

GROUPS

BRISTOL

Richard Tallon, Tel: 0249 715426
2nd Monday, Warmley Community Centre, Deanery Road (A420), Kingswood.

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, Shef'd.

DEVON

Richard Anscott, 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 Chimney, 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 Canallnn, Wrantage

SOUTHERN

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

SOUTH LONDON & SURREY

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

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

Don Hoaglin, Tel: 0252 737426 (Home) 519224 (Work)
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, Wilmcote Mens Club, Stratford on Avon.

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

FEBRUARY 1993

No. 175

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

EDITOR: Mike "Nettlebed" Pedley.



15.11.92 343145 A water tank uncovered by a West Oxon working party on this green lane which goes North East to Leafield.

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All contributions to the Editor.....Please keep it short and sweet!
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TRF OFFICERS

| | |
|-----------------------------------|---|
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| PUBLIC REL. OFFICER: | Brian Wright, 99 Boundary Rd., Wallington, Surrey SM6 0TETel: 081 669 4214 |
| MEMBERSHIP SEC: | Garry Watson, 3 Stocks Avenue, Mytholmroyd, Halifax, W. Yorks HX7 5ASTel: 0422 883241 |
| SECRETARY: | Peter Ballard, 210 Spring Meadow, Clayton le Woods, Leyland Lancs. PR5 2PPTel: 0772 455487 |
| RIGHT OF WAY OFFICER | Tim Stevens, 101 Square Lane, Ommskirk, Lancs. L40 7RGTel: 0704 894136 |
| TREASURER: | Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QFTel: 0332 704748 |
| EDITOR: | Mike Pedley, Nettlebed, Newsholme, Gisburn, Clitheroe BB7 4JFTel: 0200 445657 |

The views expressed in 'Trail' are those of its correspondents and not necessarily those of the editor or the T.R.F.

EDITOR

Ever organised a Sunday trail ride and no-one turned up? Rotten feeling isn't it - you sort of can't help taking it personally, yet more often than not it's just that everyone coincidentally decided not to bother on that particular day and cleaned the car instead.

When the idea of a 1993 Coast to Coast was first discussed I had this horrible thought that we just might not get enough to make it viable, but I'm relieved to announce that Fred Garbutt has been inundated with enquiries - so please no more - it's full - it's over subscribed. If you didn't apply its too late - sorry! Better luck next year, but there has to be a limit on the number we can reasonably cope with.

In January's editorial I mentioned briefly the lads and lasses who, although loyal TRF members, do not belong to a particular regional group - and that we would like to hear from them. "Is it a wind-up?" asked one - no it isn't and to prove it one or two of you got stuck-in and wrote a piece for the mag - great, keep the articles coming - you are doing something for the TRF - what about the rest of you?

Finally, I can usually count on some news from the Weasel, but he's a bit sick this month - someone's knicked his XR250 - serves him right cause he never used it! Word is he's looking for a nice clean low mileage KMX 200 as a replacement (wimp!). So if you know of one telephone him on 0457 872380.

NETTLEBED

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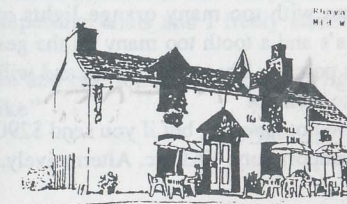
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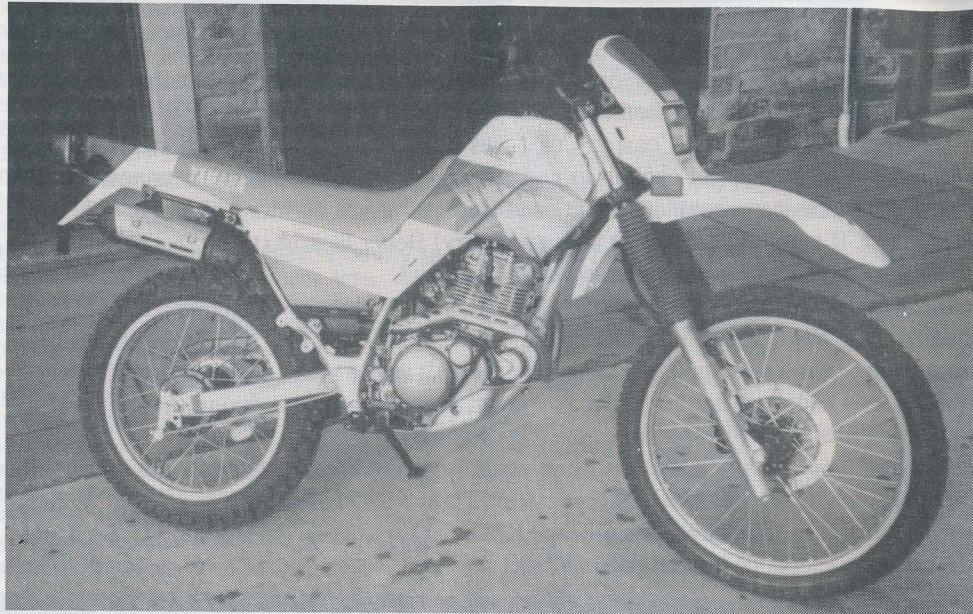


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LETTERS



How's this for the definitive trail bike?

Yamaha XT225 'SEROW'. Four Stroke, Monoshock, 9" front and 8" rear movement, disc front brake, "Electric Leg" (No kickstart!), 250lbs 'wet'. A touch of class is the stainless steel exhaust front pipe, but, most important, only 32" seat height.

It came with too many orange lights on, the headlight permanently 'on', two, too smooth Yokohama's and a tooth too many on the gearbox. When all that is put right, it's nimble and goes where it's pointed. The motor's kind and willing, not so exciting as the DR350S, but not so tall or as heavy to pick up!

They're not here yet, but if you send \$2900 to the States you can have one. Then you've to find shipping, import duty, VAT etc. Alternatively, I know a man who can do all that.

Gordon Carr, West Yorks. 0535 644568.

Ramblers in it

I noticed a Public Path Diversion in order in our local rag, the Newbury Weekly News. I feel that many of us could think of a few Ramblers for whom the original route should be recommended, as below:-

"and running in an easterly direction towards and through the poultry shed before continuing through a slurry pit and up a steep bank."

Take care on those lanes.

Richard Mott, Loddon Vale BE89 BBT

News from Hertfordshire

Somebody suggested that we should go for a run on the following Sunday. I decided to go, I felt as though I needed some good fresh air and a change of scenery.

I didn't get either. The weather was dismal, overcast and very murky. I did, however, get a 'run'! Entirely due to my old fashioned trusting nature I had totally misunderstood the meaning of the

word 'run'! I thought he meant ride! *He* probably thought he meant ride as, on the day, he turned up on his bike! Trouble was, given minimalist adverse conditions, run it wouldn't - cough, splutter, bang, yes, but run- no!

Now, over the years I have found that "running" in industrial wellies, ancient waxed cotton suit over clothing designed and worn to keep frostbite and hypothermia at bay is a term bordering on euphemistic. Nevertheless, as some of us have found out, to get a "good for green laning" bike (as the optimistic and hopeful ads say in MCN) going, it is sometimes necessary if not desirable to tow or push it. This usually means getting somebody else to push it at a trot while the owner runs alongside shouting brave words of encouragement before leaping aboard and dropping the clutch.

