

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

John Johnson, Tel: 061 427 6963
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

CORNWALL

Sally A Madgwick, 0208 74411
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, Shefld.

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: 0977 672402
2nd Wednesday, Kellingley Social Centre, Knottingley.

ESSEX

Mark Kinard, Tel: 0279 771023
4th Tuesday, Green Man Pub., on A120, Takley.

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 Canal Inn, Wrantage

SOUTHERN

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

SOUTH LONDON & SURREY

Brian Wright, Tel: 081 669 4214
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SOUTH WALES

G. Jones, Tel: 0239 810255 - Meets to be arranged
SOUTH WALES (WTRA),
Bill Kershaw, Tel: 0633 895241

SUSSEX

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

Mike Rich, Tel: 0527 26329
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

Gwyn James, Tel: 0902 763824
Every Thursday, Hill & Cakemore Ex-Servicemen's Club, Victoria Road, Blackheath



TRAIL

DECEMBER 1992

No. 173

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

EDITOR: Mike "Nettlebed" Pedley.



Map 98, Grid Ref: 830835 Cam Fell Road. Cumbria Group & Friends.



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Try to make it interesting! . . . All contributions to the Editor
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YAMAHA DT250 1980. 6,000 mls. Good cond. for year. £350. Kim on 0202 699480.

EDITOR

The TRF is changing. You may not want it to change, but change it will! The AGM decreed it.

Last month we said "All members should do something to benefit the Fellowship".

You glossed over that bit right? It didn't mean YOU it meant your club RoW Officer, or that guy who goes to all the meetings right? WRONG, it did mean YOU!

But what could you possibly do? You only joined to ride green lanes, you don't want to get involved with Public Enquiries, Appeals, Research, Negotiations, Landowners, Horse Riders and all that rubbish - you just want to ride right? Right! Well take a look at your OS map - the dog eared one covered in felt pen that you use most of the time. (Note, if you don't have such a map and you've been in a group longer than a year feel free to stop reading right now, make a cup of tea and watch Eastenders - you're a lost cause!) The next time you buy a new clean map to transfer all your favourite lanes on to, look first how many are already correctly indicated by the good old Ordnance Survey (with those little red dot dash dot symbols). Many? Any? Well where did all those 'felt-tip' lanes come from you so enjoy riding?

OK so now we know what the TRF has done for you - what can you do for the TRF? Elsewhere in this issue you will find a "situations vacant" column detailing important tasks which need to be undertaken by members to assist a full time officer. Please help if you can - it's your Fellowship! But there are also lots of other little things you could do like:

1. Find out the name of the Council RoW Officer for the area you live (and ride) in.
2. Find out if there are any local RoW groups, 4WD, Ramblers, Horseriders in your particular area, (they could be friends or enemies) and make contact.
3. Find out the name and address of your local Councillor and MP and maybe write him a letter - ask him if he agrees there is a need for more recreation facilities in the countryside for everyone. Keep the replies for when the Council try and close, downgrade or apply a TRO to a lane in your area.
4. Read your local paper and respond to RoW issues. Contact Brian Wright or Tim Stevens if you're not sure what to say.
- 5 Support your group officials and do your bit by taking on a post for a year or so.
6. Give your group delegate a break and attend an Executive meeting in Walsall. Dates for next year are 6.2.93, 8.5.93, 18.9.93 and 27.11.93. More details and map in January Trail.
7. Take the trouble to stop and chat to those you meet on the trail - show them we're not faceless morons.
8. As a last resort - write an article or "Group News" for the mag!!

Finally, there will be a TRF year book for 1993. It will contain loads of useful and interesting information which will be essential reading for all Trail Riders. It will be published in 1993 and distributed free to members in lieu of that particular months TRAIL - make sure of receiving your copy by rejoining early - send your £15.00 to Gary Watson. 3 Stocks Avenue, Mytholmroyd, Halifax, HX7 5AS and don't forget a few quid for the fighting fund - it could be your favourite lane next!

NETTLEBED.

P.S. The Weasel's just asked me if I've heard of the "Foundation of Sports and the Arts". I haven't but apparently they've just given £650,000 to "survey and promote" the route of (another) long distance trail from Inverness to Dover, this time for cycles, using forest tracks, disused railway lines and canal towpaths. Six hundred and fifty grand! They must have pots of it. What about a long distance trail for everyone? Not just ramblers or horses, but everyone?

P.P.S. Thanks to Brian Reid for a great weekend in Somerset!

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LETTERS

Eddie Didn't Break Any Pots.

On Sunday 15th November, whilst we were out on a club run in South Yorks, Eddie Wilkinson passed away in hospital following an operation.

All we surviving and future members of the TRF owe this gem amongst men a kind thought as we ride countless lanes across the whole of Yorkshire.

Eddie found, researched, used and recorded the evidence of lanes on our club maps for all our delight and pleasure.

We regret now that we've let him get away without him leaving more affidavits of his long time use of routes that we still haven't felt are sound enough to appear on the map for general consumption. But then, no-one expected him to go so soon (a fit, sprightly 68). Eddie certainly didn't as in October he agreed to lead the December 6th club run from Bingley.



An ambassador for all of us out on the trail often riding out on his own. He'd stop, fire-up his pipe and talk with other off road users, walkers, cyclists, shooters etc. If faced with contentious challenge from a farmer for example, or asking directions, his leading line would be - "We'll not brek (sic) any pots if we go up 'ere will we?" He usually got his way!

Helen, his wife has seen more of Yorkshire than many of us, from a pillion or a trials chair. We share her grief and loss.

Eddie went too soon, he still had much to teach us. Wherever we go now, he's been before.

Gordon Carr. West Yorkshire.

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Mirror Image

Is the picture on the front of 'Trail' 172 printed in reverse? Peter Ballard's hair parting is on the other side and the writing on the petrol tank looks as if it's printed backwards.

Peter Fennell. Cheshire.

(Don't ask awkward questions. Prod. Team.)

Scottish Rights Of Way

A few years ago Alan Kind put together a pack of photocopied legal information on rights of way in Scotland. This was a fair wodge of paper, and a number of people in the TRF either had a set copied, or borrowed the original.

