

# GROUPS

## BRISTOL

Ian Hingley, Tel: 0272 567509  
2nd Monday, Warmley Community Centre, Deanery Road (A420), Kingswood.

## CAMBRIDGE

Richard Palmer, Tel: 0353 88344  
1st Thursday, Golden Ball, Boxworth

## CHESHIRE

Geoff Bostock, Tel: 061 456 9631  
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

## CORNWALL

Sally A Madgwick, 0208 74411  
Ring Secretary for details.

## CUMBRIA

Tracey Fogg, Tel: 0539 722569  
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

Russ Sherwood, Tel: 0202 575739  
1st Tuesday, The Royal Oak, Bere Regis

## EAST MIDLANDS

Ted Ferenc, Tel: 0602 391865  
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

Charlie Morriss, Tel: 0453 885323  
1st Tuesday, Painswick Institute, Painswick, Glos.

## HERTFORDSHIRE

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

## ISLE OF WIGHT

Pete Woodford, Tel: 0983 754758  
Last Thursday, Liberal Club, Longford Rd, Shanklin, I.O.W

## KENT

Jeff Hayward, Tel: 0322 863521  
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 Thurs. The Queens Head, Kirkby-la-thorpe, Sleaford.

## LODDON VALE

Bernard Green, Tel: 0344 50289  
2nd Thursday, The Lamb, Theale, Berkshire  
NORFOLK & SUFFOLK Stephen Canning 0359 31018  
Last Wedne. Manger Pub, A134 Sudbury Rd. Bury-St-Eds.

## NORTH MIDLANDS

David Riley, Tel: 0782 410243

1st Tuesday, Stafford Arms, Bagnoll

## 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

Mr. C. Ball, Tel: 0952 598092  
2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

## SOMERSET

Peter Banks, Tel: 0749 860396  
Last Thursday, The Canallnn, Wrantage

## SOUTHERN

Euan Harrison, Tel: 0962 733781  
3rd Wednesday, The Ship Inn, Owlesbury, Nr. Winchester

## SOUTH LONDON & SURREY

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

SOUTH WALES (WTRA), Bill Kershaw, Tel: 0633 895241  
2 & 4 Thurs. Cardiff HSOB Rugby Club, Whitchurch.

## SWINDON

Pete Owen, Tel: 0793 750557  
1st Wednes. Jacobs Ladder, Stratton St. Margaret, Swindon

## 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

Paul Webb, Tel: 0252 519224 (Daytime)  
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 Tuesday, 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

APRIL 1993

No. 177

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

EDITOR: Mike "Nettlebed" Pedley.



Gatescarth Pass, Cumbria. One heck of a road and view. Pic: Stephen Brass

## CONTENTS

Editor	3	RoW News	14
Letters	4	Exec Minutes	19
Group News	9	AGM 92 Minutes	21
Officers Reports	11		

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

Lord Denning, former Master of the Rolls (what?) and darling of the Trail Rider following his "Once a road always a road" judgement some years ago is in the news again. He is now 93 years old and on retirement moved to Whitchurch. He soon discovered that a right of way passing by his secluded cottage had vehicular rights and the last thing he wanted was you lot disturbing his peace. He therefore attempted to have the RoW (known appropriately as Green Track) downgraded to footpath only status. Now after a lengthy legal battle in the High Court the track is to be officially upgraded to BOAT status! A classic case of NIMBY if ever there was one. No doubt the local group are already marking up their maps!

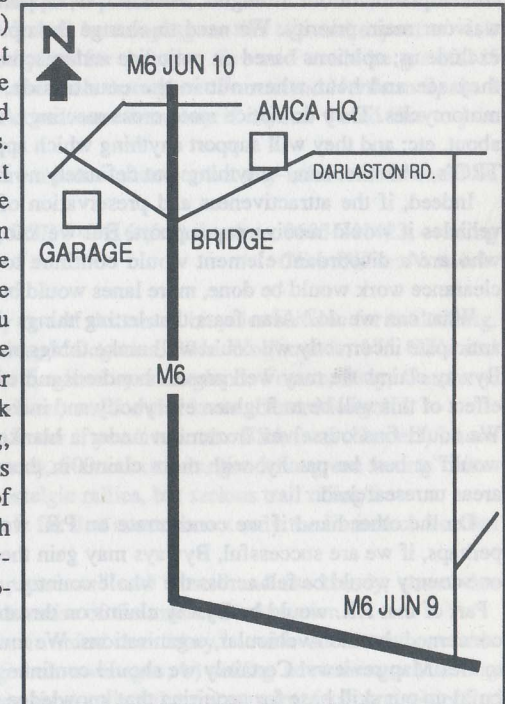
The fact that you are reading this magazine shows that you have decided to renew your subscription to the TRF, unlike the large number - about a third - who fail to do so. Some obviously give up trail riding others perhaps decide that they can do without the TRF and go it alone and some just freeload by befriending TRF members and benefiting from their knowledge and information. Perhaps in these recessionary times we cannot blame them, but now more than ever with expensive battles like the "Ridgeway" to fight your support is even more valuable.