This procedure is time honoured and part of folk history for most owners of "good for green laning" bikes. More often than not it is successful in persuading unwilling motors to burst into throbbing - and very welcome - life! This is particularly true if the surface is grippy and the going downhill, but, and I've known some very large butts in my time, on a slippery, muddy lane (not your gritty, stony lane like you have north of Leicester, but a real slimy southern one!) it is less than totally efficacious. Dropping the clutch simply locks the back wheel so after three or four such attempts all you've got is a dead bike, an increased risk of cardiac-arrest and a lot of sweat where the sun doesn't shine!

Once you are aware of the difference between a "run" and a "ride" you have ample motivation to be noble and take on the onerous duties of Run Leader.

You seldom get mud or sand in your face, (see Trail 173 p10) you arrive at the end of the lane and have a nice little rest while everyone else is rescuing the unfortunates, digging or pulling them out of ditches, mud holes, hedges or each other. When they do finally arrive, red faced, well "filled in" with muddy gloves and totally knackered you cheerfully announce "OK lads, let's go!" This gives you an immediate tactical advantage as befits and reflects your status as a leader of men! Should there be any dissent or other mutinous objections, point out the onus of your responsibilities, glance at your watch to ascertain that they're open - and remind them that there is still one more lane to do before lunch!

If anyone should deduce from this that I have something against worthy, old, heavy "classic" bikes on green lanes I hasten to point out that I am a founder member of the "They don't make 'em like that any more!" club. I used to ride one in competitive trials and I freely admit that I'm blooming glad they don't!

Long live my "wheel it out the shed, kick it twice and ride for a week, modern, lightweight, reliable, mass produced, bog standard Japanese trail bike!"

Ken One. ABOF (Herts)

Buzzed on Rooley Moor

As a T.R.F. member it made a change to be on the receiving end of a "Fly Past" by trail riders. At 10.30am on Saturday 2nd January 1993 I was out on my mountain bike with three children at the start of Rooley Moor Rd., 100yds from the Rochdale end, when a group of Trail Bikes came up the cobbles from Rochdale and past the gate. I stopped at the side of the road to acknowledge the riders and I was given a display of wheelie pulling past me at speed. I can now see why walkers and other users are intimidated by Motor cyclists and dirt bikes in particular. I could not tell if the riders were T.R.F. members or not but this was a graphic case of bad Public Relations if they were. I would have expected the riders to slow down on approaching my group, followed by a nod, a wave or a good morning, then speed up when clear of me. Please if you were in this group or ride in this way, use your head and not your twist grip. Think Public Relations at all times.

Phil Lord. Lincs.

Scottish Rights of Way

First of all, greetings from the frozen North of Scotland, I have been forced to put pen to paper in reply to January's article about one man groups "freelancers", as Nettlebed, put it, well there are actually three of us in the Highland Region, I joined in April, 1992, I haven't met the third person yet, but hope to organise something this year where we can meet up, THE CORRIE - YARRACK PASS looks likely, because it's the only route which I definitely know has vehicular rights of way. We cancelled this ride last September, because of bad weather.

Which brings me to the main point of my letter. Scottish rights of way, H E L P! I/We desperately need information/help from anybody or organisation. Has Alan Kind located the wodge of legal paper on Scottish rights of way? I would certainly like a copy of that.

I have done a fair amount of digging about myself and know of about a dozen major drove roads in this area, but as they run through Estates and Forestry Commission land, and the legal position is such a grey area in Scotland that I hesitate to investigate further. It seems that you can walk, ramble, mountain bike, ski drive husky teams, but motorcyclists are looked on as motorised vandals, by the Estate Owners/Forestry Commission.

It seems to me that 99% of the Highlands of Scotland, are shut off from motorised Public access, which is a terrific shame as there is so much beautiful countryside to be seen. I am also pretty sure if we could open up some of these Forestry Estate/Drove Roads, our group up here would grow, but at the moment we have very little to offer in the way of rides.

On the subject of bikes, I bought a DR350S, in February, 1992, and have found it to be an excellent mount, good suspension, torquey engine, good on the road as well as off, can be awkward to start at times but a good all round bike. 829 miles recorded shows how much trail riding I have done in two years.

Finally, if anybody can help, it would be most appreciated. Any advice, thoughts, information or potential trail riders, you can contact me on 0667 53037.

J. I. Elder. Auedearn, Scotland.

Lone Rider

Unbeknown to you, your last two paragraphs of January 'Trail' have kept me within the T.R.F.

I, like the riders you met, am not in a group. I rarely go trail riding because of other commitments. In fact I've not been out riding for over 18 months because of a lack of machinery.

On the other hand, I have spent many hours liaising with the R.O.W. officers at County Hall in Bedford. I have also had a small article printed in 'Trail'. I also sent a letter of protest to the officials handling the Ridgeway inquiry even though I've never seen this right of way. I've even been known to send a donation to the fighting fund. In a small way I've helped the T.R.F., but I was ready to let my subscription slip. In my opinion the attitude of 'Trail' has been to lambaste anyone who's not doing *visible* work for the T.R.F. Some of us non-group members are doing our "bit". Providing last months' editorial was not a wind-up, I'll be posting my sub. today.

Duncan Brightman. Bedford.

All together now

Firstly I would like to thank David Giles for his kind words in issue No. 173 of the trail. But as we all know it's not just a one man effort for one moment in time but the combined effort of all individuals both past and present. So thank you to all trail riders who have and will help with valuable research in Dorset.

David Greenslade. Dorset Group

My First Trail Ride

This began on an autumn morning. We arranged to meet on a busy roundabout on the A45 (Northampton) Billing Aquadrome. I arrived on my freshly rebuilt DT175MX (new crank) ready

for my first T.R.F. run, this was to take me to Cambridge, Huntingdon, on a diverse number of trails, looking around at the other member's bikes I could see they were serious about greenlaning, XR's KMX's MTX's. As it was dry and sunny I was kitted out in track suit-bottoms, and trainers (wally). I could see another of the team was wearing the same gear but I soon found out it was his first time as well! Thinking I was going to be OK at off road riding I was promptly blown into the weeds and remained at the back-struggling to stay on the DT., much soaking (Tilbrook Bushes), falling off, and freezing. Time was getting on, around 6.30pm and 3 or 4 lanes to get back home. I'd had enough but I had to follow the rest as I was in the middle of Huntingdon and didn't know the way home (*What about an OS map. Ed*). Screaming the bike home, gripping the tank with my knees trying to get some warmth from the ageing 2-stroke engine, I couldn't feel my feet, toes or fingers as the wind blasted down on me on the A45. I reached home so stiff and cold I could hardly get off the bike, plastered in mud from head to toe the missus didn't recognise me. I collapsed in a heap on the floor. This is an experience I shall never forget, dif I never go trail riding again,. You bet I loved it!

Nick Evans, Northampton.

