halfway across. (Too many to mention).
- iii) Mud holes where the exit cannot be seen (is there no end to it?) (Lordswood on the Fosseway)
- iv) The thought of falling off the bike whilst crossing a deep ford and drowning (the bike that is).
- v) Punctures!!
- vi) Nice easy looking lanes with long grass that hides deep ruts. (Why do I always choose the worst rut?)

Comments:-

- i) Would run leaders, after finishing a difficult part of a lane bear in mind, that whilst they are having a rest, the less experienced riders are still struggling to catch up. Probably, they (I) would like a short break, as well before setting off for the next lane.



- ii) Instead of thundering blindly through unknown or difficult lanes, I often stop and walk them first. this gives me a chance to pick the best route. (even if I can't stick to it).
  - iii) Whilst marshalling the recent Salisbury BHS endurance event, four of us stopped to discuss an old right of way. We spotted a number of deer that were slowly walking towards us. (A rare sight).They would have been frightened off long before, if we had been on the move. Proof of the above paragraph.
  - iv) A stop at the top of a hill to show any local landmarks and places of interest, including possible old roads and rights of way, does not take very long, and it makes the run far more interesting.
- Finally, try large surgical rubber gloves over MotoX gloves - not stylish, but waterproof!

*Peter Fennell. (Wilts)*

### The Memory Man

I would like to put right a mistake which I made in August issue of Trail. I have already given Peter Boyce a bell to smooth things over with him and his wife just in case he tells you the truth about how badly I rode on his run (did you know he carries a hip flask full of the finest Rum, in fact I have a photo of him tipping a few drops down Dave Lowdens neck while Dave pumped up Pete's back tyre after getting a puncture, and if I could find the negative, I would send you one). Anyway, when I wrote the bit about the tea smelling like something out of a dung spreader, it was me that was smelling, not the tea, and come to think of it, so did my wife think so. I was too tired to convince her it was a new aftershave. That night I slept like a log, in fact I woke up in the fireplace.

One more thing, some advice to new laner's: Ride at a speed that you can stay upright, it is better for the groups to wait five minutes than to go back half a mile to lift a bike off a limp body. My son-in-law got it crossed up, went down on the left side flipped on to the bar's, which he bent so badly they had to be replaced, snapped off the front brake lever and bent just about everything that was sticking out. He spent three day's nursing a badly bruised pelvis.

So don't try and keep up with us old guys, just ride it safely. When I replace levers I always cut-off the last inch, so when I ride through brambles etc, they don't catch them and either knock the driver off or put the brakes on, also when I fall over (not off) they rarely snap.

*M. Troake. Devon.*

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## RoW NEWS

**Ridgeway Latest:** As we go to press the Public Inquiry is a fortnight away, but the team has already met to formulate policy and sort out who is to say what. So far we still don't know what the DTp will say to support their case, (but we can have a good guess) so there is still work to be done. I have already prepared twelve pages of bumf outlining our case, but more is to come.

The first day is October 20, and it will go on for about two weeks. Come when you can, but not on the first day, which will be busy with setting the scene and remember the Inquiry does not meet on Saturdays, Sundays or Mondays.

**Gloucestershire:** As you read this the appeal against extinguishment of a nice lane near Stroud is being heard. Our case will stand or fall on whether we can prove that we need the route; this needs us to demonstrate past use over the years. Your local runs records are compete and up to date, of course, so there is no way this case could start a domino effect in your area, could it? Sure?

**Cornwall:** A lane was found to be blocked, and the local group cleared it with the approval of the Council. Now a resident near the lane is insisting that the Council shut it to us with a TRO. Never mind the fact that it is a road, she has taken it over as her garden. The council has a duty to prevent encroachment..Oh dear!

**West Yorkshire:** I spoke recently at their club-night, where I was made especially welcome even though I came from the other side of the Pennines. They are building up a team to solve RoW problems, not just in their patch, but in the Yorkshire Dales, too. Well done lads, even though you come from the other side of the Pennines.

Well done, too, to all the TRF volunteers who are doing the job the ACU offered to do for all of us. There are 45 English Counties, all of whom sent details of RoW changes to the ACU for all our benefit. Now a Respondent has been appointed on the spot for each county, to look at proposals and respond where needed. 30 of these volunteers are TRF members, with others from 4x4 groups. That's not bad for the smallest group in LARA! How many ACU workers are in the list? Need you ask? There are still gaps in the system, for Cumbria, South Yorkshire, Norfolk and East Sussex, and no volunteers at all for Merseyside, Greater Manchester, and Greater London. Odd that the most populated regions have the least volunteers. I do not dare to suggest that townies are somehow different from yokels.