Alan can no longer find the original and has no other copy himself. Help! It will be a real bind if this is all lost. If you have either the original or a copy please give Alan a call on 091 2364082.

Thanks.

Wait and see?

Recent comments from our national Rights of Way Officer and the Byways and Bridleways Trust encouraging the making of Byways claims has caused me to consider whether this policy will help us to achieve our goal of being able to ride as many or more lanes in the year 2000 as we do now.

The majority of lanes that we ride we do so with no problems. These may be Unclassified County Roads, carriageways wrongly recorded on the definitive map, privately maintainable public carriageways or publicly maintainable highways forgotten about by the highway authority.

To submit a byway claim for any of these just draws attention to their use by vehicles and invites the County Council to consider whether this is consistent with other recreational use. There is currently no recourse to a public inquiry if a Traffic Regulation Order is imposed. Considering the policy of some Councils to regulate traffic on byways, claims for byways status for unobstructed carriageways can only lead to a reduction in the number of available lanes.

I have recently read an excellent report by a Sub-Group of the Rights of Way Review Committee entitled "The Future of Byways: A Legal Framework", in which recommendations are made to recognise the byways as a recreational asset and to bring about its proper maintenance, management and regulation. If the recommendations are turned into legislation no T.R.O. will be able to be imposed without recourse to a public inquiry for objectors.

Maybe it is better to research lanes and record documentary evidence and usage and wait for a challenge before making a public right of way claim in the hope that the legislation in the future will be more protective of our rights.

The only lanes that we may gain through a byway claim are the Ratione Tenurae roads or other public carriageways that are lost to obstruction but which the highway authority do not recognise as public roads or the carriageways which are recorded as footpaths on the definitive map and are obstructed with stiles or similar. Before a claim is made, attention to the Council's policy of traffic regulation on byways should be considered. If, as I understand is the case in Lancashire, there is a policy to impose T.R.O. on successful byways claims it is probably better to bide our time as it is hard to remove a T.R.O. once it is imposed.

Today it is difficult not to feel negative about the future of trail riding but I was very encouraged by the Rights of Way Review Committee Sub Groups report; however, I can foresee a day when there will be no time for trail riding because there will be so many public inquiries to attend.

John Thorp. Widnes.

Is there anybody out there?

As a new member of the TRF I,m very surprised to find no group in the South East Wales area,

particularly North Gwent. Surely I'm not on my own up here with just the sheep for company?

If there are any other members living in the area who have started a group or would like to then please contact me. Tel. 0495 215783.

Gary Britton. Gwent.

Recent Memories.

My day started at six oclock (a.m.), a nice bowl of fruit and fibre, two rounds of brown bread and marmalade, washed down with a mug of chimps juice (P.G. Tips), nothing but the best. By this time the dogs have got their legs crossed, so I took them out for their usual two hour walk around the woods.

As soon as I got back, out came the X.T. manual, and opened at the service page. Check all cables, tighten nuts and bolts, inspect chain and sprockets, strip down carb and clean jet, etc. So I looked at the chain, kicked the tyres and I was ready to go.

My son and I were taking a group of chaps from Northants area around Exmoor, so on went the boots, water proof pants, dirty wax jacket, pro-bag, complete with plasters, whistle and Mar's bar.

We met at the local swimming pool car park at ten, the weather was a little damp with a shower or two in the air, but we were all hardened laner's, so off we went.

Most of the lanes were quite wet, and I being tail-ender, kept well back out of range of flying muck and stones.

Twenty lanes were behind us, including the dreaded Bury Hill and Barlynch Woods, before we stopped at the Bridge Inn, Dulverton for lunch.

We were supposed to meet with a vintage M.C. run at this point, but Wayne had water trouble, (his bike I should say) and also he decided to have a lie down on one of the steep lanes, so as we got there, they were leaving.

After a good meal and a few yarns, off we went for some more fun.

Winsford was the petrol stop, and Kershaw Lane was where Rob had a mud kissing session.

I think it was Dave who got off his bike the wrong side when he fell down a storm ditch.

My front wheel changed its mind coming down Stone Lane, yes DOWN. Peter Hitchings will love to read this, he only stopped with a busted shock, but I did a header right down a water filled ditch. I didn't hurt myself, although it is all hard rock, just bent my gear lever.

The day ended at five thirty, everyone had a good day, and a good laugh. I hope to see the lads from Northants again some day, they were a pleasure to ride with, they knew all the rules (and the jokes) so thanks to the two Robs, two Mikes, Dave and Wayne, give me a bell next year and I will try and make it another good one.

M.J.Troake. Devon.

Thames Valley Group: Hindhead Run, November.

It was a cold, foggy morning as the seven of us met at the National Trust car park off the A3 at Hindhead for a days riding in Surrey and Hampshire. Bikes ranged from Husaberg and Husqvarna's to a brace of Yamaha DT's, a Honda and my KX 125 fitted with a new Dunlop rear tyre to overcome my problems in the mud.

From the car park off across the A3 and Gibbet Hill heading north. My new rear tyre was doing a good job so far on the stoney/sandy tracks and it's first challenge was a climb up the farm. I knew that conditions would be slippery because I rode down it on the way to Hindhead in the morning.

The rock steps caught the Honda out; it's bash plate hit one hard and threw the rider off in the other direction! When it was my turn, I just aimed for the muddy bits and rode up with no problems at all. My new tyre investment had paid off. The Honda's side panel, now detached, was repaired and we continued to the next section where one of the DT's lost its number plate! Once found it

remained complete only for another couple of trails where half of it fell off and was lost completely.

We eventually completed an anti-clockwise circle at Greyshtot and rode past Hunters Moon. On this part there were three trees blocking the route with just enough space to walk with the bike under. On group runs we have been taking a video camera with us and it was now Video Time! There are a couple of small lanes to the right of the trail; our intrepid camera man rode ahead and waited for us to catch up. The path lead around the side with a gentle slope to the water. The Honda somehow ended up right next to it and got stuck! All on film too...It eventually took four of us to remove it, and in the following mud, one of the DT's lost it's chain, having got stuck in a hole!

