

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 Canall 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
 9pm Every Wednesday, Epsom & Ewell F.C., West St, Ewell

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

John Chilton, Tel: 0902 336708
 Every Thursday, 10pm, Potter's Rose & Crown, Colley
 Lane, Halesowen.



TRAIL

JANUARY 1993

No. 174

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

EDITOR: Mike "Nettlebed" Pedley.



NORWOOD BOTTOM, RIVER WASHBURN. Stephen Brass
 O.S. Map 104 Grid Ref: 198509 - Can you spot the bike?

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Try to make it interesting! . . . All contributions to the Editor
COPY DEADLINE : 1ST TUESDAY IN EVERY MONTH

CLASSIFIED

BMW R80GS 1987, 42,000 mls, mainly road use. VGC. £1850. 0775 711378 (Lincs.)

BRAND NEW Suzuki ER Tank, £40 inc P&P. Stadium open-face Helmet, Small, undamaged, £3 with visor. Top Tec open-face Helmet, Med., good cond., £3. Honda RS250 Rockerbox cover, Exc., £5. Willy E. 0405 860904.

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.

BSA D14/4 Trials, Green Lane Special, Built to very high std. Many new parts, spare sprockets, chain, engine etc. T & T Sept. 93. Featured in several magazines (*Not this one. Ed.*), for further info, 0734 812535. £750 ono.

HONDA XL250S Non-Std. Recent engine rebuild, New Shocks, Exhaust, C & S, £350 ono. 0352 720583.

HUSQVARN 510TE 1989. 4-Stroke, Road Regd. Long MoT. 1 previous owner. Orig bought for Royal Signals. VGC.Srvcd. £1300 - may P/Ex. 0200 23061.

KAWASAKI KDX200E1, 1989, Tax & MoT, Recently Rebuilt, various spares, £1000 ono. Crooklands (Cumbria) 67368.

KAWASAKI KMX200, 1988, usual mods: 21/18"

rims, Conti End. Tyres, DEP Silencer, Bark Busters, no tax! MoT August, well sorted, new project forces sale. £995 ovno. Tim, 0325 465095 (Durham).

KDX200E1, Renthals, DEP, Recent O-Ring, Little used, well maintained, some spares, £1200. 0287 633592.

KMX200, 1991 J Reg., 8000 mls. Exc. cond., only trailed twice, £1350 or p/ex. for older/cheaper enduro (road legal). 0276 476223.

MZETZ250, 1986, 10,000 mls. Black & polished ally, prist. cond. Dealer svcd. from new. T & T July 93, £495 ono. 0734 812535.

XR250, 1988, Regd. MoT, Exc. cond. Gen. reason for sale, £1100 ono. 0609 748488. North Yorks.

YAMAHA XT250 Y reg. £375 ono. Suzuki DR600 1986. £1000 ono. Both T & T. 0509 503327.

500cc Triumph/Greeves, Trials, spec. prep. for MCC events. 1960 VMCC dating cert. Disc Brake, goes well, £1000 ono. Roger Bibbings 071 371 6083, evenings.

£500 REWARD for info. leading to recovery of Blue & White Suzuki DR750: G488 FAB, Engine No. 101566; Frame No. 101448. Phone Jerry on 0902 776101 (Day) or 021 421 7359 (Home).

MAGAZINE ADVERTISING

DISPLAY ADS. FULL PAGE £50 - 1/2 £25 - 1/4 £15 (Negot. for regular inserts.)

to: Brian Doman - 19 Huntersfield, Stanford in the Vale, Oxon SN7 8LR.

Tel: 0367 710430

Members Classified ads. - FREE OF CHARGE / Trade - £5. to: The Editor (See below).

TRF OFFICERS

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MEMBERSHIP SEC:Garry Watson, 3 Stocks Avenue, Mytholmroyd, Halifax, W. Yorks HX7 5AS
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RIGHT OF WAY OFFICERTim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG
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The views expressed in 'Trail' are those of its correspondents and not necessarily those of the editor or the T.R.F.

EDITOR

A BELATED HAPPY NEW YEAR FELLOW TRAIL RIDERS! Let us enter 1993 in the same way as we left 1992 - on a positive note - full of optimism for the future and with a commitment from each and everyone of us to put something back into the TRF.

My small snippet in last months 'Trail' regarding the possibility of a 'Coast to Coast' this year has certainly brought a good response. I don't think a day has gone by without a telephone call expressing interest.

What's more offers of help with running the event have already been forthcoming. Fred Garbutt has offered to handle applications, the Weasel is busy writing reams of waffle (see later in this issue) and of course Steve and Fred have committed themselves to the printing of forms, stickers etc.. I've had an offer of a support van and driver, and a few lads have already offered their services as run leaders - great, all part of the 'do something for the TRF'. I've even had an offer from a chap who wants to lead a group for the larger trail bike, BMW's etc.. Anybody in the business care to come up with a design for a commemorative tee shirt?

But, enough of the Coast to Coast before that we need to get the Year Book underway - if you haven't done it already, make sure your Group has sent its contribution to Paul Hall, 6 Brook Street, Bradford BD12 7HE, or you could be missed out!

Talking of Groups, I was having my favourite dose of cholesterol in the cafe in Hawes when two lads rolled up, one on a 185 Honda and the other on an SP400. I could see a TRF sticker on the side panel of the Honda. "Which Group are you in"? I enquired, "None" was the reply "we just do our own thing".

Now I'd forgot all about the lads (and lasses) who are freelancers so to speak. No hard working RoWO to rely on for lanes and evidence. No run-leaders, organising their Sunday out - no these lads do the lot themselves - and look on Trail' as their only 'link' with other Trail Riders. These individuals are really self contained one man' groups, and we should give them some recognition. Is there anyone out there amongst you who could write the odd article for the mag and perhaps let us know what you would like from the TRF? You write it we'll print it!

NETTLEBED

IF YOU HAVEN'T RENEWED YOUR SUBS, THIS IS YOUR LAST MAG - DO IT NOW!!!