*TIM STEVENS.*

### RIDGEWAY INQUIRY

In the last bulletin you will have read that I (was) volunteered to organise support for our team at the Ridgeway Public Inquiry, which is to be held in Swindon from 20th October to 5th November. I regard the last date as a good omen - or we put the Inspector on a bonfire if he reaches the wrong conclusion. Anyway, trail riders will attend but few will notify me of their intention, so please will you go on your Group Day. This does not mean that if you cannot go on that day you cannot attend, but it does mean travelling

together, pooling of knowledge and familiar faces, and if you meet at 9 o'clock at the group meeting place then you know who else is going. The Inspector has ridden the Ridgeway on his mountain bike, both ways, and will start the Inquiry at 10 am except on the first day, and finish at 5pm except on Friday when he will finish at 4pm He will not sit on Mondays, so DO NOT GO ON MONDAY!!!The Inquiry is at Wiltshire Hotel, Fleming Way, Swindon, SN1 1TN, Wiltshire. The schedule is as follows:

Tuesday 20th October,	10.30 start	Bristol Group
Wednesday 21st "	10 am "	Gloucester Group
Thursday 22nd "	10 am "	Thames Valley Group
Friday 23rd "	" "	Loddon Vale Group
Tuesday 27th "	" "	South & West Midlands Group
Wednesday 28th "	" "	Hertford and Kent Groups
Thursday 29th "	" "	Southern Group
Friday 30th "	" "	Swindon Group 4pm finish
Tuesday 3rd November	" "	Somerset and Dorset Groups
Wednesday 4th "	" "	South London and South Wales
Thursday 5th "	" "	Any groups not previously mentioned. Cleveland, Wyvern etc.

If the date is NOT convenient for your group please do not contact me but Contact the Group Leader with whom you wish to swap, and be prepared to mail shot all his members and yours (i.e. the idea of swapping dates is strongly discouraged). However, if you individually cannot go on the day specified do not be put off, and go when it is convenient for you. We are looking for MORAL and PHYSICAL encouragement for our team of experts who may be a little tired and jaded by the 2nd week, they will need encouragement & support.

Thank you for reading this far, it shows typical T.R.F. tenacity. If you know ACU clubs in your area encourage them to go on the same days.

*John R. Higgin.*

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## SHARING

*A report on that section of the Executive meeting of 26th September 1992 which discussed 'The Future of the TRF'*

Mr Ken Morris, Management Consultant and previous speaker at our Derby conference, led TRF Group Rep's and Officers through an analysis of our perceptions of the world in which we wished to survive and how we might best compete.

1.) Everyone completed an individual chart of the most significant threats and opportunities they saw facing the TRF today.

2.) In four syndicate groups these views were then thoroughly debated to produce a group view of foreseeable threats and opportunities for the TRF which were put into a rank order for seriousness.

3.) Helped by ken we were then able to produce an agreed 'Top Ten' for both lists, and more importantly to derive from it a list of key tasks for the Fellowship for the year ahead - with a high degree of confidence.

4.) The Key Tasks Were:

- No.1 To increase our publicity and public relations activities
- No.2 To extend our fact finding and R.O.W. Work
- No.3 To produce focused communication for specific targets
- No.4. To co-ordinate these tasks and fund such initiatives.

(a fuller record of the meeting records more detail of the activities identified under each heading).

5.) Against each Key Task the Group then listed their perception of the TRFs current capability to carry out such a programme (our strengths and weakness).

6.) From this the Executive meeting created a series of strong recommendations for the membership at the AGM.

- \* That this analysis be acted upon
- \* That tasks be delegated to teams/team leaders
- \* That all team members have 'close ended' tasks
- \* That we should continue with elected officers for the present but they should be regarded as team leaders with finite tasks.
- \* That all members should 'Do something' to benefit the fellowship.