Another Lone Rider

You ask what those of us who are not members of a group want from 'Trail'. Here are a few thoughts and observations:-

i) 'Trail' is a link with other riders but contains little which is not historical information (of the who did what variety). It would be nice to see more from groups or individuals about what they are going to do (like the write up for the Coast to Coast run). It might tempt a few individuals out of their shells.

ii) 'Trail' is also a source of information about individual trails, but often not in enough detail to follow on a map. With references or Wainwright type drawings it could easily become an information exchange and would allow people to build a collection of routes outside their normal area.

iii) 'Trail's' strength is that it isn't a glossy magazine but is written by and for the people it serves. Having said that, however, some magazine ideas could work. Find four people with the same bike and get them each to write a two paragraph review of their likes and dislikes. Or how about a competition to find the best tea shop (beer?) near a green lane? The more ways of getting members to write in that you can think of the more members will write. The more that write the more interesting 'Trail' will be and the more everybody will get out of it.

There is also the question to be asked about why members of the T.R.F. don't join a local group. How many groups routinely contact new members in their area?

With appreciation for getting 'Trail' into print.

Colin Jago. Surrey

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GROUP NEWS

WEST YORKS. PRESS RELEASE 4/ 1/ 93

Paul Hall the Public Relations Officer for the TRF West Yorkshire Group recently announced a new initiative for Winter '92/93 - W.A.S.P. (WINTER ACTION SUPPORT PROGRAM).

W.A.S.P. aims to provide help to elderly and infirm people in the winter months when severe weather conditions prevent access to public transport.

Types of support include help with urgent prescriptions, or simply calling to check on people when telephone communications break down.

TRF members have helped out in the past, in particular during flooding which made roads in parts of Halifax unsuitable for cars, and very difficult to use even for four wheel drive vehicles.

A list of the participating members of the TRF along with addresses will be held by Paul Hall Tel. (0274-690306), who will then be able to contact the appropriate member in times of need. Only experienced motorcyclists from within the TRF will be able to participate in the programme.

The TRF is a national group of non-competitive motorcyclists who enjoy riding on unsurfaced roads and ancient highways or "Green Lanes". The TRF enjoys the support of the Countryside Commission, and help out at events organised by groups of countryside users such as the British Horse Society, marshalling and marking out courses for events.

Garry Watson the National Membership Secretary for '93 said "Motorcyclists have in the past received media coverage which does not give a fair representation, most people who ride motorcycles are responsible members of the community", he went on to say "TRF members operate a strict code of conduct which includes, riding motorcycles that are fully road legal, properly silenced (as indeed any road legal motorcycle is), and a voluntary 25 mph speed limit when riding green lanes".

Gordon Carr, Chairman of the West Yorkshire Group and Local Farmer said "We have members from all walks of life, riding green lanes has no class barriers, and we would welcome newcomers at our meetings. Even if you currently do not own a motorcycle you may attend one of our meetings, when we would be pleased to outline our aims and objectives, or simply give advice on the purchase of a suitable motorcycle".

The West Yorkshire TRF holds meetings every first and third Thursday of the month at Bankfoot Cricket Club, Odsal from 8.30 pm onwards. Anyone wishing to attend a meeting either out of curiosity or with a view to joining the TRF, would be made most welcome. We would especially look forward to seeing people from other countryside groups, with an interest in protecting rights of way for future use by all members of the community.

Should you require further information about W. A. S. P. or the TRF then feel free to contact one of the following members.

Paul Hall - 0274-690306 / Gordon Carr - 0535-644568

Steve Thoma - 0274-677082

NOTHUMBRIA - WINTER 92

Well the winter has started early up here with the first snow on some of the more upland trails. The weather has been pretty vile with rain and more rain, as for the summer, what summer? Anybody got a cure for carb icing on KMX200's?, we had this phenomena, affect two bikes recently.

(NORTHUMBRIA) RIGHTS OF WAY NEWS

Wolsingham Common and Byway Claims

The conflict with the landowners in the Wolsingham Common area has continued with riders being regularly stopped and registration numbers being taken. The latest tactic is to accuse riders of not following the inclosure roads. I wrote to the landowners asking for permission to mark some of the roads but this was refused. If a prosecution is attempted we can show that we have made every reasonable effort to ensure the roads are followed.

I recently met with the head of Durham County Council rights of way section to discuss the position regarding the byway claims in this area. The views he expressed are his personal opinions and should not for the time being be taken as the official position of Durham County Council

The landowners position is that the Wolsingham inclosure is invalid, the reason being that the inclosure walls were not built, therefore the inclosure roads do not exist. Durham County Council have now researched the inclosure and they are of the opinion that there is no connection in the inclosure award between the creation of the roads and the building of the inclosure walls. I have also shown evidence that at least some of the inclosure roads were in existence prior to the inclosure

The head of Durham County Council rights of way section is satisfied that sufficient evidence has been shown to prove vehicular rights exist on Pikestone/Stanhope Lane. The matter is now with the council's solicitors for legal opinion and the solicitors will report back in January. His opinion is that the rights of way section will recommend to the council that an order should be made for a byway, the landowner will object to this order and a public inquiry will follow. The council will be legally represented at the public inquiry to support the claim. If this claim is successful the rights of way section would be interested in claiming some of the other inclosure roads such as Middleton Lane as byways. If you compare the situation now with twelve months ago when five riders were unsuccessfully prosecuted for using Middleton Lane this is considerable progress.

The situation regarding Hartop Lane where the only evidence for vehicular rights is the inclosure award is less promising. It looks like a decision will be taken not to proceed with the claim, if this happens I will appeal the decision to the Secretary of State. The main reason for not proceeding is that it could open a can of worms. If Hartop Lane is still a public highway then the other thirty or so inclosure roads must also still be public highways, there are also many public foot paths also listed in the inclosure which are not on the definitive map.

The council have now researched the Wolsingham inclosure and have mapped the inclosure roads. They plan to research other inclosures such as Hamsterley later this winter.

I also asked regarding whether a traffic regulation order would be applied if the claims were successful. The reply was that Durham County Council were not interested in applying TRO's unless the situation changed considerably or there was disturbance to rare nesting birds.

Great Rookhope Lead Road

Andy Staley rang to update me on the problems on this road. An employee of the landowner prevented Andy and a number of other trail riders from using the road by blocking the gate with a Landrover. The employee also said he was sprinkling tacks to prevent cyclists using the route and that he was locking the gates.

A number of letters to the landowner pointing out the evidence for vehicular rights of way were unsuccessful in that landowner continued to deny vehicular rights existed, though the lock has now been removed from the gate. As a state of deadlock has been reached I reviewed the evidence with Alan Kind and agreed to submit a byway claim. Some research showed more evidence which was

included in the claim, which was submitted a few weeks ago. The landowner is apparently rather upset that a claim has been submitted!

One of the pieces of evidence is a copy of an estate map by John Bell (1808). The copy is signed "Copied by J M Dodds, Slaley, 11. 6. 82..? I can't find the original of this map, does anybody know where the original might be or who J M Dodds is?"

The lead road was mainly used for transporting lead from Rookhope smelt mill to Newcastle upon Tyne. The landowner is contesting the claim on the basis that the lead was transported by horseback rather than horse and cart. I have some evidence that carts were used but would welcome more evidence. Anybody know anything about the transport of lead or other goods in the 1700 and 1800's?, Durham County Council are prepared to pay for some research if necessary to resolve this issue.

Yarm Lane

Trevor Newton and myself spent some time this summer cutting back the blackthorn on this lane and it is now passable. No success as yet in getting the council to remove some of the obstructions on this lane.