LETTERS

Fun Run in Grizedale Forest on 29/11/92 by the Lancs Group

Riders were George and Charleion XR250's, Jim on a KMX200, Colin on a CCM 350 Rotax, Peter on his Trusty Steed (185 or 250?) Honda, and Rodger and Keith on TLR 200's. As Vince wasn't there we made a prompt start, and rode a southern anticlockwise route via Ickenthaite, Oxen Park, Colton, Bouth, Low Hay Bridge and Hulleter, then to Rusland Church, Force Mill and Bowkerstead.

The route was made easy due to my use of a "Postit" fixed to the top of the petrol tank with simple directions: eg. 3d L, 1st R, SO, etc. and an efficient set of riders using the rules, 2nd rider opens gate, 3rd rider closes gate, don't go on if you cannot see the person behind when you are at a junction.

The leaves in the forest cushioned the rocks as we entered the forest from the North eastern side, just south of Esthwaite hall. Colin took some action shots as we descended from the forest road southwest down to Grizedale hall visitor centre. Care is needed on this section as it is popular with ramblers and is narrow and steep in places.

Along the southern side of the hall we rode up part of the Silurian Way to the forest road which had been ground to a slurry by the RAC rally a few days before.

It was much easier than with Peter Ballard on his Cossack outfit last time.

We made off in a north westerly direction and down to Coniston. If you are not used to this track, a Grizedale forest map from the Visitors Centre is a big help. It is a pity that our roads are only on this map as dots, "as other rights of way", but you can soon mark it up with an O.S. sheet 96 or 97. The last section down to Coniston has now at last been cleared of the large fallen trees from the gales of a few years ago.

We lunched at THE MEADOWDORE CAFE on the right hand side of the main street going south. The owner made us very welcome, the food was excellent, and there were homemade cakes, and the service was prompt and friendly. I left a TRF card with them and they gave us a postcard of the cafe. Definitely a good place to stop, and you could eat at tables outside if you were a bit too muddy.

South of Torver we headed south via Greaves Ground to near Row Ridding. Just east of Woodland Hall we headed east via Spurnham and Green Moor to just south of Cockenshell. Here we met some mountain bikers with a 1" tourist map and directed them towards their destination after a map reading lesson and a TRF card for their reference in future.

Crossing via Blawith and Water Yeat and then east and north we arrived at High Nibthwaite, the southern end of the road to High Parkamoor. As we climbed uphill the weather became misty, and when we arrived at the bog on the top we met a motley crowd of mountain bikers who looked a bit knackered and muddy.

I greeted them with suitable comments, and a north eastern type voice answered, followed by one with a Teesdale accent. Low and behold it was LARA/TRF Alan Kind and Ken Canham (who organised Coast to Coast Runs), and friends.

They nastily managed to cross the Bog east ahead of us, (possibly because Nettlebed wasn't there to urge us on in his usual vocal manner). The way east towards Satterthwaite was very boggy, and then fallen trees, so we diverted left around the forest road, and down a walled track, (care! as ramblers are common on this track), and so to Satterthwaite. Riding a loop in a clockwise direction through the forest at Grizedale Hall, we retraced our steps and we finally emerged through Rusland Pool to our starting place there.

The time was 3.00pm, and it was already nearly dusk at this time of year. Was this really the very place that Nettlebed nearly drowned in! We enjoyed the run because we finished while we were still enjoying ourselves, and the self discipline of the others made for a very smooth ride. The pace was not too quick, and everyone knew where they had been, as we consulted the map either before or after each stage, and at some time one of us found the route taxed their skills fully. Definitely a route to repeat. It would be a good two up run, or a beginners run. You could miss out sections, and stop for scenic/natural history stops, and you are never too far from the original starting place at Rusland Pool, a smashing place for a picnic in summer.

Keith Westley, Lancs.

Trail Riding In The Alps

Italy

Having always been influenced by the Paris-Dakar bikes, I thought it was about time to go one step further, so I purchased an XTZ 750 Paris-Dakar lookalike Yamaha trail bike. Then, talking to Leo Crone (Fellow Teeside TRF member) I learnt he was planning a trip down to Italy to attend the Stella Alpina Motorcycle Rally (None Competitive), and also ride some trails in the Valle Di Susa, I thought it was a great idea to tag along.

So armed with a monster bike, (previous bike a DT 125) I set off to meet Leo, who was taking Jane his girlfriend along as well. On meeting Leo I noticed something strange about his bike. It had been transformed into an XT600 packmule with sleeping bags and camping equipment strapped on everywhere possible, not to mention 5lbs of boiled sweets!

The ride through France I found totally boring. Too flat with little change of scenery. On exiting the Tunnel Frejus into Italy a whole new world, the Italian Alps, what a spectacle. Once camped at Campo Smith which is free, we set off up the 3033 metre high Col Del Sommeiller, which is the highest road pass in Europe and unsurfaced. The object of the Stella Alpina Rally is to try and traverse to the top. On our way up we came across a German requiring assistance. He had lost control of his XTZ 750 which had plummeted some 30ft down a near vertical cliff. With a lot of careful man handling and the help of a 4x4 we recovered the bike and carried on. To our disappointment we were unable to reach the top due to an avalanche. The views all the way up the 24km trail were absolutely fantastic.

Next day we set off up Mount Jafferau a trail about 40km. At the beginning we were a little unsure about the route but were put right by two nuns out for a stroll. What a trail, sheer drops, tight hair pin corners, snow drifts, a World War 1 fort and a tunnel 1km long.

No lights and a stream running the full width through it, a trail out of this world. Next onto a trail called the Three Crosses. A very long, twisty, muddy climb through the trees which overlooks the campsite and numerous ski slopes, offering terrific views. Unfortunately, I had to cut the trip short, due to internal bleeding in my foot. A shame really because these alps are covered in fantastic trails, one of which is 40 miles long, and the population in this area makes all motorcyclists welcome. Bardonecchia is truly a place for trail riding especially over the second weekend in July when up to 1,500 motorcyclists converge on this small village to take part in the rally, and to trail ride the alps. Total cost of the holiday was £350 everything included, well worth the money.