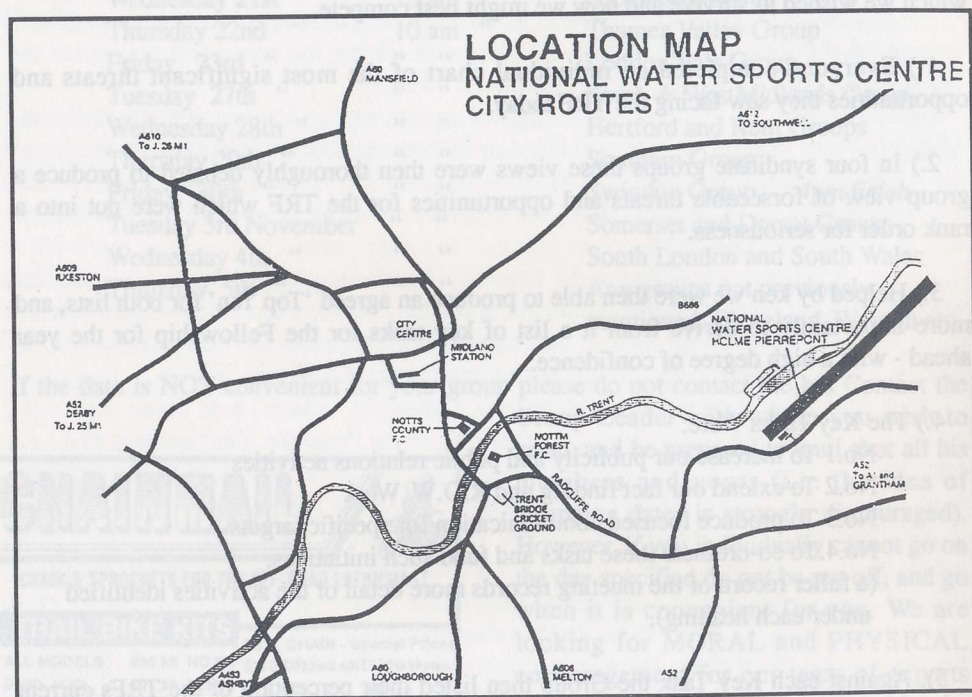
*David L. Giles.*

# TRAIL RIDERS FELLOWSHIP 22ND ANNUAL GENERAL MEETING

SUNDAY 1ST NOVEMBER 1992

11.00 TO 16.00

NATIONAL WATERSPORTS CENTRE, NOTTINGHAM



HOT AND COLD BAR SNACKS WILL BE AVAILABLE IN THE MAIN BAR, AT MODERATE COST, DURING THE LUNCH BREAK. FOR THOSE WISHING TO PARTAKE OF SUNDAY DINNER A SET 2 COURSE DINNER IS AVAILABLE FOR U5.£5, SUBJECT TO PRIOR BOOKING THROUGH MYSELF (RICHARD MARSHALL - 0332 873416) BY FRIDAY 23RD OCTOBER AT THE LATEST.

IF ANYONE WANTS TO PARTICIPATE IN A GREEN LANE RUN ON THE DAY BEFORE THE AGM SATURDAY 31ST OCTOBER, GRAHAM FRANKS WILL BE PUTTING ONE ON IN EITHER THE VALE OF BELVOIR OR DERBYSHIRE, SUBJECT TO DEMAND. HE CAN BE CONTACTED ON 0332 882602.

## Trail Riders Fellowship 22nd Annual General Meeting

# AGENDA

1. Chairman's Welcome.
2. Declaration of visitors and non-members.
3. Apologies for absence.
4. Standing Orders.
5. Minutes of the 1991 AGM as available.
6. Reports from the elected officers (BRIEF).
 

a. Secretary.	b. Rights of Way Officer.
c. Treasurer.	d. Membership secretary.
e. Public Rel. Officer.	f. Editor.
g. Chairman.	
7. Motions for consideration (Published in October Bulletin).
8. Introduction of the Guest Speaker Mr Ken Morris.

### "The Future of the TRF"

An account of the analysis conducted by the TRF executive on 26th September 1992.

9. Discussion on 'The FUTURE of the TRF'

#### *Election of Officers:-*

<i>Officer Title</i>	<i>* Not standing for 1993 Current Holder of Office</i>
Chairman	David Giles*
Vice Chairman	Richard Marshall
Treasurer	Tim Ley
Secretary	Peter Ballard
Rights of Way	Tim Stevens
Public Relations	Brian Wright
Editor	Mick Pedley
Membership	Peter Clark *

11. Date & place of next AGM

12. Open discussion - if time allows.

## Trail Riders Fellowship 22nd Annual General Meeting

### MOTIONS

1. This meeting confirms the decision taken at last years AGM to add to the TRF Code of Conduct a requirement to display a current membership sticker, to carry the membership card, and to produce it on request.

*Proposed - Tim Stevens; Seconded - Mary Stevens.*

Note: (Not part of the motion) It has been ruled that the Code of Conduct is part of the Constitution. As the motion last year did not receive a two thirds majority, its validity is in doubt. If this motion receives a two-thirds majority, all will be in order. If not, the 'display and show' requirement will not be part of the Code.

2. Following the census taken at last AGM this meeting approves the class of membership called 'Life Member' which will cost a single payment of £125.