Old Road Stanhope to Middleton in Teesdale

The early maps of this area show that the above road was rebuilt in the 1820's. The old road is shown on the OS map Outdoor Leisure 31 Teesdale as a track, the longest stretch running from grid 989 259 to 995 294, other stretches also exist such as from 996 309 to 993 316. I have also found some old mining maps which also record this as the old road and I would think this should be sufficient evidence to use the road. The course of the road can be easily followed on the ground.

Hexham Lane

There has been some doubt as to the route and status of the northern section of Hexham Lane from Salters Gate to Waskerley Farm. Durham County Council have produced an order dated 1953 that the section of highway through Burnhill Plantation was stopped up and diverted as a footpath only. So unless somebody can show some other evidence, that's it, we do not have any rights to use this section of the lane.

Have a good time on the trails.

Mark Snoddy. Northumberland.

DORSET. MEETING 1st DECEMBER 1992

RoW consultative Panel - on 18th Nov. 20 people were there including members of the R.O.W. sub-committee, C.L.A., Ramblers, N.F.U. and T.R.F.

The agenda started with modification orders. There is currently a list of over 60, which is likely to take up to 10 years to get through at the present rate.

The County Solicitor said that they cannot accept obstructions on UCRs, but that they are concerned about surface maintenance and the condition of the lanes. On crops planted on RoW he said that they would try to stop it, but they would be very reluctant to prosecute over it.

Piddlehinton by-way registration - this was rejected by the R.O.W. sub-committee on the grounds that it is a "private" road. We await the decision of the full committee.

Following the sub-committee's decision an article appeared in the Dorset Evening Echo making a great play out of how the Parish Council had objected and been successful in thwarting the efforts of a group of motorcyclists to change the status of the lane. It seems that it stirred up considerable local interest.

(Dorset) Run Dates.

7th March, run leader's Bob Presslee (AM) Pete Boyce (PM)

Tel. Bob 0305 265259

4th April, run leader Dave Vatcher 0202 475908

Please Note:- Always check with the run leader by telephone at least two days previous to the run. This gives the run leader some idea of how many are likely to turn up on the day.

Are you a National T.R.F. Member living in Dorset? Why not join us at our next meeting? Subscriptions are only £5.00, you get a monthly news letter + at least 1 run per month.

Subscriptions are now due for 1993.

If anyone would like to contribute to the News letter. Please send it to the Editor.

Bob Presslee, 3 St. Thomas Road, Dorchester, Dorset, DT1 2PA Tel. (0305) 265259

Shock Horror! A communication from the **DERBYSHIRE AND SOUTH YORKSHIRE GROUP!** Despite popular opinion we do still exist and are trying hard to drag ourselves into the last decade of the century, a little late perhaps. Recent comments in Trail and the A.G.M. have made us shuffle our feet, look at the floor and cough nervously and more important to start to do a little more. My bit of conscience easing was to write this article when it was brought to our attention that the only contribution from this group in living memory, was a rather irate letter from Andy Sealey featuring a bad word (balls I think) in defence of XR250's.

As a microcosm of the National body, we have all the problems and malaise that feature so regularly in the columns of Trail. We have a relatively small membership, most of whom mainly want to ride or drink beer at club meetings (I can only do the latter as ownership of a European bike means I don't do much riding), which all means we are in danger of becoming a very closed inward looking group who will eventually disappear up our own posteriors.

Enough wingeing, what are we doing about it? Membership is still a problem, one suggestion currently in the pipeline is working through? local bike shops with leaflets and posters; been done before I know but worth trying. We also accost unsuspecting motorcyclists we meet on lanes in the area, pressing our calling cards into their (hopefully) unresisting hands.

R.O.W. work has also recently taken a turn for the better, largely I must say, due to the efforts of the Clarke brothers, Paul and John who have not only put in a lot of work but have made it accessible to all group members. The will is often there but needs a bit of help and prodding in the right direction. There is nothing like a threat to a well used and loved lane to motivate people to lobby councils and generally make a nuisance of themselves to get their case heard.

Paul and John are also involved in a liaison working party with all our adjoining groups to avoid duplication of work but to maximise efforts where there is particular need.

The Group maintain a regular programme of runs locally and organise weekends away to Wales, Dales, Northumberland etc. 3-4 times a year which are always well attended.

So where does this leave us? Well it is a start, our consciences have been pricked, our pens are sharpened and our maps ready but we appreciate there is still an awful lot to do, complacent we're trying not to be. Anyway dear members we'll not leave so long before we write again! In our next Group news we will hopefully have some good R.O.W. news about new lanes discovered and old lanes defended.

John Burkinshaw. Derbyshire and S. Yorks.

TEESIDE AND NORTH YORKS

On the R.O.W. front the ancient lane Black Hambleton (a.k.a. Hambleton drove road.) has had a T.R.O. imposed on it, inspite of a large number of objections, I will continue to use the lane by mountain bike to monitor its use as damage was guesstimated at 50/50 4wd-Agricultural machinery.

Phil Fawcett is investigating a number of R.O.W. we have left un-used and is building up a small but useful network of new lanes. This process is being continued west of Phils area of research by Stuart Jerram and Graham Rudd in an effort to make a once dead area of our patch interesting to ride rather than a long stretch of boring road work between 2 areas of trails.

We will be discussing lane clearance at the next meeting as we have a serious problem with fallen trees. The process is made more complicated by North Yorkshire County Councils attitude to lane clearance by the T.R.F., which in essence is "Thanks but no thanks".

Teeside 1993 Runs List

7/3/93 Stokesley 9am Mervyn in front and ever so slightly out of control en route to the forests of Scarborough and back.

21/3/93 Bank Foot Inglebey Greenhow 9.30am. It will be L. Crone on his XT600 (how's that for confidence).

25/4/93 Alwinton (Near Rothbury (which is near Otterburn)) 9.30am. A day riding in the Cheviot Hills.

2/5/93 Stokesley 9am. This is an invite only if you have a bike of 600cc or over. If not buy one.

16/5/93 Richmond 9am. D. Crone on his DR200 with 12 volt electrics so do not be too surprised if its dark when you finish.

30/5/93 Bedale 9am S. Jarram our venerable treasurer leads

6/6/93 Guisborough 9am P. Fawcett leads to lunch. He may lead after dinner if we can stop him eating.

16/6/93 Stokesley 5pm F. Garbutt will lead all with lights on an evening's motorised ramble on the Cleveland Hills.

11-12/7/93 Stella Alpina Rally, perhaps the largest gathering of like minded people in Europe. I plan to do it all in a weekend, the less hurried and saner among you can take a fortnight.

Lastly the new 1993 Riot Act. All bikes must be road legal, lights working but above all else *Quiet*. T.R.F. 1993 membership cards will be required on all runs. Prospective members will be allowed onto 2 runs without obligation But any runs attended after this date a £3 donation to club funds will be asked for. As for the old faces who arrive on a run without a membership card they will be asked to donate £3 to club funds; refundable on production of a current membership card.

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OFFICERS REPORTS

From The Secretary

By now all groups will have had the 1993 group questionnaire for over one month. By the end of January I had only received barely 1/3rd back.

Some of the information raised from the results of the questionnaire will be used in the 1993 T.R.F. handbook; so if you want your group represented, fill in the questionnaire now.