Phil Fawcett, Teeside

P.S. I'm looking for information regarding trail riding in northern Spain, the Zaragoza area. Is there anyone with maps I can copy? Tel. No: 0287 634972

Pushing the BOAT out

John Thorp raises some very important issues in his letter about the wisdom of claiming both BOATs as against allowing somnolent canines to maintain their mendacity. This issue has exercised many people involved in both "real" rights of way work and in considering aspects of our organisations' policy. John's concerns are not illusory and this aspect of the TRF's (and other motor organisations') work in the last years of this century demand thorough consideration and a consequent policy flexible enough to cope with a changing situation that none of us may accurately predict.

Since the TRF's decision not to pursue BOAT status as a general policy, I have tended to support that idea as both the best choice in the circumstances and a good reason to leave a couple of hundred potential BOAT claims "on the shelf", thus saving me a great deal of work! As a broad generalisation, I feel this policy worked through the 1980's, with our ability to rely on the "true status" or "slumbering rights" allowing trail riding and 4WD driving to continue with surprisingly (in hindsight) few TROs or other legal closures being imposed when viewed nationally. Of course, in this decade there have been many hundreds of reclassifications to BOAT status, but most of these have come from RUPP classifications, rather than upgrades from FP/BR or "lateral reclassifications" from UCRs. There are now many counties with a fair sprinkling of BOATs on the definitive map and, consequently, on the Ordnance Survey map, for all to see. Indeed, I would judge that the major problems with "user conflict", TROs and other lane closures over the past 10 years has not been with RUPPs or BOATs, but with UCRs - the lanes that only the cogniscenti are supposed to know of.

If things are going to stay the same, then I think John is probably correct in his assertion that we should get on and use the lanes, leaving their recorded status to a later date (i.e. never, the way most local authorities go on). But, things do not stay the same and, like it or not, we must try to anticipate the changes and plan accordingly. There are various factors we must take into account. Some will come to pass; some may not. There may well be greater threats that we do not yet know of. Whatever, I feel that simply letting things drift along until we are forced to react may prove to be a costly policy.

It may be that the present, or some future, Government will introduce legislation outlawing vehicles on green lanes. Who knows? We have lived with that threat for a quarter of a century and I feel it is the evolutionary change in law that we must view as the real danger. At present, thanks to the hard work of the Haselhurst Committee's working group on "Vehicles in the Countryside" (featuring WTRA's very own Bill Kershaw), the next evolutionary change does not look to be a real "blanket threat" to green lane driving. That working group regards TROs as something that should be used where there is a genuine problem that cannot be reconciled in any other way. So long as all other steps have been explored, how can we argue with that?

I have a couple of real worries that tend to be the facets of the same area of concern. One is that the sham of the Countryside Commission's "Recreation 2000" policy will backfire on users. Quite simply, the idea that all rights of way will be substantially open and available for use in their true status by the year 2000 is unobtainable except in a very few counties. Few counties have come right out and said "this idea is rubbish - it is unattainable", simply because they depend on Countryside Commission grants and, of course, such a statement would be politically incorrect. What they say is "we have accepted the target and are striving to meet it". However, speak to almost any rights of way officer off the record and you get a very different story - "The year 2000! Don't make me laugh! We can't even keep up with the footpath claims, let alone look at the hundreds of potential BOAT claims." Add to this the potentially dangerous issue of unclassified county roads. You know that almost all UCRs are old roads and that people have driven them time out of mind, but could you PROVE that they are vehicular ways in each and every case? What's that? Never needed to? No, but increasingly, you may have to. Think of both the workload and the potential loss to our network.

Local authorities don't much like UCRs. They have a nasty maintenance liability attached to them which, by and large, BOATs avoid. Local authorities do not particularly like the legal power of the ordinary man to force them to maintain minor highways. How much better, for them, to have this power neatly removed, leaving it to the authorities' discretion in which illegal obstructions, etc, to have removed and which to enforce against. Of course, we can absolutely trust local authorities to act fairly, can't we - no TROs on roads past councillors' houses. No refusal to prosecute farmers for persistently ploughing paths

All of this makes me fear an "evolutionary" legislative change that makes the definitive map a "what you see is what you get" document. That old 60 foot wide inclosure road? On the definitive map as a footpath? Then, chummy, it jolly well is a footpath unless we choose to make a BOAT order. Common law rights? Don't make me laugh! They do not fit in with the Countryside Commission's concept of a planned hierarchy of leisure paths - a hierarchy that will be designed to please the big landowners. "No more scruffy proles daring to interrupt our grouse shooting, eh Jeremy!" Just think of the financial savings to national and local government. The need for rights of way officers plummets. Maintenance budgets can be slashed. The citizens will get a few circular walks and think themselves lucky.

Heavens! you say. What sort of trip is ADK on now? Nothing more than a worst-case trip into the near future. I really do think that we face a battle to retain our "common law rights" to use roads that have been wrongly recorded and that cost-saving measures will soon remove our power to force road maintenance. If these threats blow up, then we may be forced to submit and process many hundreds (thousands, if you include all UCRs) of BOAT claims. Those with a long memory may recall that such a scenario was only a vote or two away during debate on the Wildlife and Countryside Bill back in 1980 . . . Rest assured that there will be some countryside legislation in the next few years. Do we wait for the first threats to be reported in Hansard, or should we be looking ahead now? I appreciate John Thorp's fear that making BOAT claims can lead to subsequent TROs. However, I detect a lessening of this threat as more BOATs appear on the map without any diminution of virgins or increase in chicken decapitation. Look at the situation in the Yorkshire dales. The true status of, for example, Mastiles Lane, is in little doubt. There are at least two books on the green roads of the Dales, so most of the vehicular lanes can be driven with little argument about their true status - what argument there is rests on the desirability and effect of this driving. If other areas were similarly served by general reference books - "The green roads of Norfolk", "The ancient highways of Powys", "Upland roads in Northumberland", etc - then we have gone some way to setting out our stall on the TRUE history and origins of the green roads we use. And, for those roads with little documented history, keep on using them and saving the forms against the BOAT claim that may be forced on you. Not everyone is a potential Wainwright (Heaven forbid!) but that does not stop you sending a synopsis of evidence to your highway authority now, putting them on notice that higher rights than those recorded exist and are regularly exercised.