*Proposed - Brian Wright; Seconded - Tim Gooderson.*

Note: (Not part of the motion.) Members may wish to be reminded that this topic was extensively discussed at the last AGM.

3. This AGM requests the executive committee of the TRF to organise the production of a TRF Yearbook for the year 1993, to contain the names and addresses of all principal group officers for 1993 and include such other information as may be of value to TRF members and other interested organisations.

*Proposed - Peter R. Banks; Seconded - Tim Stevens.*

4. That paragraph C4 of the TRF Constitution be substituted by the following:

C4: Each Group shall hold an AGM for the election of the following officers:-

A Group Representative on the Executive Committee

A Group Chairman

A Group Treasurer

A Group Secretary

A Group Rights Of Way Officer

Only national TRF members are eligible for election, and not more than two offices may be held at any one time.

Officers will serve from 1st January next following the group AGM for twelve calendar months. The names of those elected shall be notified to the national Secretary before commencing in office.

*Proposed - Peter R Banks; Seconded - Tim Stevens*

5. That there be a joint membership fee for member and partner of the TRF fee plus £5.00. This would also allow the joint member to vote at the AGM. One magazine for both the members is proposed.

*Proposed - Keith Westley. Seconded - Peter A Higham.*

Note the aim is to increase the participation of families, and would in fact increase funds, as the membership fee is mainly used up in the cost of the magazine. (Is this true? Sec)

Note: Copies of minutes of 1991 AGM will be available on the day.

## Trail Riders Fellowship 22nd Annual General Meeting

### OFFICERS REPORTS

#### CHAIRMAN'S REPORT

I think on the whole it's been a good year and for that we have to thank those members who have been most active and who have competed so well!

Each year the game seems to find a new demand of us and this year has been no exception; standards are ever more 'professional' as we increasingly meet and have to play against an opposition which is being paid to 'manage the countryside'

This means we have to find a new way of working, if we stick with the old ways the competition will just roll over us.

We describe our activity as non competitive, but that's not strictly so, we have to compete just to stay alive. As they get sharp, we have to get sharper. And we are only as good as the team that represents us. Yes, it's good to have supporters in the stands, but in the end it's the players in the team who count, and what could be more natural than we build for the future with new players.

So there is no cause for alarm at this AGM, but there is no place for complacency either. It's just a time for a degree of selflessness and courage!

The TRF knows what it should be doing; the last Executive meeting defined it; now it's up to this AGM to understand that message and to create the tool that can make it happen.

**David L. Giles. National Chairman.**

#### SECRETARY'S REPORT

"The TRF - A Company with Directors but no Management Structure?"

The work loads on most of the executive committee members are too high for them to meet all the demands placed on them. They without doubt need teams to support them.

Look how well the TRAIL Editorial team works together to produce a good quality consistent magazine cost effectively.

Other teams must be formed so that a better two-way reporting structure can be set up, or existing jobs can be split.

Splitting The Job Of The Secretary

I would suggest that this job can be split into three not necessarily equal parts:-

A. Minute Taker.

A separate role should be maintained just to take the minutes at executive meetings and AGMs to have them circulated, approved and published. A not inconsiderable job needing specific skills. It is not possible to take comprehensive minutes AND take full part in a meeting.

B. Secretary (External Affairs)

This is more of a conventional job, acting as a contact for general enquiries into the TRF. The holder should be able to distribute publicity material and explain and promote TRF policy, indeed to work with the Chairman, RoW officer and Public Relations Officer

to front the TRF to the outside world.

With care this job could also be split but must be a national function.

#### C. Task Co-Ordinator ( Internal Affairs)

The members, together with the executive committee, will identify tasks for 1993 to meet the TRF objectives. A great many of these tasks will be carried out by the regions and groups, not just by the executive members.

These tasks will be defined in terms of outcomes and time scales, and will often be quite specific. Example at group level could be : to support at least two BHS horse events per year, to get a positive mention on local TV/Radio & Press in the year, to ensure local MPs and County Councils know what the TRF stand for.

Progress on these tasks will be known to the group representatives who must report back to the National Task Co-ordinator. This is essential so that the TRF management can assess the progress that is being made and ensure that help is offered where needed.

This role I see as very important, the situation can be likened to a war, with the generals sending reports back from the front so that they can decide how best to use the troops, and as important, for the troops to realise that the 'generals' do actually know what they are doing. Both parties also need to know what works best elsewhere to increase efficiency.

Where Is The Extra Manpower Going To Come From?

There is only one source, you.