Like all organisations the majority of the TRF's work is done by a relatively small number of individuals - the same names crop up over and over again in your magazine and at our meetings. Yes, you're ahead of me, it's "what can you do for the TRF" time again!

Well how about representing your Group at an Executive Committee meeting? I guarantee you'll have a good day out (not as good as trail riding perhaps, but it's only one day!) and your Group Treasurer will hopefully at least refund your petrol money. We now have almost 40 Groups and if 25% are represented we're lucky and usually it's the same ones. The meetings are held at the AMCA's HQ at Walsall. You can park off the road in a secure private enclosed area. Motorcycles can even park under cover. There are constant coffee and tea making facilities and sandwiches are served free of charge. If, in your youth, you ever competed in a trial, scramble, road race etc., you'll have great fun looking up your name as there is a library containing back numbers of Motor Cycle, Motorcycling, MCN etc., going back to the year dot plus other interesting memorabilia. The dates of the next two meetings are 8th May and 18th September, 1993 and there's a simple how-to-get-there map elsewhere on this page. Go on, shock 'em and turn-up!

**NETTLEBED**

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## BOAT's or votes

In recent correspondence Tim Stevens and Alan Kind call for a rethink of the present TRF policy regarding Byway claims. They fear that the year 2000 will see the introduction of legislation which will adversely affect our pastime; possibly by 'freezing' the Definitive Map so that no new Byway claims will be entertained. The suggestion is that as many Byways as possible should be claimed or at least registered, while we have the opportunity.

Alan considers it unlikely that a major change, such as a complete ban on recreational vehicles on green lanes, will be introduced, and that the freezing of the Def Map would be a more subtle, 'evolutionary' change.

I would suggest that such freezing of the Def Map would be a more fundamental change in many respects. Surely quite contrary to the concept of natural justice, serving only to reduce highway authority duties, it would be restrictive to all who may wish to modify the Def Map; be they landowners or user groups. On the other hand the banning of vehicles from green lanes would attract considerable support. The Automobile Association, Ramblers, Country Landowners Association, Nature Trusts are among the wide cross section of society who have urged it already. It would save the highway authorities a considerable amount of work. Active opposition would only come from those LARA members affected. Others, like the BHS, while not supporting, can hardly be expected to actively oppose.

Our Sept. Exec. Meet. and the 1992 AGM considered the TRF way forward by a concerted contemplation of our Strengths, Weaknesses, Opportunities and Threats. It was established that P.R. was our main priority. We need to change the opinions of those who seek to change the law to exclude us; opinions based on prejudice and misconceptions formed from what they read, and what they see and hear when out in the countryside. They do not notice quiet, unobtrusive trail motorcycles. They do notice moto-cross meetings, unsilenced road burners, under age lads razzing about, etc; and they will support anything which appears to reduce such activity in the countryside, TRO's, a blanket ban, - anything: but definitely no BOAT's.

Indeed, if the attractiveness and preservation of green lanes was enhanced by banning motor vehicles it would receive my support. But we know it would have the opposite effect. The yobs who are a discordant element would continue to ride and even increase in number, less lane clearance work would be done, more lanes would be ploughed, almost everyone would lose out.

What can we do? Alan fears that letting things drift along as they are will be costly. But if we anticipate incorrectly we could well make things worse. If we concentrate on research and making Byway claims we may well present hundreds more modifications to our county councils. I fear the effect of this will be to frighten everybody and increase the pressure for more restrictive legislation. We could find ourselves frozen out under a blanket ban! Even if that did not happen our efforts would at best be patchy, with more claims in those counties with active members, leaving other areas unresearched.

On the other hand if we concentrate on P.R. we can only reduce pressure for adverse change; perhaps, if we are successful, Byways may gain the support they deserve. The beneficial effects in one county would be felt across the whole country.