Sorry to ramble on so much. It is a complex and important issue, in which future developments may serve to prove us all wrong. That said, I feel that to simply rely on our common law rights to use wrongly recorded roads may well prove far more dangerous than the risk of having a TRO imposed on a newly-classified BOAT.

What do you think?

Alan Kind, LARA

Our First Break

Sticks and stones can break your bones - well, in the Sussex TRF until recently we thought they couldn't. This year because of increasing numbers, the annual weekend away was split into two groups, and in September the "old boys" group went to the Lakes. We were based in Windermere, and Martin Lock (the youngest of the old boys) was appointed as run leader because he is good at map reading.

All went well until Sunday afternoon, when we were at the furthest point from our base, and we tackled an exceptionally steep, rocky climb that we had ridden and enjoyed on our previous trip to the Lakes. On the approach to the steepest part of the track we were spaced well apart after coming through several gates, and as I reached the most difficult section I saw a bike on the ground with Simon Seagram standing nearby. He shouted "Martin thinks he's broken his foot".

Now, discipline in the Sussex TRF is on a par with that in the French Foreign Legion, and normally anyone making such a self-diagnosis would be told in no uncertain terms to get back on his bike and ride it to the top of the hill. In this instance, however, the situation was rather different, because Martin is a qualified paramedic in the Sussex Ambulance Service, and if he thought he had broken his foot it was likely that he really had! Apparently, when he fell on the rocks his foot was doubled up underneath the bike.

He was obviously in great pain, but after a few minutes he felt able to make a move towards getting back down the hill. It was decided that he should ride my bike (TW 200) as it has a low seat and electric start, leaving me to cope with his XT 350. Fortunately, it was only about 1/4 mile to the tarmac, and Martin made it without too much trouble. We were still about 30 miles from Windermere, and when we reached Keswick Martin decided to take his boot off and put an elastic bandage on his foot before it became too swollen. The bandage was expertly applied by Chris Morgan in front of an interested crowd of spectators in the market square.

A soft shoe appeared from somewhere, and the journey back to Windermere was completed without incident, although I must admit that I was a bit concerned that Martin might suddenly succumb to shock and keel over - after all, he was on my bike.

After cleaning up, George Scowen took Martin to hospital in Kendal, while the rest of us went out for a slap-up meal and talked about what a good weekend it had been. An X-ray confirmed that Martin had broken a bone in his foot, and at about 11.00 pm George brought him back to the digs plastered, just as the rest of us returned from the pub in the same state (not true, but too good an opportunity to miss!).

After eight weeks, four of them in plaster, Martin was back at work dealing with other people's broken feet. This was an accident that could have happened to any of us at any time, and it was fortunate that we were so close to a metalled road. Had it happened at the top of Walna Scar or Gatesgarth, several miles from the tarmac, it might have been a different story.

Bevis Billingham. Sussex.

EXTremely helpful

I've had a problem with the starting and slow running on my XT350 over the last few months. Tried all the usual things but they made no difference. Carb off time. The problem was discovered before the carburettor left the bike. One of the manifold rubbers had hardened and separated from the flange that bolts to the barrel. A piffling £23 to cure (HOW MUCH ?). Take note; it could save you several hours fruitless, frustrating, fiddling about.

My local Yamaha dealer's a gem - so helpful. I called in there a few months back, after some pads for my XT350. "Hi. I want some brake pads for an XT350 please" "Is that front or rear" "The 350's got a drum on the back" "Oh ! errrm we don't stock the Yamaha pads, I'll have to cross reference their number with the EBC catalogue.....errrm that will be abc 123.....errrm we haven't got any abc 123s but we have some with a very similar number. Would you like to take them and see if they fit."

Shocked ! Not really. The previous time I went there I waited 18 months for a part. "Call me next week"... "Its on the stock order. I'll call you when it's in" etc. In the end I gave up - chasing the part was costing more than the part itself. The next bike will probably be a KMX200... or XR250....
Dave Tilbury. Hants. Southern Group.

YEARBOOK ADVERTISING

This is a wonderful opportunity to advertise in the first ever TRF yearbook, at what must be described as very reasonable rates: don't forget that this is a reference booklet, so it's likely to be read, re-read then kept at hand for at least a year, maybe years! The first print run will be of at least 2500 copies. Most copies will go to Trail Riders and also to motorcycle shops, highways officials, councillors, MPs and of course to other highway user groups.

Cost

Display ads: Full page - £86.00. 1/2 page - £50.00. 1/4 page - £35.00

Sponsors: Company name, address telephone number @ £20.00 minimum.
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GROUP NEWS

South Northants Group

It is hoped to form a new group which will cover Northamptonshire from Northampton Southwards to the Buckingham, Oxfordshire and Warwickshire borders. Anyone who is interested should contact one of the following:- Mick Hulbert 0327 857679, Dave Brown 0604 413002, Bob Balderton 0604 494947

Thanking you in anticipation.

NOTICE

The York Dales N. P. Local Plan is released for consultation this month.

Dave Giles.



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Not for the first time, last minute news means the bin for my first efforts for this column. This time it is news on how we can help the Countryside Commission with a Rights of Way survey. Many of you will remember the TRF green lanes survey in 1990, carried out by the TRF in order to give a fair picture of the network in the face of an official survey which seemed to ignore vehicular rights completely. Even the Byways and Ruppys that they did look at were surveyed from the point of view of walkers, horseriders, and pedal cyclists only. This time, it looks as though things might be different. At least we were asked to the meeting to decide the basics.