Forget the trail riding bit, the TRF is really a preservation society dedicated to fighting to keep the country's heritage of green-lanes. Is this what you joined to do, is it what you want to do, are there not many people, even non-motorcyclists, out there who would actually be keen to give time and effort to preserve our heritage?

What we might do is to join forces with other RoW and Heritage Associations, to advertise in non-motorcycle periodicals to attract different types of people to support us, recruit even more motorcyclists to bring in money to pay for consultancy and to get our existing albeit increasing membership to put something extra into the TRF.

Reorganise - Split Jobs - Form Teams - More Membership Help - Green Lane Heritage Saved.

**P J Ballard. Secretary.**

#### REPORT FROM PUBLIC RELATIONS OFFICER

Following suggestions from other TRF members to be as pro-active as well as reactive. I have continued to write to ministers of various government departments and have usually received a good response.

My letter to the new Heritage Minister awaits reply as does one to the leader of the opposition (John Smith is a well known rambler).

I have recently responded to several letters and articles published in the Nationals, notably The Telegraph. To date few have appeared in print but I will keep plugging away.

The old people's combined run across the South Downs was a great success. This was organised in conjunction with a group of Range Rover drivers who are members of the AWDC and another group called the Green Lane Action Society. The publicity from this

was used by all of the clubs mentioned. A great deal of correspondence took place between myself, West Sussex Council and other influential people as a result of this trip.

Another group who have sprung up recently is the Right of Way Action Committee for West Sussex which is run by an enthusiastic ex airline pilot and journalist, Bob Lomas. Bob has managed to gather together a group representing walkers, riders, carriage drivers, cyclist, motorcyclist and all wheel drivers. At the last meeting he had even arranged for the attendance of the Rights of Way Manager for West Sussex Council. A Group like this deserves support.

Like a lot of members, I am finding life a little harder in recent months and I am aware that I am not spending as much time as I would like on TRF matters. Fortunately we have a number of people who are able and willing to deal with local issues such as Gwyn Thomas and Tim Stevens recently and I know that Group Rep's and RoW officers often respond to local papers. I would like these people to know that I am only on the end of a phone if they feel I can help with any local problems.

I am planning to continue to work along the same lines as outlined in previous reports, but in addition, to pursue some publicity in the horse riding magazines and the official journal of the National Farmers Union.

In addition I am still taking the walkers magazines and photo copying the articles which are useful to us (such as how much it costs to repair certain footpaths and how many people pass the "Stepping Stone" stile - 2,000 an hour) I can then include such copies with letters to ministers and editors, then at least if my letter is not printed they receive and absorb some propaganda. If any other members feel that these copies would be useful to them, just send me a 9 x 4 SAE. I will bring a selection of these to the AGM.

The results of the excellent "Brainstorming" session at the last committee meeting highlighted the importance of public relations for the TRF. I must say that being the most important officer in the club weighs rather heavily on my shoulders. When it was mentioned that we need several more "Brian Wrights" there were several groans!

Any other suggestions as to how we can multiply our PR will be appreciated.

**Brian Wright**

#### TREASURERS REPORT, 1992

In many ways I wish that I could report to you that the 1992 expenditure was so over-budget that I must ask for an increase in subscriptions for 1993 to, say, £20.00. The reason is quite simple; it would mean Rights of Way and Publicity expenditure was substantially more than we had anticipated. These are after all the key areas where there is room for a greater input by the membership.

But it is not the case, I say with some regret. Had the TRF needed to increase its subscriptions it would also mean that all the funds available in the Rights of Way Bursary had been taken up, which hasn't happened either.

From a financial point of view the income and expenditure in 1992 has been more or less as anticipated when the budget for the next 4 years was prepared. There have been no unexpected 'windfalls' and, fortunately, no unforeseen expenditure. We close the year with a modest surplus of income over expenditure on the General Fund. More important

is the fact that there are funds in the Bursary waiting for YOUR (or your Groups) financial help with that project you always meant to undertake.

Remember, the Bursary is there to draw from.

Finally, I would turn to the Fighting Fund. There has been the need to draw on the fund to finance the Ridgeway Inquiry team (although the bulk of the costs will fall in 1993) and the Wicken Fenn Inquiry. The Derby Conference was also partly funded by the Fighting Fund.

Expenditure has not exceeded income and the retained fund has grown by £1968.00 over the last year. **TIM LEY.**

#### MEMBERSHIP SECRETARY'S REPORT

The total number of members at present is 1497 compared with 1490 at the end of October last year and 1370 in October 1990.

That figure includes 450 new members and 1047 renewable (70% of 1991s members) (previous year's figure was 67%)

This shows a better renewal rate this year in spite of the increase in the annual subscription.