It was soon time for lunch and we stopped at the Black Fox, on the A3 to the south of Liphook (OS map 186, 291-829) who welcomed us despite that fact that we were damp and muddy. Over a pint and some food we were able to watch the morning's run on the portable TV we had brought with us. Yes, our own TV! OK, so it is only about 4 x 5 x 2 ins, but we could get some idea what was going on.

After some excellent food it's off to Milland and Titty Hill (it was too foggy to see if it was aptly named..) where once again the same DT lost its chain in the mud again. It was decided to make adjustments before continuing, but I have to say that eight inches of mud is not the ideal place to do it. In future I think it would be a good idea to complete any such adjustments in the pub car park. Some more camera work followed with some good footage of us all traversing large muddy puddles, with none of us falling off, almost...

The afternoon fun was soon to finish as the other DT had a rear tyre deflate as soon as we reached tarmac. We pulled up by the side of the road next to a farm which fortunately had an old bath, full of water, outside it. So it was off with the wheel and out with the inner tube. Whilst we were working on the bike a chap parked up in his pick up. At the same time the farmer arrived in his BMW and challenged the pick up driver, demanding to know what was going on on his land. To his embarrassment, he was one of his tenants tending his own sheep! We explained that we were only repairing a flat tyre and not moto crossing on his land illegally. At this he left rather red faced, saying that it was alright! And the chap in the pick-up? He offered to give the bike a lift if required.

We found the inner tube to have been creased, causing a small hole which appeared to be repairable but.. this was not the case as the rubber had perished and could easily be torn with a gentle tug. Moral; buy new tubes every time. Repairs were taking longer than expected (hand pump?), so the group split in two allowing some of us to complete the days planned trail. With the four remaining we pumped it up enough to ride to the local garage in Midhurst for free air (not too common these days).

With daylight failing we rode back on the A287 to Hindhead, covering no more trails, meeting up with others who also had not rode any more trails. Due to a navigational error they almost ended up in Chichester! Everyone loaded up their bikes on to cars/trailers and I set off in the gloom with a total loss battery system...and that's another story!

Thanks Richard for leading the run and next time I'll take up your offer of a lift home on your trailer.

Don Hoaglin. Surrey.

The Open Spaces Society

Some months ago you asked if anything was known about the Society and if anyone was a member? Well I have been a member of theirs since the 60s. Their interests are very similar to ours in that they are interested in keeping open for public enjoyment all common land, footpaths and village greens. They have a rabid Rambler as their Secretary so they tend to espouse the same causes as the Ramblers, such as 'Secret Britain' and beating the bounds, which are in the main

footpath problems, but then their original Title is - "The Commons Open Spaces & Footpaths Preservation Society".

They are the oldest "Conservation" society having been founded some years before the Ramblers the National Trust, even the T.R.F. and the ACU, in 1865, July 19th to be precise, in Lord Eversley's chambers in the Inner Temple, Lincolns Inn, London. Amongst the founders were John Suart Mill, Lord Mount Temple, Professor Huxley and several others who immediately raised £1400. The founder member, Lord Eversley was an M.P. and Radical Liberal and during his time as a Minister in Government managed to get Regents Park open to the Public and Kew Gardens and Hampton Court, all previously private.

A common is land that belongs to one person, usually the Lord of the Manor, over which other people with properties in the Manor have rights to certain natural properties of the land. The Lord of the Manor held manorial courts in mediaeval times and could give out punishments such as the ducking stool, the stocks and the scolds bridle. Some landowners think these rights are still theirs! The Serfs and villeins owed allegiance to the Lord of the Manor and could accompnay him to battle as part of their service. They pastured their animals on the waste of the manor or commons.

Between 1845 and 1864 over 614,000 acres of common were inclosed yet many of the population had moved into towns with the coming of the Industrial Revolution and the repeal of the Corn Laws. Commoners rights to Pasture and Turbary (firewood collecting) often fell into disuse as members of the public could be exercising their dogs. The Courts were neglected and the commons became dumping grounds. In 1865 there was a Government Committee to look into the problems of the Commons, many of which had deteriorated by indiscriminate taking of gravel, dumping of rubbish, firing the gorse and the construction of the new Railway lines. Lord Eversley proposed and the Committee accepted that the Commons be 'given back to the people' for recreation, rights of way and "servitus spatiandi". The result was the "Metropolitan Commons Act 1866". However, the Society had to fight to free some London Commons which had been inclosed, these included Hampstead Heath, Wimbledon Common and Wandsworth Common but the most famous or perhaps just the most spectacular was Berkhamsted Common, Hertfordshire. This common, an area of 1150 acres is one of the finest tracts of land in Southern England, just north of Berkhamsted town and very accesible by railway. In February Lord Brownlow's Trustees enclosed 434 acres with a substantial and unbroken fence. On 6th March a special train with 120 navvies went by night to the Common, all two miles of fencing was taken apart and laid in neat piles. The train returned to London and the "uninclosed" common was discovered at 7am. When the news was heard locally they all went out to visit the common, walk on it, ride their carriages etc. Despite action for trespass and damage the common has remained open ever since.

The next case was epping Forest, Essex which consists of 5793 acres of Forest which was eventually and after much effort kept open.

All these cases are in London but interest had spread and the Rural Commons: The Commons Act 1876 reflects this. The Society was succesful in keeping open Wisley Common near Guildford, along with Withypool Common in Somerset and Hindhead Common with Waggoners Wells and the Devils Punchbowl.

The most spectacular case that the society lost was Stonehenge; Lord Edward Antrobus had allowed Public Access to Stonehenge but on his death his son denied it. He put barbed wire around the stones and obstructed a carriage road. The Attorney General brought a case supported by the Society, but they lost. (What they really needed was Bill Riley putting their case!)

Members of the Society also founded the National Trust, and were joined by the National Footpaths Society in 1899 they helped to promote the 1939 Access to Mountains Bill which was passed by Parliament but other matters became of more importance when it should have come into operation in 1940.

In 1965 the Commons Registration Bill was passed by both houses and the work of the society was almost complete, except that not every Common was Registered, or not in time, some were disputed, some Electricity Boards erect Pylons across commons and in Wales enclose them, so the work of the 'OpenSpaces' continues, from offices at 25a Bell St, Henley-On-Thames, RG9 2BA it costs £15 per year, but you can let them get the tax back as they are a registered charity, by covenanting for three years, or more.