The new survey is intended, among other things, as a check on what progress has occurred since the last one in 1988, so it will have to be fairly similar for a decent comparison to be possible. A selection of 5km squares will be made, dotted about all over the country. The rights of way in each square will be checked, using a simple form, for ease of use, obstructions, signposts, and so on. Of course, you will be expected to walk the footpaths, and if you ride the bridleways, only on a horse or bicycle, but this time any vehicular routes can be reported on as vehicular routes. There was even talk at the meeting about a co-operative effort, with all us users doing the survey on our routes, and local farmers and councillors also doing their bit... Yes, it sounds a bit idealistic to me too, but how wonderful if it should actually work. What a wonderful chance to get to know other users, and those who do not always understand our needs. What better chance will there be to make friends and influence people?

This is an opportunity for us, and for you. Group member or individual, experienced or beginner, this is something we can all do to help ourselves, as well as others. Exact details are not known yet, well, the meeting was only yesterday as we go to print. This spring and summer is the timescale, and there will be about three Squares in each county. Not too much to manage between us over a weekend or two, even if you have no trail 'bike. There are even ideas about paying back some of your expenses. Last time the TRF did their own, and in almost every square we discovered problems we didn't know about, but also lanes we didn't know about either. Can you think of one good reason not to help? If so please tell us all through TRAIL. In the meantime, I am looking forward to good reports about this at the executive meetings, so make sure we know about your efforts. Simply send me a stamped addressed envelope (same as TRAIL comes in) and as soon as more detail is available, you shall have it. Mark your envelope 'RoW Survey'.

There you are, see. Not a solitary winge, no doom, no gloom. How long will it last?

Interference in Somerset:

Recent vandalism to the Fosse Way near Shepton Mallet has not been repaired by the highway authority. They say that the newly bulldozed earthworks and ditches are alongside the carriageway, not in it, and therefore are not their problem. Having failed to protect the public right to use the whole width of the carriageway, they now decline to

assert rights on any of it. Instead they are proposing a TRO. It seems that locals are willing to deface 2000 years of history so that travellers are forced elsewhere. Perhaps they should ask whose publicity attracts travellers towards Glastonbury in the first place, and why there are so few official sites for travellers in Somerset.

Obstruction in Norfolk:

Reports are coming in of a motorcycle trap on another roman road, erected with help from a peer of the realm. It might even be that the highway authority were looking the other way; it also seems that Norfolk are only prepared to consider the statutory 20 years of user as evidence of vehicular rights. They make no mention of common law rights, or documentary evidence, but perhaps this is just one of those oversights that sometimes happen; our investigations continue.

Objection in Lancashire:

No sooner had we heard that the ancient route across the sands of Morecambe Bay was under consideration for a change from RUPP to Byway, than an objection arrived at County Hall. It is claimed that some of the vehicular traffic over the last 700 years or so might not have followed the definitive line, and therefore vehicular rights are not proved. The 'Definitive Statement' is even less than usually definitive, it is silent about the width of the route, even though the Official Guide's job has always been to select the best route on any day from the wide expanse available. An interesting case in legal terms, because most highways do have a fairly fixed route, yet this one has been variable since time immemorial. Interesting too, in the detail. The route crosses the foreshore of four parishes and two counties, with a different number in each one. Should each section be signed with the official notice? What if the boundary point happens, just now, to be quicksand? The authority is in a cleft stick, because it has now received further objections from me, one to any thoughts of bridleway or footpath, and another to Byway on the grounds that the statement does not give any clue about the width or variable nature.

Encroachment in Cornwall:

Last summer, local TRF members were asked by the highway authority to clear an overgrown lane. This task was started but they were then asked to stop, and a temporary TRO imposed. A resident in a cottage served by the road was, it seems, not overjoyed that volunteers should spend their time working for the public good, as she had incorporated the route into her garden, and created a lawn across a section of the road. An application to magistrates to stop up the road as unnecessary succeeded, despite the combined efforts of local ramblers, horse-riders, and motorcyclists. An appeal has now been lodged; meanwhile your sympathy is invited for the resident. The whole lane was stopped up, and her cottage is some way up it. Quite how she now gets her car into her garage without offending is not clear. Never mind mowing the lawn.

TIM STEVENS

OFFICERS REPORTS

From the Secretary

I hope that you all got a little trail riding in over the Christmas break; will you be able to do as much next Christmas and the Christmas after that?

After talking to various walkers in both Derbyshire and Cumbria, not ardent R.A. members note; it is very apparent that they know and care little about the ROW that they use. Most do not know the difference between footpaths, bridleways, RUPPs, BOAT or UCRs, yet alone those 'permissive routes' that can be removed with no notice by the landowner. They know little about the rights of cyclists and motor vehicles on the ROW but seem reasonably aware of the rights of horse riders, many are now under the impression that mountain bikes are allowed on footpaths! I regret to say that most are only concerned with their present needs to get up to a mountain peak or along a valley and not about the future of the ROW that they use. Will their children and grand children be able to do the same?

For better or for worse the RA are different; they fight in various ways to preserve and extend the ROW for themselves and other walkers. They are indeed aware of the threats and are taking measures to counteract them. The TRF is doing the same to preserve our rights and the rights of future trail riders.

There is an opportunity that we can all take advantage of; we all at times meet other users on the trail, chat to them, educate them as to what we are really doing, rather than blasting past seeing who can pull the biggest wheelie!

So this year think of the future as well as the days ride, so that tomorrow and for many more tomorrows you and I will be able to ride and enjoy the trails.

Keep those wheels rolling and a happy new year.

PETER BALLARD

From the Membership Secretary

Dear "Trailies", "laners", ladies, gentlemen, and others

Thanks for all the good wishes and good tidings. My Christmas was peaceful, other than an extremely large postbag this time. I am trying to keep on top of the work, and coping well.

As most of you will be renewing your membership within the next few weeks, I thought it might be appropriate to offer a little advice at this time; as it is now a constitutional requirement to carry your card when riding, and display your sticker:

Your stickers are not indestructible, as some of you seem keen to point out. There are a couple of things you can do to help them last a little longer, this advice is also applicable to the appli... sticking on of decals and other stickers.