The new members came from:-

Bike shows	40	Bristol	25
		Hull	1
		BMF rally	14
Magazines	79	M/C News	11
		Trials & MX	10
		M/C Sport	8
		The Field	2
		Bike (Aug)	48
Letters and calls	124		
Local groups	207		
	450		

"Bike" magazine published an article in their August edition, entitled "Beaten off the Track" which encouraged 179 people to write for more information on how to join the TRF. 48 New members have since joined as a result of the article and there are still more coming in every day.

**Peter Clark**

*Below is a list of members volunteering to be elected as new Membership Secretary at this year's AGM.*

Gary Watson	from	W. Yorks	joined in	1991
Graham Stratford	"	Surrey	"	1988
Brian Haywood	"	Leics	"	1978
Tim Gooderson	"	Kent	"	1987
Charlie Morriss	"	Glos.	"	1987
Colin Patient	"	Berks	"	1971

#### WHAT SORT OF ORGANISATION IS THE TRF

Well, to start with, it is not an ordinary motorcycle club. No-one is devoted to stamping out BMWs, or even BSAs, however desirable that might seem. We are about fighting to keep something, not just to keep it going. So what is the TRF like?

Is it like a shop? You need a map, say, so you find a shop, offer your money, pick up your map, and that is that. A simple exchange, their product for your dosh. And the successful shop is the one that keeps you coming back, not just once a year.

Is it like an employer? you offer your skills, and if you are good enough, they take you on. This means you must turn up for work regularly, and you get paid regularly. Another exchange, this time continuous, your efforts in return for their dosh. And the successful employers are the ones that get you to help them the most.

Is it like a Church? You need salvation, you offer your commitment to follow the rules, and you get a conditional promise. Keep to the rules, and keep your fingers crossed. Another exchange but of what? Money, inevitably, but also faith and good behaviour, in return for hope. And the successful churches are the ones which get you to help them the most.

Is it like a professional body? You need the backing of experts, and an information service, you offer lots of your money, and your skills and if you meet the standard, you get the membership you seek, so you can set up in business. An exchange of money for the insurance of a qualification, and a supply of knowledge, but only if you prove you are an expert, and you agree always to act professionally. Successful professionals work hard at keeping all others out.

Is it like the Boy Scouts? You need to be part of a group that does interesting things, so you agree to a set of promises, and to uniform so you can be picked out from the crowd. Exchange again, the chance to gain skills, mates, fun, in return for being sensible and helping others. A success because scouts are known world wide for what they do.

Is it a sort of Franchise, like MacDonalds? Your group looks after local affairs, with a big slice of your profit going to HQ. Strict rules set out what you do and how you do it, with just enough freedom to adapt to local conditions. HQ in return sort out the TV adverts, the shop design, the menus, the uniforms, and the training to convert you all to MacDonalds People. Another success, because the balance between local and HQ input is right, and anyone, including the customer, knows exactly where they stand.

So what is the TRF? What do you need in return for joining? Just a map and that is that? I think not. The exact mix of needs will vary of course, but didn't we all join to help do something? To help preserve green lanes, and keep our rights to use them? And are we not committed to good behaviour. What do we do to keep the TRF successful?

I think there is a bit of all these different organisations in our relationship. We offer money to pay for the work the club supports. In return we get information and advice in Trail, so that is the shop bit. But only the shop expects nothing else but money. All the others need commitment, too, in fact they insist on it. No commitment and there is the door. So perhaps we need to spell out clearly what this means to TRF members. If we stick together, and follow the rules, we might be able to keep doing what we want. By being members we are better able to fend off problems, better able to help each other do

what we want to do, and in this we rely on the expertise of other members to provide the 'insurance'. And we need the fun of doing it with others, so we try to be sensible so that our reputation is maintained.

Think about it another way. Whose job is it to maintain standards in the shop? Theirs and theirs alone, and this is covered by the high price you pay for a ten second transaction. But whose job is it to maintain quality at work? Yours. Whose to keep you to the straight and narrow? Yours. Whose to keep up professional standards? Yours. Whose to keep your promises round the camp fire? Whose to say 'How can I help you?' with exactly the right intonation?

The point I am trying to make is that a few (?) members seem to think that all they need to put into the TRF is their fifteen quid, and then they can all go trail riding and leave all the boring stuff to someone else. Lanes to be cleared, let them get on with it. Horse events to look after, let them get on with it. Records to keep up, letters to write, leave the paperwork to them. Committees are for them. There is no them in the Trail Riders Fellowship, we are all us.