What are they doing now? Well there are two magazines a year and the current one has a book offer - Making Space, Protecting & Creating Open Space For Local Communities at £10.50 from the Soc. There are articles on Secret & New Access, the law of Highway Verges, the building of a golf course over the Oxfordshire Way at Lubbersdon Hill Farm, Tetsworth. Beating the Bounds at such places as Greenham Common, Rotherfield Peppard, Woolton, Plumstone Mountain & Castor. Gwent County Council have consulted about diversion of a footpath at Mathern, near Chepstow to enable the owner to make better use of the land, i.e. breed ostriches! and there are book reviews; such as Pub Walks in the Brecon Beacons National Park, £2.50 from Kestrel Publishing, sounds like a good idea to me! 14 walks from pub to pub, what better way to end.

John R. Higgin. Hampshire.

Rooster Tales

As one of the TRF elders I feel that it is my duty to inform some of the newer, younger, fitter, inexperienced members that they are sadly lacking the background knowledge, wisdom and trail lore which, we the helpful, kindly, considerate, wrinkled (but better looking) elderly gentlemen have garnered over the aeons.

Mr Hartley, from Wales, wonders what a rooster tail is. If he had ever met one face to face I guarantee that he would not forget! (Which is more than his namesake did when he wrote a book and didn't even think enough of it to keep a copy for himself!)

"Rooster tail" is a term closely associated with another esoteric piece of jargon, "filling in" which has nothing to do with Inland Revenue or pot holes in the road, but a process whereby a touring motorbicyclist (hereafter referred to as trail rider) in his enthusiastic efforts to be on his way, having encountered a particularly glutinous patch of mud, bog, clay, leaf mould or whatever, applies a big handful (another emotive term requiring a fuller explanation later!) to the twist grip thereby setting one of Mr Newton's Laws of Motion into play. To get one motorcycle plus rider, riding gear, boots, helmet, bumbag containing tools, tubes, spare gloves, wire and sundry other obligatory bric-a-brac into forward motion, it is necessary and scientifically proven that a large volume of the aforementioned mucky stuff needs to be propelled backwards. This is achieved by the "Knobs" on the rear tyre (are you following this?) The graceful locus produced by this equation has been likened to the tail feather of a strutting cockerel! Now- Should you be unfortunate or stupid enough to have been following this trail rider at less than a discrete 30 feet you will be the lucky recipient of the product of this equal and opposite re-action! His 350/400 pounds moves off at 0.1 mph and at any given moment during this operation an equal mass times velocity of ssh- you know what - is being hurled unerringly at you! You are now coated from head to foot with some of the scenery you had just been admiring whilst waiting for the rider in front of you to get a f(lamin)g move on!

Hence the term "filling in". This is not altogether appropriate being "covered" or "plastered" might be more fitting. Some of us however, are aware that both of these terms can be used in a different context and the last thing I want to do in this brief definition/explanation of these gems of country wisdom is to confuse anyone.

Please do not hesitate to seek further advice if you are young gullible or intellectually challenged.

Ken One. President A.B.O.F. Herts Div.

More illegal plastic?

Reference correspondence on handlebar levers (Nov '92), I have been told by my MOT testing station that plastic front brake levers are not road-legal, though the clutch is OK.

Can someone with knowledge clarify please?

Ken Jones. Nantwich.

Ex M.O.D. Bombardiers.

For Trail-riders that would like a good bike but do not wish to pay very high prices for today's bikes on sale, I would suggest an Ex-army Can-Am Bombardier 250cc Motorcycle. They are great for trail riding, they are easy to get hold of and prices are about £300 to £600 depending on the condition of the bike. Spare parts are easy to get and prices are good. The Can-Am has a 250cc two stroke Rotax engine for all types of riding. The suspension on the bike is only 6" of travel but is still good for trail riding. I have "Sebac" shocks on the rear and they are very good.

The fuel tank holds 3.5 IMP gallons and the bike has oil injection from a pump for the two-stroke oil and the oil-tank (in the top of the frame) holds 2.16L. The gross weight of the bike is 145.5kg. I use Barum Trials Tyres on the bike and they work very well. The exhaust system is very quiet, just right for green lanes. The bike has a very good 12v electrical system with good lights.

As an Ex Army bike they are all finished in Matt N.A.T.O. dark green paint and some have canvas pannier bags at the rear. Very good for all your tools and things, lots of room in the bags.

But my Can-Am is fully converted to trail type riding. I have sprayed the bike Gloss Dark Green and have made many trail mods, alloy bars etc. I also do not use the rear pannier bags and racks as I do not need them for my riding, the choice is yours.

To sum up the bike is just right for trail riding and will go almost anywhere off road and is also very good on the road.

Richard Coyne. Bristol.

NOTICES

COAST TO COAST '93

Remember those fabulous weekends - the last was in 1989 - when we all rode from Scarborough to Morecambe using as many green lanes as possible?

Obviously a lot of you do remember because I keep getting asked when the TRF is going to run another.

Well, the answer could be next year (May 8th and 9th, 1993 has been pencilled in) providing there is enough interest.

We would stick to Ken Canham's tried and tested formula, but with the added attraction of a Friday night get together in Scarborough. The halfway halt would be in Hawes and finish, as usual, at Hest Bank.

Cost would of course be kept to a minimum - Ken charged a fiver - and numbers would be limited to fifty or so.

If you're interested give me a ring (0200 445657) and if there's enough response we'll print an application form in next month's mag.

Nettlebed.

PHOTO COMPETITION WINNER

Mr. D. B. Evans sent in the best picture for the TRF 1993 Calendar. Well done! A TRF sweatshirt is winging it's way to you as I write (well, almost anyway).

Fred Ellison.

GROUP NEWS

DORSET GROUP NEWS

Meeting 3rd November 1992.

Bye-ways signs - DCC have to make some first before we can erect them.

(a) Broomhill Lane - Dave sent the correspondence to the County Solicitor and received a reply saying that they are looking into it.