Your sticker needs a flat, clean, dry and warm surface to adhere to. So, once you have decided on a spot on the bike, which is unlikely to be subject to too much abrasion (notice I avoided the word rubbing) or petrol spillage, I suggest you treat the zone to a "T

Cut", in order to remove any traces of dirt or grease - "aggrrryuk!!!" I hear the trail credders scream - then gently warm the surface with a hair dryer before finally sticking on the sticker. Your sticker will last quite well for this attention. One final note on making stickers and decals last... DONT subject them to powerwashing - they dont like it.

Your membership cards are also not indestructible... I suggest you keep it in a wallet in Your breast (steady lads!) pocket. not in your trouser pockets - even more rugged credit cards do not stand up too well to the punishment they are subjected to when trail riding. Pleasenake a note of your membership number as some members have found they can rub off (it's all that jigling up and down that does it!), if this happens, you can use a permanent fineline felt pen to rewrite it - I use a Pilot marker. If anyone can suggest a more durable pen, please let me know. Happy and safe "laning"

PS I've heard us called a lot of things... "laners" and "Trailies" being among the more reasonable - have you any more silly names for the people or their machines?

GARRY WATSON.

From the Public Relations Officer

Due to the club's computer locking me out of my files, my work has been curtailed for several weeks. Thanks to Alan Seagrave I am now operative again and incidentally the club's funds are several hundred pounds better of as a result of not having to purchase new software.

Many of our Strengths and Opportunities are listed on page 20 of Trail issue no.173 and it would be nice if members respond.

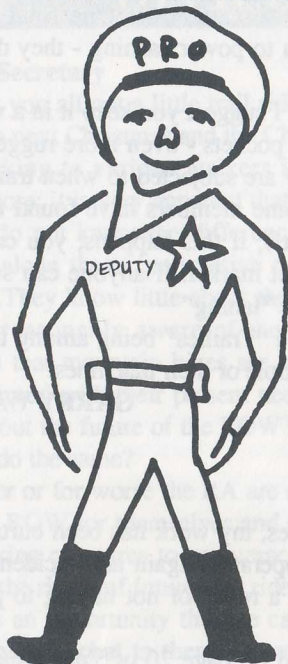
There are no prizes for guessing our greatest threat, the polite description was powerful bodies. Other threats included poor public understanding of trail riding, the environmental issues (i.e. noise and damage), Rights of Way ignorance and hostility, "cowboy" riders and not least T.R.O's.

A moments perusal will show that a good P.R.O would be able to counter a lot of those threats and this was made clear during the session. Unfortunately you have not got a good P.R.O, only me! As I am aware that any P.R.O. no matter how good is limited by his available time etc. I decided to contact some previous P.R.O's and ask their advice.

I duly received replies from Alan Kind and Gwyn Thomas and the information they supplied was passed on to the committee. As a result of this and other discussions I felt that there is a need for a local "deputy PRO" to help deal with local matters. The idea was accepted by the committee and the majority of members present agreed to accept a minimum task.

The Deputy PRO could be the Group Rep. or Rights of Way Officer, but that would be for the group to decide. His job would be to respond to local issues, with my assistance if required. In addition I propose to send out monthly propaganda information to each group. The deputy would pass this on to an appropriate person or persons in his local area.

WANTED



As an example, each group will receive some TRF calendars. The deputy PRO could choose to send this to the local highway authority. It has a photograph of a motor cycle next to a County Council road sign with "Silk Willoughby 2 1/4 miles (green road only)" Imagine the effect of this Calendar hanging in every highway authority. It might also make an impression in your local Police Station.

I will still attempt to respond to national issues as well as being proactive but remember a PRO in each Group passing on propaganda twelve times a year could equal 360 people or groups of people being influenced each year.

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COAST TO COAST '93

Following the piece in last months TRAIL, Nettlebed informs me that the response has been excellent so I can say that "Coast to Coast '93 is a goer!"

The date will be 8/9th May and we will travel East to West - that is Scarborough to Morecambe (or Hest Bank to be more accurate) with an overnight halt in Hawes.

Provisionally, we are looking for about 50 participants and of course run leaders and back-up riders. Groups of seven or eight seem about the right size and we want leaders either for one or both days. More leaders we have more groups we can run.

When I did my first Coast to Coast in 1984 it was really my introduction to trail riding and the TRF. I saw it advertised in Brian Thompson's column in Trials and Motocross News and signed on. I borrowed a Yamaha XT250 on worn trail tyres, fell off dozens of times, but had one of the most en~oyable weekends of my life. The only thing missing perhaps was the camaraderie of my fellow Coast to Coasters. We met briefly at the start on the Saturday morning, 60 or 70 of us. I knew virtually no one - I stayed alone in Hawes and at the finish I still knew no one apart from the great lads in my group who patiently waited when I got stuck and picked me up when I fell down.

This time we hope to put that right with a get together in Scarborough on the Friday night and a similar 'do' in a pub in Hawes on the Saturday night. Actual venues will be communicated at a later date.

Another 'first' will be an official back-up van. This will travel from Scarborough to Morecambe and will be equipped with a mobile 'phone just in case anyone needs rescuing. It will also carry any gear you wish to bung in, thus saving you carrying large rucksacks etc., which tend to detract from the fun!

Those who intend to arrive in Scarborough on the Friday night for the social should take care of their own accommodation - no problem in a large holiday resort - and for Hawes we will shortly publish a list of accommodation in all price ranges.

Cost will of course be kept to a minimum and we have consulted with Ken Canham on this and you can rest assured that any surplus ~profit~ will be donated to the TRF Fighting Fund and not to the organisers 'beer' fund! It's possible we could get a souvenir tee shirt printed and sticker and including the shirt we are provisionally looking at £15.00 per entrant (leaders free of course).

If you are interested and a lot are, send an SAE for an application form as quickly as possible to Fred Garbutt who has kindly offered to do the paperwork - remember first come first served - so don't delay. By the way Fred's not printed his telephone number deliberately - he doesn't mind postal queries, but he doesn't want to spend his spare time on the 'phone...if you want to 'Natter' ring Nettlebed! Remember, you must be a current paid-up member of the TRF.

THE WEASEL

*Send SAE to: Fred Garbutt, Busby Grange Garage, Great Busby,
Middlesborough, Cleveland TS9 7AS*

TRAIL BIKES...

old (mostly) and new

By A. Womble of Leamington Spa. Part Two...