One essential factor in the functioning of the T.R.F. is the communication of policy, advice, support from your Executive Committee to the Groups and of course the feed back of 'grass-roots' feelings, findings and frustrations from the Groups to the Exec. If the Groups are not properly organised and controlled by responsible, enthusiastic and hardworking T.R.F. members then how can this essential communication ever take place, and then how on earth can the T.R.F. survive as a National body rather than a collection of informal groups and individuals?

This surely is a case of 'United we stand, divided we fall'.

By the time you read this I really do hope that all the T.R.F. Groups have managed to elect their new committee and have sent their Rep. to the Exec. meeting.

Safe riding.

P.J. Ballard. Secretary.

RoW News? Tim Stevens? Who?

Our hard working rights of way officer has kindly offered the space taken by his usual garbage to the hordes of other members wishing to air their valued thoughts. Isn't that nice of him? I suppose he will be back next month though...

A New Countryside Survey — Can You Help?

The Countryside Commission have asked for our assistance with Rights of Way surveys in England and Wales. Their last survey, in 1988 seemed to ignore vehicular rights completely — the Byways and Rups that trail riders use were surveyed from the point of view of walkers, horseriders and pedal cyclists only.

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 on the ground, 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. 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 the BMF, and for your club. Whether you are experienced or a beginner in the deep countryside, this is something we can all do to help ourselves, as well as others. Exact details are not known yet, but this spring and summer is the timescale, and there will be about three Squares in each county. Not too much to manage between you over a weekend or two, using your road 'bikes to get to the paths. It is so much easier to park a motorcycle, so take advantage of your mobility to help. You do not need to use a trail 'bike (but you can if you like).

Can you think of one good reason not to help? If so please tell us all through Motorcycle Rider. In the meantime, I am looking forward to good reports from all BMF clubs, so make sure we know about your efforts. Simply send me a stamped addressed A5 envelope and as soon as more detail is available, you shall have it. Mark your envelope 'RoW Survey'.

From BMF Access Officer, 101 Square Lane, Ormskirk, Lancs LA0 7RG . Phone & fax: 0704 894136

Two up on an 80 in Spain

To escape the ravages of a wet and windy November, 'er indoors decided to book a last minute, cheapo holiday in sunny Benidorm. After roughing it on the beach, lying there in 80F heat, among the near naked buxom wenches, I decided it was time to revitalise my senses with a days trail ride in the countryside around Benidorm.

Firstly, I secured a tourist map and a local, friendly supermarket manager marked a rough route in and around the nearby mountains. Next step was to hire a bike, 4000 pesetas (about £23.50) secured a rather battered, but mechanically sound Yamaha DT 80 from a hire firm proudly named Beni-Ped.



A word of caution, before setting off, wrap up well, it may be hot down on the coast, but the temperature falls rapidly up in the mountains. With the wife aboard, we took the C3318 road from Benidorm, taking the first left to the village of Finestat. From the centre, turn right onto a narrow tarmac road which winds its way up into the mountains. At the first junction, turn right onto a well defined dirt road. This track soon began to deteriorate quickly, with washouts and rocks scattered over the surface. A short hill climb soon had the little D.T. gasping for breath and the rider too! First gear too low, 2nd gear too high. We finally struggled to the top, clutch slipping, as the little engine slowly but surely made it. The track then levels out and we were treated to a magical tour of ancient Spain, small farm houses long abandoned, huge rock faces rising sheer from the ground. We stopped for a while, just to take in the beautiful scenery, not a sound could be heard, except for the clinking noise from the cooling down engine. Could this be just a matter of 5 miles from the centre of the the hustle and bustle of Benidorm? Re-mounting, the road began to get better and as we headed down the valley side, when at last we came onto a tarmac road. To carry straight on would bring you down to a small village called Sella but we decided to carry on. Then right onto a well defined dirt road which takes you over a mountain range called Sierra De Aitana. Several lanes run off this main track but to avoid getting lost I decided to keep to the main track. This track

eventually leads to the ancient moorish town of Guadalest. Here the tourist industry has ruined the hill top village, with coach parks, souvenir stalls, tearooms and even a pizza parlour.

We decided to push on, despite complaints from she who must be obeyed about her numb bum, to our next trail. Turning left on the outskirts of the village, down a narrow tarmac road which leads down to a small reservoir, across the dam and turn left. Keep following the road as it winds in and out following the contours of the reservoir, until it turns right and heads up through the trees, towards the mountains. Another tricky hill climb but this time not as steep. The trials tyres were coping well with the stone strewn track and the little engine seemed to rev easier despite carrying two overweight Brits. At last, at the top of the mountains named Sierra De Aixorta and the view was breathtaking. The problem was how to get down the other side. Taking the main track down we eventually realised we were going round in circles. Tracks and trails everywhere, no houses, no farms, not a tarmac road in sight, just trails as far as the eye can see. The problem increased as time now was 4.30pm and the bike had to be back in benidorm at 6.00pm and no sign or way of getting back to civilisation. At last I spotted a car moving along a track far below us, down in the valley. I headed down a narrow track which looked like it may lead us down. Luck was with us as we caught up the rather battered Spanish car and we followed it till at last, we reached a tarmac road. Unfortunately, this road was not on the tourist map I had, so I guessed and turned right. What a lucky guess, after several miles we came to a major road and a town named Tarberna which was on the map. The time now was 5.15pm so it was a mad dash to make it back to benidorm before the deadline of 6.00pm.

After screwing the testicles off the little 80, we made it back, with enough time for a quick pose down the Benidorm sea-front. We handed the bike back at 5.55pm, talk about getting value for money.

So if you're spending your holidays in Benidorm, sometime in the future, it's not all sand, sea and San Miguel, try a little of our 2nd favourite pastime (the first had to be abandoned that night due to a sore bum, hers not mine) and you might be pleasantly surprised. The trail run I've described was only a short run but there are trails everywhere, no people, no farms, no industry and no hassle.

After a day on the trail, you will need a drink and excellent food, then I can recommend Bernie's Bar (At the back of Hotel Presidente) where John, the proprietor has promised anyone mentioning the trail magazine will receive a free drink! And they even serve dark mild.

Damion Dickinson (Social worker currently suspended), Lancs

Sprockets and chains-

Renthal alloy sprockets, JT & Chiaravalli steel sprockets, DID & RK chain (standard, heavy duty and O ring), 520 conversions, special rear sprocket manufacturing.



The reason, as a club, we advertise is to raise additional monies to go into our national fighting fund, to print this magazine and to post it to our members. Not forgetting that it also gives the club a high profile with our valuable trade advertisers who I would like to thank for their continued support.

In order to keep the flow of monies coming and to expand the base of the club we need to continually seek more and more trades who will advertise with us.

In recent issues of the magazine we have all read Mr Pedleys thoughts on how each and every member might do more, so here's a suggestion. There are members of the club in literally every county throughout the UK. Its a fair bet to say that in every county there are many motorcycle dealers and also many industrial estates with companies on who make products that are associated with our pursuits, for example specialised engineering companies, clothing manufacturers, bike breakers, Footwear manufacturers, industrial paint shops. In fact if you consider what one individual takes with him on a trail ride and the level of equipment at home in the garage to maintain the bikes and then think of the companies that make those products or services and we are starting to look at a very big advertising base for our magazine.