(b) Knighton Lane - a reply has been received from the Northern Area Surveyor, Dave Burt, saying that nothing has been done! Dave is to write to the County Surveyor to complain about this unacceptable situation.

Dave has written to the Western Area Surveyor complaining about several instances of locked gates and fences etc. in that area.

Dave has had a visit from Dave Giles, the National Chairman. They discussed various issues and an offer was made of a grant to fund research into ROWs by a paid researcher.

Our first by-way registration, at Piddlehinton, is going forward. The enclosure award shows it as "private road for the use of undefined persons". We feel that private means non-commercial, as on a modern road fund licence, but Chris Slade interprets it as truly meaning private. Accordingly he is going to recommend to the committee that it remains a bridleway..

The Consultative Panel on R.O.W. is meeting on 18th Nov. It discusses modification orders, locked gates etc. Nobody has attended for a while, so Dave will go.

Uperne - Gates were erected across the UCR in 1989. After our objection they were removed and the "highway" was fenced. The gates have suddenly re-appeared. Dave will write. Norman's objections concern this area - namely BR6 and FP3 which DCC want to divert and the extinguishment of BR4. The diversion of BR6 appears to revert to the old route anyway so we have no objection and we have nothing conclusive in our records to show BR4 carrying higher rights. Interestingly, Corrie Luxmoor claims that all user groups were at a meeting to discuss these matters a year ago. We certainly were not invited, but then we might have objected.

SOMERSET GROUP NEWS

A Request: Would those TRF members who have enjoyed riding in the Exmoor area over the past year be kind enough to fill in user forms and return them to me. Somerset C.C. has not yet carried out a Review of the Definitive Map and evidence of use will be vital when they do, if we are to keep the lanes open in the future.

It would also be of great help in our discussions with the National Park authorities if we knew more accurately how many members, and from where, came to ride. We do not expect you to contact us before you come, but it would be useful to know afterwards whether or not you had any problems.

Give me a ring (my number is on the back cover of this magazine) for address and/or user forms.

Peter Banks. Somerset Group.

RoW NEWS

Sorry I did not manage to write to my readers last month, I hope you are both keeping well. I was involved with the Ridgeway, as you know, but spending four solid weeks working on one project is no excuse.

Thanks are due to the generosity of the chairman of the new Swindon group for looking after me during the Inquiry. Strictly speaking it was a joint effort, as without regular platefuls of Angela's faggots I would not have been able to cope with Neil's repartee. Or was it the other way round?

Hospitality was again very welcome more recently when I popped in to have a look at the Nottinghamshire RoW system, and Derrick Collins and his wife made me at home. They keep all their information on a computer, Nottingham that is, not the Collinses, with all the trendy gubbins that computers have to have to be anywhere nowadays. They have in store complete maps of the county of Landranger, Pathfinder and 1.10,000 scales, each of which can be enlarged or ensmallled to suit the occasion, and overlaid with one or more outline maps of the footpaths, the bridleways, the bridges, SSSIs, listed buildings, even signposts and stiles are all shown in 256 different colours. There is also included a database which can produce at the drop of a H a histogram showing how much of each path is a headland path or liable to be ploughed. Sorry, liable to be ploughed legally. Talking of legal, what does that bit of the chart mean where it says *Ultra Vires Yes/No?* Red Face department, this is because they have just discovered that they could not legally divert RUPPs by the same process as they use for footpaths and bridleways. They have of course, and this means that such diversions have no legal effect, the original routes are still legal, and so are all the others done at the same time. Even if whole factories have been built over them. They have, of course. It begins to get really serious if the new routes have been in use by the public for twenty years or so. They have, of course. It does not seem to have occurred to anyone that they cannot reasonably go around again to do the job properly. If you divert a route along a new route, that is OK, but divert it along a route that already carries the same rights and that is not diversion at all, but extinguishment. To extinguish a route you have to show that it is unnecessary, but when the only reason it hasn't been used much is because it was removed illegally from the definitive map it does raise all sorts of awkward questions.

Oh, yes, have they got the UCRs marked on their wonderful million kilobyte machine? Not yet, but they are thinking about it. Sometimes I wonder if there is anyone in local government who realises that roads are more useful to everyone than footpaths.

I am sure you are all jumping about in your eagerness to help with rights of way work. You will have seen how I proposed to reorganise things in Trail 171, and no-one has chosen to find fault with these ideas, either in correspondence or at the AGM. They fit in with existing club rules about regions, which for some reason have not been acted upon. They do say that groups forming into regions do so voluntarily, so perhaps no-one has thought to volunteer. Perhaps I should spell out exactly what the problem is from my point of view?

At the moment I have to relate to about 40 RoW officers, roughly one in each county. They need information from me and I need it from them, but at the moment almost nothing happens. It takes too long, and if I want a meeting it is too far to travel. Even if they all attended a meeting forty people is too many (the same problem applies at the current exec meetings, of course).

End of the problem, here comes an answer:

Every active group RoW officer knows who his neighbours are. Get together before the new year with them and any other interested parties in your area (see note below for ideas about the area to use). Find out first which counties need most work, and this will tell you which counties need least. In those counties there might be someone 'spare' who could co-ordinate all RoW activity in the area. Use the job description in Trail 171 as a guide to how this might all work. Then let me know who is to do what, or why you cannot do this. No answer means you are on your own.

Which areas or regions might be best? It would fit in best with our plans and those of LARA if we stuck to Sports Council boundaries. It might be useful to combine their regions, at least to start with, so that North and Northwest work together, for instance. And if you do not know where your Sports Council boundaries are WHY ON EARTH NOT?

Finally a thought on why I cannot get local assistance and have to go out to regions like this - Who Helps the Editor? Lancs Group. Who helps the Secretary? Lancs Group. Well done everyone, but we cannot surely expect you to do it ALL?

TIM STEVENS

SHARING

In the beginning there was a club magazine called the The TRF Bulletin which, when I became chairman, was edited by a very capable lass called Rosemary Swindells. For editor read; typist, writer, producer and distributor. And everybody said "Good old Rosie". In fact, so good was she that she went and got herself a job as a professional motorcycle journalist and that meant we had to find a new editor.