Continued from Noveber and discussing the KMX125..... The 17" rear rim limits tyre choice. and the swinging arm is not long enough to accomodate an 18" rim fitted with a 4.00 section trials tyre. Mine has no non return valve on the gearbox breather pipe. regularly sucking water into the gearbox when fording streams. I hope that I have solved this by taking the breather upwards over the airbox. Finally the seat is very hard!

Apart from these minor grumbles the bike is excellent. The O ring chain is lasting well but the front sprocket needed replacement at 5500 miles. Standard gearing is fine for trail riding and allows up to 80mph on the road, although it becomes thirsty at such speeds. used on TRF runs consumption averages out at over 50 mpg and using Silkolene synthetic oil in the injector system keeps the smoke level down. However it still smokes at large throttle openings. The bike is also very quiet. which drew praise from horse trial officials. I have heard complaints of overheating but have never had this problem which I think results from rider technique not the machine. I try to use a high gear to go smoothly and steadily - not always successfully!) rather than spin the back wheel with a handfull of throttle. The bike is not best suited to this type of riding as power really starts at 6000 revs but it does well enough. If I could change anything I would like more bottom end torque and a slight lowering of the suspension (possible with a longer rear linkage).

Before the KMX200 I tried a trio of Yamahas: First a DT175 which had been "enduroised". This spoilt a good bike which could not be redeemed without spending more than it was worth. Fast(ish) furious and thirsty sums it up.

Next to pass through my hands was a DT250MX bought as a non runner with a failed big end bearing. This was speedily repaired by the local agent and I rebuilt the engine with new mains, seals, piston etc. The 250 was not as popular as the 175 being heavier and more expensive but with no more power and only five gears in place of six. However mine was comfortable and so easy to ride. The engine pulled effortlessly from tick over to about 6000 rpm With no apparent powerband, ideal for me! The drawbacks were a 6 litre tank and 40mpg consumption giving a range of only 60 miles plus the abysmal 6v. headlamp. This lamp was obviously a Japanese joke giving a ring of light with a hole in the middle. just like a polo! I regret that I sold mine because of its limited range after using it in the MCC Exeter trial, the worry of running out of petrol in the middle of the night being too much. I should have just got a bigger tank!

Last of the Yam trio was an XT250. I would much prefer a four stroke and still hope to find one that suits me. The XT was good in most respects being low, comfortable and having acceptable performance with good economy and a nice exhaust note My problem

was that I just could not get it to run dependably at low speed. It would tick over nicely in the workshop but show it a difficult obstacle requiring fine throttle control and it would promptly stall. Losing confidence in the machine I began to ride too cautiously which brings its own problems. It didn't like water either but that was cured by painting the electrics with Waxoyl. I know that some XT's run perfectly, if I knew why I might still have mine.

Both of these 250 Yamahas were slightly low slung and needed better chain guides than the bent metal strips provided. The nylon guides found on the KMX and others are far better. The brakes were all good enough when dry but non existant when wet.

Brief impressions based on a quick spin on friends bikes include: KDX200- brilliant! almost too easy until you need to put a foot down when you are reminded how tall they are. Rather low geared for the road and not nice to ride behind, unless you are hooked on smoke. XT350- very smooth and comfortable but rather heavy, particularly at the front. DR350- Much sportier than the XT, excellent handling, very eager engine, apparently hard to start at times.

Returning to the point, any reliable bike will do for greenlaning, after all it is not a competitive sport! However for a beginner, and the rider like myself who only wants an easy day out exploring the countryside, the confidence engendered by being in control is important so low seat height (but good ground clearance), light weight and a tractable engine are all essential. Which means that the older bikes, such as the DT's, are as good if not better (except for the brakes!) than most current bikes.

I can't understand why no manufacturer offers a simple four stroke of this type, something like a TLR250 with a bigger seat and tank and steering geometry to suit faster going. The Yamaha Serrow might fill the bill but it's not officially imported. If it was would we buy it or are we all too easily seduced by Enduro styling and "high" performance?

A. Womble

TRF AGM 1993

Sunday October 24th

National Motorcycle Museum

Birmingham

TRAIL RIDERS FELLOWSHIP EXECUTIVE MEETING

Minutes of the meeting on 26th.Sept.'92. held at AMCA HQ, started at 10.30 am.

1).A record of those present was made; all TRF Officers were present, 12 of the 37 Group Reps attended together with 1 guest.

2).Apologies were received from the following:

John Johnson - Cheshire. Derek Collins. Bevis Billington. Mick Holbrook. Peter Clark. Tim Goodeson . Peter Owen - Swindon. Ray Morse - Staffs. Mark Snoddy - Northumbria.

3).Objective of the Meeting.

The Chairman,Dave Giles welcomed those present to the meeting and introduced Ken Morris who will be running through the SWOT analysis. D.G. went on to warn about winning battles but losing the war, that the TRF needs to consider its weaknesses.

4).Proposed Structure of the Meeting.

D.G. then explained the proposed structure of the meeting.Ken Morris was to take 3 hours to go through his investigation into our Strengths, Weaknesses, Oportunities and Threats.Then to list the best ideas for the TRF mission and objectives.The constitutional mission and purpose would not be changed at this meeting.

The meeting split into 4 groups to discuss,select and prioritise the opportunities and threats.

At the plenary session after the discussion sessions the following was established.

Top Opportunities

- 1)To change public perception of the TRF.
- 2).To co-operate with others.
- 3).To extend ROW knowledge and facts.
- 4).To protect our heritage.
- 5).To harness underused and part time resources.
- 6).To influence legislation.
- 7).To educate, (members and others.)
- 8).To pubicise our strengths.
- 9).To promote our expertise.

Top 10 Threats.

- 1).The communication power and influence of 'other bodies'.
- 2).Poor public understanding of the TRF.
- 3).No Countryside Commision policy for vehicles.
- 4).TR0s. (too easy).
- 5).Changes in EEC/UK law.
- 6).Environmental issues.
- 7).ROW hostility and ignorance.
- 8).Cowboys.
- 9).Competition for the countryside.
- 10).Public underfunding,(affecting maps/ROW databases).