Also remember we are in a deep recession and most businesses are looking for more and more outlets for their own particular products, considering that they would be advertising in a magazine with a captive customer base it makes you think of what we could achieve.....?

Hence, could as many members as possible think on what I've said and send to me names and addresses of their local motorcycle dealers, breakers or any company that manufactures or supplies products that would be of interest to the club members in pursuit of their trail riding.

One further thought is that we have a growing number of advertisers in the Pub and Hotel trades so when you are out trail riding and perhaps stop for lunch, ask the Patron if he/she does accommodation, if so please supply me with the details, if we can build up a good base of pubs/Hotels throughout the country then regardless of what county we ride in we will all know of a good watering hole, which after all makes the ride in the afternoon so much more enjoyable!

I think the whole club could benefit from a bike jumble and hence if you have any bike parts, complete bikes or even incomplete bikes that are sat gathering dust, let's advertise them, the same goes for motorcycle clothing that maybe you don't use any more or specialised tools for that bike that you did have, let me have the details please in writing along with a first class stamp to go towards the printing costs, after all where could you advertise to some 1500+ people that all have the same interests you have for 24pence! (If you know of such a place I'd like the details!)

B Doman, 19 Huntersfield, Starford In The Vale, Oxon SN7 8LR

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My wife (Audrey) and I recently returned from a year long trip by motorbike to Cape Town.

When we started to plan the trip we decided not to take the more conventional Sahara route but to try and follow the Nile route as we both wanted to visit Egypt. However, it became apparent, even before we left, that we would probably not be able to visit Sudan due to war, famine and visa problems.

We travelled south through Europe to Athens, escaping from Yugoslavia a day before fighting broke out having been involved in a minor disturbance ourselves. In Athens we took a ship to Haifa in Israel and travelled down to Israel's most southerly point at Elat where temperatures rarely drop below 40 degrees centigrade. At Elat we crossed into Egypt. We spent several weeks exploring Egypt and after investigating all other possibilities airfreighted the 'bike to Nairobi in Kenya.

We spent some time in Kenya and made a short trip north to Uganda. In October we headed south again, our journey taking us through Tanzania, Malawi, Zambia, Zimbabwe, Botswana, Namibia and South Africa. We finally arrived in Cape Town in March. Definitely the experience of a lifetime with many interesting and challenging off-road excursions.

Our 'bike was a BMW R100GS with few modifications and a home-made luggage system comprising two 70 litre panniers and water / fuel tanks mounted on the crash bars at the front.



The total weight of luggage, fuel and water was over 250 lbs, the problem being that whenever we made an off-road trip the additional water and fuel tanks had to be full whereas when we travelled on tarmac we could travel with a slightly lighter load.

One of the exciting off-road trips was in Kenya. We decided we would climb Mt. Kenya which is some 17000 feet. We were told that the 'easier' route was on the eastern side, known as 'Chogoria' after the village at the bottom. This route had the added advantage, so we were told, that we could drive up to a little over 10,000 feet and leave the 'bike for the three days it would take us to make the climb and return. We rented an enormous rucksack and some warm clothes and

blankets from a youth hostel at the foot of the mountain and left most of our heavy kit in their safekeeping. We strapped the rucksack to one pannier frame and the tent and sleeping mattresses to the other.

Once we passed Chogoria village the road became dirt track, at first quite good - firm and dry. After some six miles, just as the gradient was getting interesting, we came to the Elephant Gate where a warden asked us to sign in - no mean feat when sitting on a 'bike on a one-in-four gradient on a rutted track! On our way further up through the forest which is supposed to be full of elephants - we didn't see any - the track became much more difficult. In many of the frequent small dips there was a deep muddy hole created by the numerous four-wheel drive vehicles taking potential climbers up to the base camp. Unlike most English trails, where two wheel tracks are the norm, these vehicles had widened the track such that there were countless deep ruts about six inches apart tight up to the edge of the forest - no riding on the dry bit in the middle. Pick a rut and pray that it isn't bottomless.

As the track got steeper still it also got wetter (doesn't it always?). We thought we were nearing the top, having seen a sign nailed to a tree six miles' back saying 'Base Camp : 6 miles'. We were desperately trying to avoid various watercourses and ruts on the shiny wet clay surface when the inevitable happened; the front wheel slid into one rut and the back wheel into another. We were still using road pressures in the Metzeler Sahara trail tyres and, as a result, we stopped going forward. As we slid backwards two up on an overweight 'bike I thought about the steep climb out of the stream crossing on the Gap road in Brecon but that was really no help. I put the front brake on but that was no help either although, as luck would have it, the back wheel became wedged in the rut and we stopped at a very precarious angle. We managed to get off and while Audrey held the 'bike upright I let about 20 psi out of the back tyre and continued to the top alone with Audrey puffing along behind.

We spent the night at Base Camp and the following morning still had a further 4 miles/600 feet to go to the end of the 'road'. The way ahead looked much worse than we'd already done but proved to be fairly straightforward. The trip down again after three days' climbing the mountain was less eventful as the surface had dried off.

We were pleased to hear from other climbers who had come up in four-wheel drive vehicles on the same day that they had also got stuck on the same steep hill and they were amazed that we had made it at all on a mere motorcycle.

As we later discovered this little excursion was something of a 'walk in the park' compared to the pleasures of the Kalahari Desert in Botswana.....

Charles Fleming. France.

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TRF AGM 1991

MINUTES of the meeting.

at the
National Motorcycle Museum, Birmingham, 6th October 1991.

Chairman David Giles opened the meeting at 11.00 am.

1. Apologies were received from Bevis Billingham, Pete Wildsmith, Bob Williams, Seymour Moss, Don Lewis, Dave Clegg, Geoff Wilson, Peter Banks, Brian Milner, John Gardner, Jack Osborne and Ron Carter.

The Agenda was amended to allow the Editor and the LARA officer to speak after the Public Relations Officer, since both were present at the AGM. An error had appeared in the Agenda published in the Trail - Only one editorial post was to be filled at this AGM, not two.

2. The minutes of the 1990 AGM had not been published in the Trail. The Secretary produced a copy of the full minutes and a copy of the minutes he had submitted to the Trail editor. This omission would be investigated at the next executive committee meeting in November. The meeting agreed to accept the minutes unread.

Tim Stevens asked for any other business to be added to the agenda. The chairman ruled that Discussion should be added after item 5.

3. Officers Reports

(a) Ian Thompson read the Secretary's report. He was embarrassed by the failure to publish the minutes and the errors in the agenda. Shortened minutes of Executive Committee meetings had been published in the Trail throughout the year with no adverse comments. They were thus deemed a successful medium of communication with the membership.

He said Negative results can be Positive. The loss of two lanes in Devon had actually strengthened the image and resolution of the Devon TRF. Threats to stop up vehicular rights in the creation of the Pennine Bridleway had turned to a promise to advise users of the possibility of meeting vehicles.

Two incidents of non-members claiming to be TRF members to evade the consequences of trespass had, in part, led to the motion to change the Code of Conduct, so everyone knew that a genuine member could produce a valid membership card if asked. The TRF had been very busy initiating discussions with Sports Council, Countryside Commission, Byways and Bridleways Trust, British Horse Society. At local level, a number of joint action committees with other user groups had been formed, notably in Devon, Cornwall and Somerset. In Avon and in Wiltshire, TRF men were the acknowledged experts.