Into the breach stepped Dave Thew, a man with some experience of editing and producing club magazines to a good standard, and I was very pleased. But our new editor was to find he had a tiger by the tail! Or perhaps I should say a monster that absorbed literally every spare minute of his time. I belatedly woke up to the conclusion that Rosie had been exceptional and that just maybe she had been able to use some odd moments at work as well as her own time. It was manifestly unreasonable to expect any one person to do all this. But we just had to have a line of communication between the members in order to act collectively together, that's what the TRF is about! So I asked first the Bristol and then the South London Groups to produce an interim News Sheet for just six months at a time whilst we reappraised the situation.

Then the ball passed to the Lanc's group and this serious issue resolved itself when they pulled themselves together around Mick (who they originally set up as a leg-pull), used the talent and expertise they had between them and set about the self imposed task of continuous improvement to the club magazine that we now know as 'Trail'. In time the job will no doubt pass on and that's as it should be because change is the natural order of things. Meanwhile they tell me the task has brought a sense of purpose and pride to their group and they continue to innovate, this month its a new 'Jobs Vacant' column.

One of the jobs vacant is 'Chairman'. As the current incumbent I have tried to put my energy into three principal areas:

- * Representing the TRF and liaising with influential bodies in an attempt to win friends.
- * Keeping the communication channels open through this column and ensuring a fair hearing for all at meetings.
- * Trying to manage the future.

It was for this last objective that my candidacy was supported four years ago and I would like to think that we have now created a mechanism which will help us to achieve it. 'Radical Democracy' as I called it in Trail No.169 was in large part put into practice at the September Exec. meeting which created the priorities for the next twelve months and beyond (see Trail No. 171). This was in turn unanimously approved by the AGM in Nov.

So if you want to know what you can do to help the TRF as an individual or as a group then go back to these articles, compare them with the jobs vacant column, and make your offer.

One of the things I have enjoyed about my period as chairman has been deliberately riding widely in England & Wales, it's been about 30 counties, so that I might have first

hand knowledge of how things are on the trail, recently that brought me one of the best trail rides I have ever done.

There used to be a Transport Cafe at the crest of the hill where the Ridgeway crosses the A4 but no more, I guess the building of the M4 took the business away. We pull over to the side of the road, stop and I point to the gate on the south side, "That's where we'll come up in 3 days time". I say to Barry. At which point the clutch nipple pulls free of the cable. Fifteen minutes later, spare cable fitted, we start our west-east traverse of that most ancient of highways the Great Ridgeway.

24 miles later, having seen more race horses being exercised than walkers, we stop at Waylands Smithy and pull a thermos flask from one of the rucsacs to take a coffee break. They say that if you leave your horse here together with a silver coin that your horse will be shod by the morning. Judging by the way the weather beaten stones glint in the sunlight from the 5p coins placed in its pock marked face many still believe, or at least still live in hope.

We check the luggage and move on at a 'long lope' knowing that we have many more miles to do on this trip, for we intend to use all of the 5 O.S. maps we carry. For everyone we meet we slow and exchange a greeting, everyone greets us in return. From time to time we exchange a few words, usually about the beautiful views and on occasion we stop to consult the map to see what it tells us about something that has caught our attention. We also compare notes on the going because Public Inquiry starts in a few days time and I wish to comment on what I find. I must say that the Ridgeway is currently in the best condition that I can remember, it's certainly in far better condition than the majority of Green Lanes in the country. In fact in one or two places it's at risk of becoming 'gentrified'.

We don't go quite as far as the Thames, but turn south to cross the M4. Immediately the going changes, the lanes become overgrown from lack of use, branches snatch at your handlebars as we pass and the wheels struggle for grip. Newbury hits us like a sledge hammer. People everywhere, half of them apparently determined to commit suicide under my front wheel. We gas-up, grab some grub and get out.

10 miles later we are again up on high downs and stop to eat our sandwiches. As far as the eye can see there is a glorious view, we lie on our backs and look up into a clear blue sky and listen to the sounds of the countryside in October.

The Inkpen Ridgeway carries us back 12 miles to the west over the highest chalk hill in the land before we turn towards the South. Here a deep combe blocks the route and we follow England's best known curved Roman road around its rim. Actually its made up of nine straights laid at an angle to one another. At Scots Poor, an unusual name taken from the Inn that used to be here I suspect, we turn off and dive into Collingbourne wood. On the far side we climb out onto Salisbury Plain and I am reminded of an earlier occasion in this vicinity when I found myself looking down the barrel of a sten gun at a range of about 10 feet. I had stopped to check the map and only saw the crew when the flash of their teeth broke their camouflage. I swear the bike jumped six inches in the air too!

I love coming towards Stonehenge from the North, it just comes up out of the ground as you ride towards it, the busy A344 remains out of view and one can retain the illusion until the last moment that it's just you, the Henge and our ancestors.

That night we B&B above the Post Office in Great Wishford and get a good meal in the local pub. Distance covered that day 110 miles, 90 of them Green Lanes.

The next morning a sharp frost covers Wessex and the saddles of our bikes parked in the back garden are completely white. Half a mile down the road we turn into our first Green Lane of the day and climb through Grovely Woods to cross the Roman Lead Road from Charterhouse to Sarum. We ride slowly because of the cold and are rewarded as deer cross our path. So quietly do we ride that we get within 25 feet of the horses descending into the valley before pricked ears alert the horsemen of our presence. As we climb Hoop Side onto the Shaftsbury Coach Road the sun comes up as a great red ball to cast long shadows over the freshly ploughed fields below. That sun was to stay with us



Scrambler bikes being ridden on the Ridgeway at West Ilsley, Berkshire. They will still be allowed access under a proposed traffic regulation order. Photograph: Martyn Hayhow.