'Write to the newspaper? That's Brian Wright's job, not mine'.

'Complain about an obstruction? What do we have a RoW chap for?'

'Set up a Database? Not my job! I don't know anything about it, and anyway, how could I find out without missing out on riding.'

Is this fair? I don't expect to change human nature, so perhaps we ought to change the TRF? Perhaps by making things more clear to all members. All we have in common with the shop is that money is all we ask for. Shouldn't we have our clocking-in, our ten commandments, our Hippocratic oath, our good deed every day, our compulsory smile?

'How much to join the TRF mate?'

'At least one hour of work every week for the club. That's 50 hours a year, minimum, from everyone, Oh, and fifteen quid'.

HOW DOES THAT SOUND?

## TO HELP US MAKE PROGRESS AT THE AGM, HERE ARE SOME THOUGHTS -

The club is not working properly. As an officer I can see this, it is a major reason why members are not queuing up to volunteer for office. They see it as not having much to do with trail riding, unproductive for the club, and counterproductive for them. But can we make progress without volunteers? What do active TRF members actually do? In other words, what would not happen if you didn't do it? I think it boils down to five things:

Lead runs, keep lanes clear, help at horse events, correct the Definitive Map, and influence decision makers. Anymore?

Which of these is the most important? (Or, which could not stop without affecting all our activities?) There can only be one answer, but how many members see it as part of their job to try to change the minds of others? So we need to do something about this.

The current TRF Executive meeting cannot work properly: if everyone turns up (about 50) the meeting is much too big, most reps would get no chance to speak; at the more

usual size of about 25 most groups are simply not represented. We need to do something about this too.

Now to the Principal Officers: how can we help them do their jobs? Might we spread the load a bit? Some work internally to keep the club going; the editor, the meetings chairman, the membership sec, the minutes secretary, the treasurer. Can these jobs only be done by one person, perhaps with an assistant to call on when things get busy? Some work externally to promote our aims: the chairman & vice chairman, the public relations officer, the rights of way officer, the secretary. Could these jobs be done better by teams, with the 'officer' as a team leader? Then there are the jobs that get done in a sort of unofficial way: co-ordinating horse events, producing leaflets etc, training members, and policy making. Yes, policy making! No chance of making policy decisions at executive meetings, not at present, with meetings only four times a year. Should these be made official functions, with team leaders, too?

Now let's have a look at how one job works now, and how it might work better. Because I know it best we'll look at the Rights of Way Officer:

There are about 40 group RoW officers in the TRF (and we need more)

I need to know how they are all doing

They need advice and help

I also need to respond consistently to outside agencies, and queries from members.

ie. External, club, groups and individual input and output

*It might seem worth dividing the job into layers, 'horizontally':*

External & national matters for one chap

Group liaison for another

Individual needs for a third

But who gets a feel of the whole position?

*Plan B: Regionalise:* Yes I know I have mentioned this before, but before you throw the idea out, try to come up with something better!

The national officer deals with national & external matters, and also liaises with half a dozen regional RoW officers.

The regional officers deal with group officers, and also answer individual queries from members.

Group RoW officers would have a fairly local source of help and advice, rather than one bloke a long way off. There must be meetings at regional, and national level, for overall liaison, perhaps to solve particular problems, rather than just routine, but shorter distances to travel to them, and more concentration on local matters.

To help make all this clear, Here are new Job Descriptions as it might work:

*Group Rights of Way Officers:*

The need is for some-one in every county.

1. To research lanes
2. To record usage
3. To maintain the TRF county map
4. To liaise with County Council
5. To liaise with other local RoW groups

6. To report to the rest of the TRF
7. To report local problems to the Council
8. To respond to local queries at club-night
9. To become an RoW expert
10. To encourage others to learn & help

These jobs can also be divided up. 1&3 can be full time job on their own, 2 needs no RoW Knowledge, 4,5,6,7,8,9,10 can be divided between a group of two or three who meet regularly.

#### Regional RoW Officers

We need someone in each region:

1. To collect information from each group
2. To advise each group on policy etc
3. To liaise with national TRF officer
4. To liaise with other regional groups  
(ACU, BMF, Sports council, BHS, National Park etc)
5. To keep an overview of region, and anticipate problems
6. To become a better RoW expert
7. To encourage group & local RoW workers
8. To help fill any 'holes' in local cover

It is also possible for some of these jobs to be 'farmed out', but this will depend on a supply of skilled volunteers handy to the regional officer.