Nationally our financial position was strong. We had coped with the cost of the South Downs Way case. We had invested wisely. Our publicity material was better than ever, but it was still too inward looking. We needed to reach out in 1992, to educate the public at large.

In response to a question from the floor, Tim Stevens had a document from the Co. Co. to the Secretary of State concerning the Pennine bridleway under scrutiny, to which he would respond. Alan Kind said Geoff Wilson of the Land Access and Recreation Association was working on the government report as well. He was concerned about the "creation" of bridleways for the Pennine Bridleway on what were already non-definitive vehicular rights of way. The Secretary's report was accepted.

(b) Tim Stevens gave the Rights of Way Officer's report. This was his second year in office. Details of his activities

was a regular feature of the Bulletin. More details were available on request. He outlined his last month, mentioning that Tuesdays were now devoted to catching up with motorcycling matters.

1st weekend: Barbon Golf Course correspondence. Information for reply to Haselhurst Committee, reference law on byways.

Tuesday: Write for Bulletin. Go to club night.

2nd weekend: Visit Chairman to design some TRF stickers to show at the AGM.

Tuesday: Write notes for next Exec. meeting. Type out submission for Haselhurst.

3rd weekend: TRF Exec in Forest of Dean.

4th weekend: Write reply to Country Landowners' Association "A Better Way Forward".

5th weekend: Urgent request to respond to court case in Devon - The Fowler Case - implying that definitive footpath status destroys all higher rights. Help ice TRF 21st birthday cake.

Write this report for the magazine editor.

Tim had been busy the whole year, fighting to preserve our right to go trail riding. Who was helping by doing the research. A few were, but not enough.

Members had rejected a two tier club. Equal rights demand involvement. Let the editor know what YOU have been doing for the rest of us.

Tim asked for volunteers for right of way work in Bucks, Dyfed, Gwent, Humberside, Isle of Wight, Mid-Glamorgan, Merseyside, South Glamorgan, West Glamorgan, Worcester.

The Chairman thanked Tim on behalf of the TRF for all his hard work.

Martin Harding was concerned about the details of the Haselhurst report. Tim explained that it was about vehicles on byways. Byways were always bottom of the rights of way priority pile, yet most countryside users took advantage of them according to Co.Co. surveyors.

Alan Kind said that Tim's detailed paper on "Footpaths, Bridleways, and Carriageways" had influenced the Haselhurst Committee tremendously.

The Rights of Way Officer's report was accepted.

(c) Tim Ley gave the Treasurer's report. 1991 had been a success in that income exceeded expenditure by £2950. The cost of the bulletin took up half the membership subscription. General Fund reserve stood at £7325. Fighting Fund was £16910. Money was divided between the Leeds (£15000), Bradford & Bingley (£8000) and the Yorkshire Bank (£860). We spent 5% of our income on rights of way work. The treasurer would publish percentage figures on how we spent our income in the Trail. Tim would be standing down as Treasurer next year.

Richard Tallon said local groups spent a lot of money on rights of way. Dave Giles said we need to support local workers. The proposed Bursary Fund was aimed at this. The Treasurer's report was accepted.

(d) Peter Clark gave the Membership Secretary's report. Total membership was 1495, compared with 1370 in October last year and 1438 in October 1989. There were 555 new members and 935 renewals. 67% of 1990 membership renewed for 1991. (53% of 1989 members had renewed for 1990.) 92 new members had come from bike shows. 37 from Bristol, but only 31 from the NEC show, closed by heavy snow. 64 new members came from newspaper/magazine articles and advertising. One Motor Cycle News article alone brought in 30 members. 128 members came from direct letters or phone calls. 271 members came via local groups.

Peter asked for responses on the issue of life membership, adding a questionnaire to the report he circulated to all members present at the AGM. The reverse of this form gave a breakdown of membership by group, showing that 903 members belonged to a local group. The Chairman thanked Peter for his clear analysis of membership figures.

The Membership Secretary's report was accepted.

(e) Gwyn Thomas gave the Public Relations Officer's Report. The TRF had a difficult balancing act - User v Conservation. Could we broaden our appeal? We needed allies - horse riders, cyclists, carriage drivers, who else? Maximise a partnership with highway authorities. Minimise the "motorcycling" thing. Remember it's the routes themselves which are important. We needed to liaise with others - user groups, agencies societies. Look toward 2000AD. Improve standards; clarify aims; come up with ideas; maintain discipline; identify ourselves. The TRF should lead the way in protecting green roads. Gwyn suggested some catch phrases - "Trail Etiquette", "Countryside Empathy", "Heritage Business". He proposed innovations in advertising in Country Week, The Field, The Countryman. We should emphasise that what the TRF does benefits ALL users.

Keith Westley said adverts in walking magazines reached a young audience in his school. Peter Ballard said articles were better and cheaper than adverts. Charlie Morriss asked for a discussion on how we present ourselves. Stepney asked if we had invited the press to the AGM. Dave Giles suggested a press statement.

Gwyn read a heavily biased letter about Villice Lane, Avon from his local press.

The Public Relations Officer's report was accepted.

(f) Mike Pedley gave the Editor's report. He had no problems but needed more articles.

Richard Tallon felt the magazine missed local flavour. We need one person from each group to be responsible for at least one article in the magazine.

Mike Kirby said articles needed to be carefully vetted. Beware of misleading references to speed.

Howard Wadsworth said the Bulletin needed to be readable. This one was the best for a long time. He reminded the editor that the East Yorkshire Group did exist, although not listed in the magazine.

David Lowe asked about the Tyke Trial. Dave Giles summarised the executive's feelings as "a well organised typical summer fun event, but too heavily advertised". Tim Stevens wished to stress that we were the only LARA member which was not competitive and this was to our advantage.

Richard Marshall asked that articles be checked for accuracy. The editor needed to keep up to date. The "editorial team" needed to attend executive committee meetings.

Peter Ballard sold £100 - £200 of advertising each month in the Trail. The rates, which he did not control (The Editor did) were too high to attract more advertising.

The Editor's report was accepted.

(g) Alan Kind by invitation reported as LARA Officer. He advised that it could be effective to write to the publisher rather than the editor of a magazine to complain. He had done this with Bike. The LARA committee was the same as before apart from the loss of the RAC. At an operational level, Alan worked part time and there was no one else. The bid to get Sports Council to give financial support was on its sixth draft. LARA needed an information office to replace the much missed Duncan Gordon.

European law was moving to ban motorcycles from SSSIs. In Europe there were Sites of Special Recreational Interest, but not in Britain.

News that National Parks were to become highway authorities was not good for us.

The Fowler case in Devon was led by the Property Owners Association. They and Lord Denning denied the Suffolk and Mason case and claimed that 1949 Act defined a footpath as a footpath only, thereby extinguishing all higher rights for ever. Alan was gathering evidence to fight this at the Court of Appeal in November.

There was a Sports Council report briefing at the end of the month. Alan was involved with CCPR, B+BT, CROAC, horse riding. Peter Colson, a founder member, asked if Alan had been in touch with the Cyclists Touring Club. Alan Had.

Brian Wright asked who dealt with London Gazette notices. Answer - ACU. Notices under W&C Act go directly to local RoW experts. Richard Marshall said we must press ACU to get this sorted out or allow us to take over.