Photo from the 'Independent' Newspaper, 20th October 1992. Incorrectly captioned. Showing Dave Giles and Barry Smith (TRF) comparing notes at 11.45 a.m. on Friday 16th October 92 at West Ilsley, Bucks, at the intersection of the B4494 with the Ridgeway. The TRF members were surveying the state of the Ridgeway prior to the Public Inquiry.

all day. The Ox Drove takes us to Tollard Royal where Barry stops to converse with a lady dressed in bright scarlet hunting jacket walking her dogs. Soon after that, we cross into Dorset and stop for coffee at the seat at Ashford Pond which is known to have been there for a thousand years!

on Smugglers Lane, a beautiful lane through a mile long arbor of trees, we are again on the route of the Ridgeway, it deposits us at Hod Hill an ancient Brit' hill fort. There is a petrol pump in a front garden in the village of Anstey Cross, we know 'cause we used

it, just after that bit of the conversation that went "Dave, I am on reserve". And so it went on with one glorious view following another until we join Dave Greenslade for lunch at his home in Tolpudde. Dave is to be thanked by outsiders like ourselves who ride in Dorset because only by using his evidence can I make a green lane route through a county with no RUPPs or marked up UCRs.

At Grimstone on the A34, we have reached our most southerly point, so from here we go north along the long ridge that ends in Telegraph Hill, all completely new country to me. So too is the next bit above Alton Pancras towards the Dorsetshire gap. It's on this stage we meet Mr Mitchell of Narn Farm an elderly gentleman who pleasantly remonstrates with us for riding a lane when we shouldn't. I give him our card and explain why we believe ourselves to be legitimate users. "That can't be", he says "because I pay towards the upkeep of the lane". "I reckon you're being had", I reply and take his address and phone number. With a friendly wave we pass on; two weeks later after a phone call from Dave he's after "Them Buggers at Dorset C.C." for a rebate. See what a public service the TRF is!

We retrace our route to Great Wishford as the shadows lengthen and a nip comes into the air, 135 miles done and over 100 of them on Green Lanes. As I say over another good meal in the pub, "Enough is as good as a feast, and today we have had our fill and then some!"

On Sunday we cross the Tank scarred ranges passed Fox Covert to Tilshead and then north again on a route around the edge of the Larkhill ranges suggested to me by Bill Riley, before picking up the Ridgeway south of the Vale of Pewsey. At Alton Priors the infamous stile and barbed wire I once found blocking the Ridgeway are no longer there and we ride on unimpeded over the Wansdyke to rejoin the A4 through the gate that we have mentioned before. We do a bit more to the north, just to see what it's like on a Sunday, but after a chat with some BHS riders using the Ridgeway for a charity ride we turn off to look at the stones at Avebury at about noon and then decide to pack it in. Its been a brilliant three days over 295 miles my speedo says, and well over 200 of them has been on Green Lanes by my reckoning. The 5 maps had been well used,

See you on the trail

DAVE GILES. NATIONAL CHAIRMAN.

G	R	E	E	N	L	A	N	E	S
G	R	E	E	N	B	I	K	E	S
G	R	E	E	N	F	U	E	L	S
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OFFICERS REPORTS

From the Secretary

Well the job is almost under control now, the first bit of job splitting is very successful; Mary, Tim Stevens' better half, is taking and typing the minutes for me. Thanks Mary. No further job splitting is required until the role takes off more, we will see what happens in the TRF to take on our threats.

First let us look at random at the number of Groups represented at the Exec. meetings over the last few years.

Sept	1989	12
March	1990	18
June	1990	18
Sept.	1990	11
Nov.	1990	16
Jan.	1991	16
May	1991	11
Sept.	1991	10
Nov.	1991	12
Sept.	1992	11
Nov.	1992	10

Not good enough; how can the Exec. Committee Officers understand what problems the groups have, and how can the groups really understand the more global problems faced by the TRF and discussed at the Exec. meetings?

When you select your Group Rep., for your future choose one who will represent your views on the Exec. Committee; if you cannot find someone suitable, consider yourself.

Remember those immortal words; 'think not what the TRF can do for you, but what you can do for the TRF'. Safe riding.

P.S. The reason the picture of my trusty steed was reproduced last month reversed, was that the photo was taken trail riding in France!

PETER BALLARD

From the new Membership Secretary

Garry Watson (National Membership Secretary '93) says "Thanks".

Hi Trailies (ladies, gentlemen & others). Thank you for the confidence placed in me at the AGM. I hope that I can do justice to the job. Thanks to the retiring officers:

To Peter Clark for doing what I now know to be a "reasonably demanding" job, and for the support given to myself in the transitional period. Thanks Peter, from all of us.

To Ian Thompson for his work as National Secretary, and to Peter Ballard for stepping in to Ian's shoes part way through the year, thanks guys, from all of us.

To Dave Giles, who deserved more than our thanks- the best thanks we can give Dave or any other "doer", is to get stuck in and do something for ourselves to ensure growing success of OUR Fellowship. I hope your dreams for the TRF come to fruition Dave, I also hope you can continue to guide us well beyond the year 2000. Thanks Dave, from all of us.

To those who continue to work on behalf of the TRF, on a local or national level, as individuals, members of teams, or groups or 'outside' organisations (right of way officers, PR officers, the editorial team, BBT, BHS, Countryside Commission, the Ramblers Ass. and all), we thank all of you.

Wishing all a very merry Christmas. I raise a glass to 1993. Cheers.

GARRY WATSON.

Sits Vac: How you can help!

Following the AGM decision that everyone wanted to help in some way, four key tasks were identified:

1. A TRF Handbook; Gary Watson and the West Yorks group will be compiling this, from information YOU send them, so look out for a questionnaire at next clubnight.
2. A new publicity leaflet called 'Caring for green lanes'; Peter Banks of Somerset has this well in hand. Offer your help to distribute it.
3. Information for new TRF groups; Charlie Morriss of Stroud has got to grips with this, as you saw in TRAIL 172 — comments to C Morriss, 14 The Bassetts, Cashes Green, Stroud GL5 4SJ.
4. More information about the RoW Bursary Scheme; some chap called Giles is involved with this one so you will all have no excuse for not applying. So apply.