Part of that P.R. would be Byway claims on threatened green lanes, but only in liaison with other concerned, but non-vehicular, organisations. We must continue to make a knowledgeable response to Def Map reviews. Certainly we should continue to build up our knowledge of green lanes, and build up our skill base for acquiring that knowledge.

But the main thrust of our activity should be to counter the mis-information circulated by those who object to our existence. We need to acquire knowledge of the true extent of problems which actually exist and how much of the pressure against us is in fact provoked by other activities, Moto-cross, yobs, etc.

I feel we should concentrate on changing the views of representatives of those organisations with whom we share an interest in the countryside; to try and change the views of the general public directly would be beyond our means.

The questionnaire was used extensively by the Countryside Commission in preparing their case for the Ridgeway TRO. Could we not instigate a questionnaire which gave an accurate picture of the situation in the countryside. This would need to be a LARA initiative. I suggest an in depth, professionally designed survey of all relevant groups and organisations in a few selected counties, to give details of countryside vehicular activity and its relation to green lanes. This would demonstrate, I believe, that only a limited problem exists. It would highlight exactly what that problem is, what might be done about it and how we can play a useful part in providing a solution.

*Peter Banks. Somerset.*

## Can you help?

I have just finished reading the March issue of your magazine and as a new member I found it to be very informative. It is with wealth of information in mind that I have written to you with the hope you can help me. Having recently given up Enduros through injury I have rediscovered the pleasure of actually enjoying the countryside whilst riding instead of racing through it to my next time check.

It is because of this new found enjoyment that I have planned a two month tour of France and Northern Spain starting in June on my XR 600. I shall be camping on this trip and expect to visit the Pyrennes for three weeks but I have no fixed plans for the other five and would be grateful if any of your members could help me with routes and trails throughout France and Northern Spain. I have planned this trip just for myself but I would welcome company if anyone would like to join me even just for a days ride.

I realise this might be a tall order especially from a new member but any information would be helpful and gratefully received.

I can be contacted on 0603 747116 (phone), 0603 747116 (fax) daytime, 0603 741423, evening  
*Clive Hillier. Norwich.*

## News from Hertfordshire

Once upon a time, you could go out and buy any one of dozens of bicycles suitable for trail riding. In those happy days we used to get 50cc Fantics, Malaguties, 80cc Wolfhounds, 175 CZ's and numerous other bikes of all capacities made in England -yes England, France, Italy, Germany, Czechoslovakia, Russia, Japan (they'll never catch on) and for all I know, Outer Mongolia.

Nowadays however the choice is very limited, better if you live in the USA (and cheaper!) I have already dispelled the myth of the "Good old sturdy, 500cc ex-trials, good for green laning" bike. Great for looking at, talking about or riding to nostalgic rallies, but serious trail riding?

The difficulty faced by newcomers, or old hands for that matter, is not only the limited choice but the conflicting advice from all and sundry.

The glossy magazines print journalists "impressions" and "tests" and use trendy, streetwise language to air their opinions on the merits or otherwise of the machine in question.

Read them and enjoy by all means but bear in mind that "they" - with one or two notable exceptions - are more interested in a) inflating their own egos; b) selling advertising; c) selling magazines, and d) getting a free bike for a few days rather than presenting facts and objective appraisals!



If they are shown riding in trainers, bin the report immediately. Anyone riding an "off-road" bike without stout (there's a nostalgic word from my arcane vocabulary) footwear is talking out of an orifice other than his mouth. If the photographs show the bike and test "team" surrounded by the local talent in oestrus then you might consider acquiring one. You may well have to give up trail riding in order to have the energy, time and wherewithal to carry out the necessary servicing!

If the photos are dramatic blurred shots of wheelies, wild jumps, doughnuts, opposite lock slides with a lot of dust under a cloudless sky, and you are impressed - don't renew your TRF subscription.

If you are thinking of a bike bigger than 350cc and you are under 6'3" and/or over 40 and not into regular weight training think again unless you have two or three good, strong friends to bring with you on any soggy day out in Hertfordshire.

When you've made your decision savour the moment when you bring your dream machine home! You have weighed up the various configurations, listed the features and specifications, air or water cooled, 2 or four stroke, discs or drums, trials or motocross tyres, will the graphics clash with your riding gear, do you need Elton John boots to reach the ground? Ecstatic visions of forays into wild and challenging terrain, panoramas of glamorous expeditions to Ermine Street or the Coal Road. Aaaaaahhh - steady now!