(h) Dave Giles gave the Chairman's report. It was our 21st anniversary. We should celebrate. We had made it! Due to the forethought and hard work of members amongst us today, we had retained and maintained our access to the old road network of England and Wales. During this time TRF had earned a considerable degree of respect. It had influence beyond its size. It had been a constant battle. Today we celebrated because we had survived.

Influencing perceptions had been our priority in the past year. With the Countryside Commission we had published our Green Lane Survey. We had affected Pennine Bridleway proposals. We had lobbied the new Countryside Commission Director through our Patron and gained an invitation to their HQ. We had strengthened our contact with Sports Council nationally and locally. 75% of TRF groups had been involved this year in helping at horse events. We had a Spring meeting with the British Horse Society. We continue our active support of LARA and BBT.

Our principal concern was to maintain the difficult task of looking ahead, anticipating the dangers without crying "wolf!" too often, and of involving an increasing number of members in rights of way work. He believed we were moving in the right direction by supporting the motions before the AGM.

The Chairman's report was accepted.

The meeting took lunch from 1.00 to 2.00. A buffet had been provided for the Founder Members.

4. Election of Officers.

Chairman, Secretary, Right of Way Officer, Membership Secretary, Treasurer, Editor were willing to stand again. They were re-elected without dissent. Brian Wright offered to stand as Press Officer and was duly elected. Richard Marshall was proposed as Vice Chairman by Peter Clark, seconded by Tim Stevens and elected unanimously. His role was to support the Chairman's work.

5. Resolutions to the A.G.M.

(1) Code of Conduct proposed by D. Giles, seconded by A. Kind. Richard Marshall said we needed to identify ourselves. It eliminated false claims of membership as mentioned in the Secretary's report. It would demonstrate the

strength of our Code of Conduct to the Countryside Commission and others. It would help to improve standards. Peter Ballard moved an amendment "And carry and display your membership on your vehicle". Ian Roscow asked about cost. Dave Giles said the increase would be small. Derek Walshaw said there should be space for a photograph on the card. Peter Hiley said "discipline" was not in the resolution.

Howard Wadsworth proposed that "We should leave it to the Executive to fill in the details" Seconded - Alan Kind. Carried overwhelmingly (4 against).

The amended motion "An addition to the Code of Conduct: Identify yourself. Carry your current membership card with you when trail riding so that you may identify yourself as a member of the TRF and display a current membership sticker". was carried (20 for, 19 against, 3 abstentions).

(2) Creation of an annual rights of way bursary fund. Proposed by Dave Giles, who said this would cost about £3 per member for the Fund. It would provide the best ammunition possible. We would need to spend the Bursary. Seconder Alan Kind in seconding the motion said there were lots of geographical areas not covered. The fund could sponsor workers in these areas. It should not replace the usual work of local groups and RoW workers. Brian Wright said it was excellent, but had reservations about the cost to members. He felt the Bursary Committee should have a better geographical distribution. Dave Giles pointed out the expertise of the Treasurer, Chairman and Vice Chairman, who happened to live near each other.

How would the Bursary be used. Dave Giles: For example there is a 13 mile lane in Gloucestershire which needs research in the Records Office. We could advertise for a retired person to do this for expenses of about £60.

Alan Kind: The Map Room at the British Museum has an Index which takes a day to look through. A copy of this would save us a fortune in travelling expenses.

A local member could apply for a Bursary, giving details of the scheme they wished to manage to the Bursary Committee. Alan Flavell, a visiting founder member, said this would be attractive to students in higher Education to fund their theses. We should tell the Times Higher Education Supplement. Alan Kind agreed that research placements could be made available. Martin Harding said we need more rights of way projects.

Proposed: "Creation of an Annual Rights of Way Bursary Fund. A Bursary Fund should be created to encourage the pursuit of a variety of Rights of Way projects by TRF members on an annual basis".

The motion was carried with one abstention.

(3) Membership fee increase. Proposed by Tim Ley, seconded by Richard Tallon. Howard Wadsworth asked that this motion be delayed for a year. Steve Pighills said get going now. Alan Kind said £3 was not much these days. Den Hayter said the majority of TRF members contributed only their membership fee to the national cause. They could help more by paying more. The West Midland Group had asked him to speak for them and support the increase. Richard Tallon and Dave Giles agreed we could make local arrangements to help the financially embarrassed e.g. unemployed.

Proposed: "Membership fee increase. In order to support further active TRF rights of way work, the annual subscription fee for members should be increased to £15."

The motion was carried, with 2 against and 1 abstention.

6. Discussion.

There were a considerable number of groups which had made considerable contributions to the Fighting Fund from their work with horse riders.

Ray Varney thanked the meeting on behalf of the Founder Members for the invitation to the AGM.

Tim Stevens raised the idea of a Conservation Officer. Martin Harding said the Bristol Group had joined the BTCV 2 years ago, but little contact had been encouraged. Gwyn Thomas proposed a survey that would ask how many of our members belong to other conservation organizations.

Keith Westley supported the idea of a Conservation Officer.

Peter Ballard said a National Conservation Officer would sell the TRF to the Field etc.

Alan Kind said the Department of Transport had decided to make a Traffic Regulation Order on the Ridgeway, probably in the spring of 1992. The Inquiry could last up to 2 weeks.

The meeting closed for tea and informal discussion at 3.35 pm.

Minutes taken by I Thompson.

Motor-cyclists lose battle over

By JOAN DAWE

A BID by a group of cross-country motor-cyclists to get two bridleways at Piddlehinton opened to all traffic was thrown out by the county's Rights-of-Way Sub-committee.

The decision delighted villagers, 189 of whom had signed a petition expressing strong objections to such a move.

The villagers claimed that within living memory the two bridleways had not been used by any form of motorised transport except for machinery on adjacent farms.

They said opening up the routes, which in places were less than 20 feet wide, would endanger pedestrians and horse riders and disturb livestock.

The sub-committee had been asked by the Trail Riders Fellowship to re-classify

Bridleways numbers Ten and 18 as byways open to all traffic.

Assistant County Surveyor Brian Moore, told members that the fellowship were regarding this as a test case because they would be asking the sub-committee to consider further similar claims in due course.

Ancient

The claim could only be accepted, he explained, if evidence showed that the route was used as a public road before

1835 or that vehicular rights had been granted at a later date.

The fellowship had drawn attention to a number of ancient documents including the Piddlehinton Inclosure Award of 1835. This showed the route under the heading of public bridleways and private carriage roads and driveways for the use of owners and occupiers of inclosures and new allotments.

Mr Moore said the argument had been advanced that the term private carriage road meant a public road for private carriages rather than the public carrier, but the fact that the users were specified and had to maintain the road argued against its public status.

The 1910 Finance Act at the Public

bridleways

Record Office at Kew had also been examined, Mr. Moore said. No part of the route was excluded from the adjoining land for tax purposes and this indicated that it was not then considered to be a public vehicular highway.

It was felt that the balance of evidence supported the existing recorded status of the route as a public bridleway.

The parish council were not in favour of any alteration.

Coun. Mrs Della Jones said she had a certain amount of sympathy for the trail riders, who were trying to get themselves access to the countryside and off the roads. "This is not the right way to do it, however," she added, moving that the application should be refused.



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