As well as helping with these tasks, here are some of the jobs you could consider:

5. Liaison — act as the local contact for neighbouring TRF groups, horse riders, mountain bikers, police, walkers, county & district council, parish councils, Sports Council, MP, NFU, CLA, CCPR, BTCV, ARC, AWDC, ACU, BMF, and so on. One group each, that's at least several jobs for members in your county. Which one for you?
6. Local knowledge — get a Pathfinder map and get to know EVERY lane on it, that's less than eight square miles each.
7. Keep the group runs record up to date, and prepare an annual summary.
8. Make sure EVERY lane in your area is used at least once each year.
9. Welcome EVERY new face to appear at clubnight 'Hello, I haven't seen you before...'
10. Write to EVERY member in your county inviting them to the next three clubnights, with details of what is on.
11. Collect all the press cuttings about green lanes in your area, and respond to them.
12. Organise a photo session to take good pictures for Trail and the calendar.
13. Arrange a speaker from one of the groups listed in 5 every other clubnight.
14. Service your RoW officer's trail bike for him. He does enough for you.
15. Build up a set of slides to illustrate what the TRF is all about.
16. Use it to give talks to the groups in 5.
17. Offer bed & breakfast to a visiting TRF worker.
18. Give the nearby group rep a lift to the Exec meetings.
19. Find out about something useful and tell us all in Trail.
20. Go and live in Humberside, Mid Wales, or Oxfordshire, and help get a group going.

TRF YEARBOOK

HELP. NOW. URGENT. HELP.

As you all know by now (sic), one of the motions passed at the AGM was to the effect that the Executive should look into producing a year book for the TRF.

At the following executive meeting (21 Nov) it was agreed that a TEAM should be formed to put together a draft version ready for the next exec. meeting (Feb 6th 1993 at AMCA HQ) and that we should ask for help via the next Bulletin, well here goes:

If you want to be part of the team responsible for the production of this flagship publication, get in touch now, if not sooner!!

I (*Garry Watson*) took the role of bully at the exec. meeting and have already 'enlisted' the help of the West Yorkshire Group whose job should be collecting/collating articles and information from various sources - that means YOU!

**THE MAN TO BE IN TOUCH WITH IS PAUL HALL, 6 BROOK STREET,
BRADFORD, WEST YORKS. BD12 7HE (PHONE 0274 690306).**

The following is a suggested list of items to be included in the Yearbook, not at this time in any order of priority or inclusion:

1. Trail Riders Fellowship Code of Conduct (inside front cover)
2. Names and addresses of Principal Officers.
3. Introduction (by our retiring Chairman or Patron?)
4. Map(s) of the country, showing the areas covered by the TRF groups.
5. Alphabetical list of the TRF groups giving: names, addresses and telephone numbers of their elected representatives, names and telephone numbers of any other elected officers & a brief description of the group and its activities (about 100 - 120 words) see the example I have included at the end of this article of the Gloucestershire Group's details plus details of the Highway Authority etc. for the County:
6. Half page description of useful organisations (to be written by that organisation)i.e. BMF, MAG, BHS, BMBF (Mountain bikes), AWDC, ARC (Rover owners), Ramblers Assoc., CLA, NFU, BDS (British Driving Soc.) with at least one page for LARA.

7. Trail Riders Fellowship 'Aims and Objectives' - explaining why the Fellowship exists (to counter anti motorcycle pressures, our need to be legal in where, how and what we ride, and the need to keep to the Code of Conduct etc.).
8. Explanation of where we ride - a history of ROW law and the definitive map with all it's shortcomings, what a vehicular right of way is (Byways, Ruppys, UCRs, white roads, Bridleways, footpaths).
9. How to protect our rights of way Heritage and the need to plan for the future. The need to record lane usage, and have obstructions removed. How to fill in user and complaint forms (master copies to be supplied as inserts or pull out centre folds. How to take Map ref Nos.
10. Machine preparation: (i) legal (ii) maintenance.
- 11.. Riding techniques: how not to fall off, (or how to fall off gracefully!) - I think Charles King could write a comprehensive 'Falling off Gracefully'! And how not to damage lanes.
12. How to respond when meeting other members of the public (challengers and friendly).
13. Setting up a new group and possible activities.
14. First Aid (written by an authority i.e. St. Johns)
15. ROW research - a brief description of what to look for and where (i.e. records offices, town halls etc.)
16. Byway claims, procedures, how to present evidence. A description of a successful case.
17. Insurance - public liability at horse trials and lane clearing.
18. The year's best run report (from Trail?) + photos.
19. Adverts using sponsorship.

Finished articles need to be with Paul by Mon. January 18th, to be included in the draft - which means in real terms, if they are not with us by then, they won't be included in the Yearbook.

A small national committee will be asked to view/amend the draft before the Executive meeting on Feb. 6th, when anyone will be entitled to look at the modified draft and comment.

If you feel you can contribute, if you think I have missed anything out, or have any other ideas for items that should be included, THE TIME TO CONTACT PAUL IS NOW, IMMEDIATELY IF NOT SOONER!

Thanks in anticipation of your help.

Garry Watson.

SAMPLE YEARBOOK ENTRY

GLUCESTERSHIRE GROUP TRF

Group Rep. Ron Carter 0453 822707
Lynton, Westward Rd., Ebley, Stroud, Gloucester. GL5 4TH

Chairman Charlie Morriss 0453 764057

Treasurer Dave Ager 0452 856102

Sec. Editor Jim Whittaker

RoW Officer Geoff Wilkie 0453 811412

Asst. RoW Officer Alan Phillips 0452 524190

Runs Co-ordinator Alan Brindson 0453 886948

The group meets at the Painswick Institute, Bislet Street, Painswick, near Stroud on the 1st Tuesday of the month at 8pm. The group subscription is £10 for 1992. There is a monthly newsletter sent out to all members.

Regular Group runs are arranged at least twice a month, with one always on the second Sunday after the Group meeting. They are mainly in Gloucestershire but do range across into neighbouring Counties such as Gwent, Hereford & Worcester, Wiltshire and Avon.

RoW research is carried out at:

Def. Map and Roads – Shire Hall, Westgate Street, Gloucester GL1 2TH. Tel: 0452 425574.

Recent and Local Government Records – Shire Hall Records Office. Tel: 0452 425289.

Older and more Varied Records – Records Office, Clarence Row, Alvin Street, Gloucester GL1 3DW. Tel: 0452 425295