#### The National RoW Officer

We need a team leader:

1. To formulate national policy with other teams
2. To respond to national influences
3. To liaise with regions
4. To back up local & regional officers
5. To write RoW reports in trail
6. To prepare responses for external bodies
7. To upgrade RoW skills, his & others
8. To liaise with national RoW officers of other user groups
9. To fill 'holes' in regional cover
10. To act as long-stop for any RoW problem.

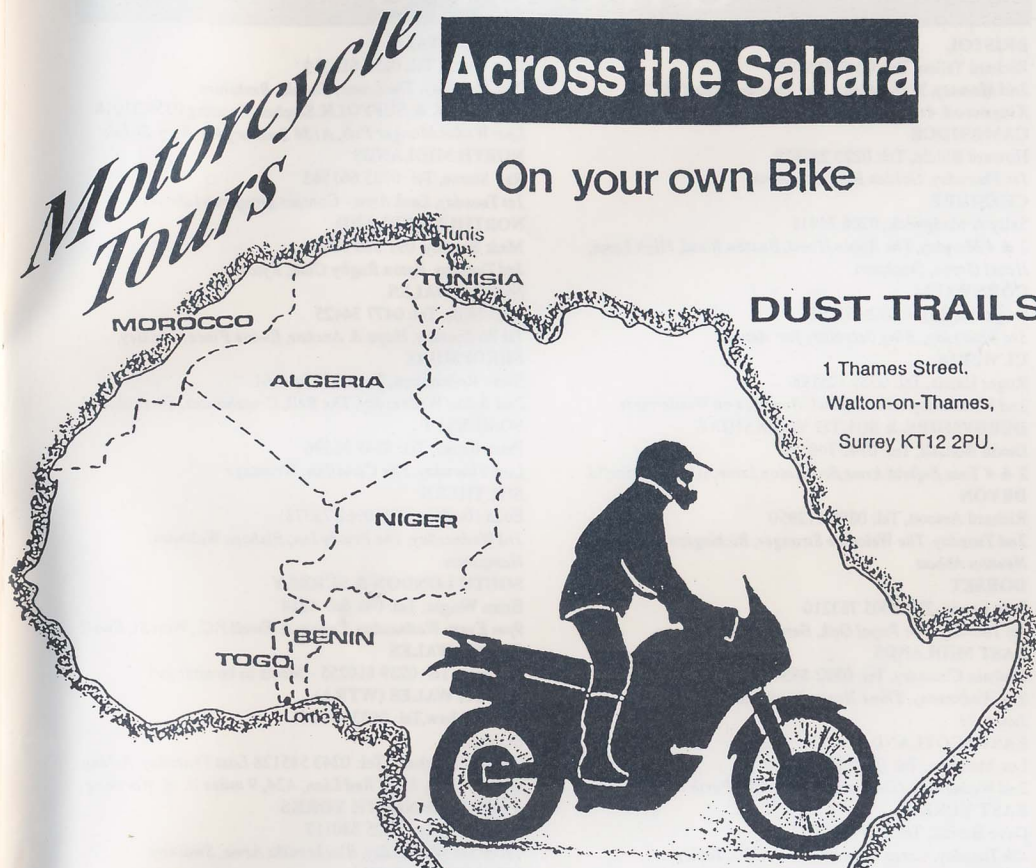
This job description assumes that regional officers exist, but could be divided further if local support is forthcoming. (eg. 5,6,7,8,&9 could usefully be done by co-workers). All the other tasks could be divided in similar ways.

Please think about these ideas before you come to the AGM. I am not trying to change the world, just our bit of it. That is why the TRF exists, to change our bit of the world for the better. If there were no problems we could all go riding now. Change in the countryside is clearly in the air. Fairly soon I think one of two things must happen; either we will go down (fighting), or we will be able to raise our heads over the parapet just an inch or two. Which one of these might just depend on how ready we are all to respond quickly and thoroughly to change. Together we can do it.

Tim Stevens.

# Across the Sahara

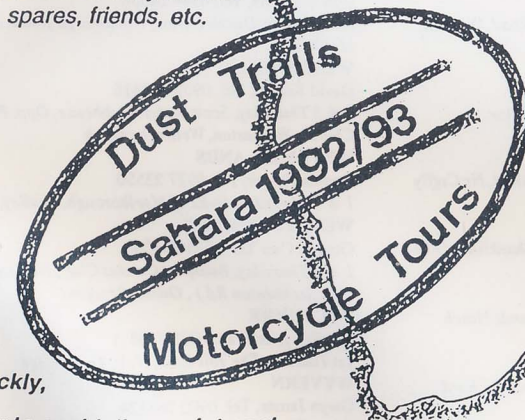
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