5).The Future Organisation of the TRF.

Plenary thoughts on possible new ways of working on the key TRF tasks suggested were;

Regionalise

Rewards.

Teams from Exec - tasks.

Training.

Reduce travel.

Joint ventures.

It was agreed that tasks should be delegated to teams,with finite targets (ie closed end tasks.),for example; ROW by county and region.

Publicity/PR. a).National. b).Regional.

One to one/small groups a).National - joint ventures with other groups. b).Regional.

It was agreed that the outcome of our discussion should be put to the total membership through the bulletin and the AGM to determine the future TRF organisation.

6.0). Conventional Business.

6.1) Minutes of the last meeting:

These were not available from the secretary because he was still getting things organised since the handover from Ian Thompson.

6.2) Matters Arising.

There were questions as to why I.T. resigned. D.G. explained that I.T. had not been to 3 exec. meetings and that since he could not make the next meeting he felt that he should step down.

6.3) Officers Reports. (published in Sept.1992 Trail).

Chairman:D.G. stated that although he would be standing down as chairman he would continue to be an active member of the TRF.

Secretary:P.J.B. had recently received all the old paperwork from I.T. but had yet to go through it in detail. P.J.B. would advise the TRF on how he would see the secretary's job being reorganised or the TRF is regionised or more teams are used.

Treasurer:T.L. stated that the TRF is in surplus again at the end of the year.Draft accounts to be published in mid October,to the Exec and Group Reps. The surplus did not include the extra £3.00 per member for the bursary fund.The ROW bursary fund had been taken up as follows; £400 Mendip group. £300 Avon group. £300 East Midlands group. £25 Dick Sutton of Powys who has agreed to document his knowledge of Powys. Total £1025 approx 1/3 of total available.

T.Stevens asked for clarification under what circumstances could he apply for money for his research at records offices, research of such a nature that may be thought to be what a ROW officer should do anyway.D.G. and T.L. stated that he could apply like anybody else.His normal expenses to do his ROW officers job are allowed anyway.

D.G. confirmed that the bursary was available for 'specific tasks in specific areas', and requested T.S. to write down the tasks and apply to the bursary committee, there being no difference to other applicants.

T.L. asked for statement of TRAIL advertising income from PJB and J.Haydock.PJB to supply.

Membership;membership now stands at 1426, about the same as last year,

Rights of Way;T.S. reported that reasonable progress on the Ridgeway Enquiry preparation had been made, he would be at the enquiry most of the time, everything was well in hand.R Marshall asked T.S. what he needed from the membership. T.S. said, "write in or be there.I will speak for any member who can't go but I must know what points to raise," A. Kind of LARA is co-ordinating this for the TRF, he is trying for a theme and flow of evidence.First contact can be through T.S. for him to pass on.

T.S. also reported that the BMF appeal against the Gloucester road extinguishment was also in progress.

"Report concerning London Gazette" forwarded by T.Goodeson.

Public Relations B.W. circulated report to the meeting.

Editor;F.Ellison.standing in for the Editor, stated that as usual there is a need for more material.The costs of the magazine per member had been calculated at £6.55 per member per year, about 40% of the annual subscription of £15 .

6.4) Minutes of last Exec. Meeting. 1).These had been checked and approved by D.G. & R.M. 2).The minutes of the last AGM (1991) must be published before the 1992 AGM . PJB to action. 3).The code of conduct, it was confirmed was part of the constitution.

6.5) Matters arising. 1).P.Banks spoke about the project he is working on, a booklet explaining the aims and objectives of the TRF: "Caring for Green Roads". The wording was as before.The artwork was to cost £182. F.Ellison considered the "twin-shock" bikes on the booklet looked dated, but those present showed no agreement that this was a

concern. Costs of up to £500 were expected for printing the booklet.The meeting agreed that he should continue to produce it. 2).C.Morriss presented a paper titled , "Forming a New TRF Group". P Banks had some comments on it that he would forward to C.M. C.M. was still awaiting comments in general. D.G. suggested that the Exec look at it at the meeting after the AGM.. It should be printed in TRAIL, then ask for comments. It would eventually be published perhaps as an A5 information sheet. 3).B.Wright was to look at placing adverts in other than motor cycle magazines. Most suggestions were to try magazines aimed more at horse riders etc. than walkers.

The philosophy was to place an advert, then to follow it up with an article that discusses the problems.D.G. gave a contact to B.W.

F.Ellison says that the advert or article should get the TRF objectives across, not just join the TRF and give us your subscriptions.

4).R.Marshall stated that there was no response for a greenlane run on the day of the AGM. 5).D.G. to look at the question of insurance in the case of accident between a TRF member on a bike with the public on private ground at an organised event.Discussions followed but nobody knew for certain. D.G. to check with the BHS.

Discussions followed on the use of helmets at horse events, better to hear the horse coming or protect one's head when the horse gallops over you, really a serious question.

6).B.W. raised the question of life membership proposed from the last AGM. He suggested £150 to which D.Lewis stated that this seemed low. A motion will be needed for the AGM.

6.6) Motions for the 1992 AGM. . The following motions were received to be put to the AGM. -see attached sheet-

D.G. read two sections from a new Countryside Commission booklet that showed promise, to the effect; 1). "that users of a recognised long distance path could expect to meet other users on the path such as horse, cyclists or vehicles." 2). "that the recording of a certain status of ROW on the 'Definitive Map' does not necessarily mean that no higher status of ROW exists on it."

7.0 The Arrangements for the AGM. Planned for 1st.November in Nottingham National Watersports Centre. Agenda order was briefly discussed, to be finalised by PJB & DG after this meeting.

8.0 Next Executive Meeting. The date has been moved from 25th to 21st November at 11am at the AMCA HQ, Darlaston Walsall. PJB to Ask AMCA for room & lunch.

The meeting was closed after B.W. thanked D.G. for arranging for Ken Morris to share his expertise with us.

P.J.Ballard.Secretary.