To practical matters - "Running in"—again, many different theories,"Modern bikes don't need it." "The first 10,000 miles are the most important." "Thrash it till it seizes, strip it down, rebuild and you'll have no more trouble" I took a water cooled Honda to the IoM, 6 miles on the clock. Apart from completing the TT course in 3 hours 42 minutes and 11 seconds I took it very gently, (honestly!). Mind you we did have a 2 1/2 hour lunch stop at Kirkmichael! It boiled at 0.2 mph and nearly froze at 80. Since then it has done close on 9,000 miles, mostly trails, with no trouble.

Then there's the neighbours. "See you've got a scrambler, nice." You point out that it's got lights, number plates, a horn, insurance and a tax disc - (At least I hope you can and do) like any other road bike. "Do you need all that on footpaths" he says. "We don't ride on footpaths" you say, "well, off-road" he says. "Not exactly off-road", you say, "off tarmac". You then produce a couple of photographs to illustrate the point. So there you are trying to get them to believe that a boggy morass with bikes in it up to their tax discs is a road! Think about it, do the rocks as big as teachests on Walna Scar make a very convincing argument to support your flimsy exhortations that a) yes, they really are roads, b) you and the bicycle do need to be street legal, and c) you really, really do enjoy smashing knees and brake levers and denting tanks and egos trying to ride them!

But prove it you must, unless you want to be considered as a candidate for the funny farm. One way out of this Catch 22 is to keep your bike hidden in the shed or under wraps in the back of a Transit with darkened windows. You have to admit that even if you have tolerant, understanding and sympathetic neighbours it must seem odd to outsiders that you will travel hundreds of miles to find the most remote, obscure, difficult, challenging lanes and then do your best to find the easiest way to ride up them!

*Ken One. ABOF (Herts)*

#### **New to the job**

Pen to paper. Months of thinking missed the deadline again. How many of us miss the BOAT so to speak! Therefore here is a brief history of how I got interested in Green laning.

I have always liked anything to do with a mean of propelling ones self without "walking" so interest in bikes came early in life, passed test on motor bike at 16 "no other means of transport". Gave up when 4 wheels became the better way of getting about. Had two bikes over the years. Re-discovered bikes - trials type - in the mid-eighties, a few lads who had rough land used to meet on Sundays and play around on the rivers and streams and rough land. Great I thought - no problems.

The land was starting to get used by Moto Crossers who had not got permission to ride and soon it was all stopped. In the meantime it had been brought to my attention of a group called the TRF. I had a map already marked up and bought a Honda TLR 250 in a CR80 frame (Colin Townson, if you are out there, you ripped me!) but use it now infrequently due to buying a DR 350 last year. Anyway I joined the TRF not knowing what to expect, but I tell you living round here for years in the Yorkshire Dales, not even knowing these lanes existed. Anyway to cut a long story short, it was and still is, a new way of life out every Sunday, out on group runs been all over, have a hell of a time, what people are missing; I don't think I could give up trail riding. I broke my arm last year and seemed forever before I could ride again "still not perfect!"

Joined Cumbria meetings and went out on Club runs in Cumbria and Yorkshire Dales "Great Trails". In recent years I have got very interested in maps. This leads to R.O.W. work. Then on to taking runs - I lead a run most months, now being interested in R.O.W. work and finding and riding Green lanes is very interesting. Cliff Brown stood down as R.O.W. Officer for Cumbria. I was chosen as one of the keenest members. Anyway, I said I would give it a go with the help of two pals. Next I was sitting at Cumbria R.O.W. meeting on behalf of the TRF (Life seems to move so fast). These days I seem to spend most nights looking at maps etc. and paperwork. It is hard work, very interesting and rewarding. If a new lane is found on a byway claim is put forward, it is all worth while.

The TRF must all pull together and all do their bit, but the harder you push - well, you know the story! Anyway, signing off for now. Like to hear how other members got trailing. The Mag needs more stories. It is a good mag but has been getting rather thin lately so keep on writing; you never know I may even bore you with other tales soon. Hope to see you on the trail.

Yours in deep water wherever possible.

*Stephen Brass.R.O.W. Officer Cumbria Group.*

## **THE WEST SOMERSET HOTEL**

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#### **New member having initial difficulties**

I am a new member of the TRF and a novice to Trail riding although I have been a keen motorcyclist on the road since 1975! May I first say what a good publication "TRAIL" is, and how much I enjoy reading it, but this magazine is the reason I am writing to you.

My problem is understanding all the abbreviations which are used, for most of them are not so obvious. Okay, anyone with a bit of common sense can work out some of the abbreviations like FP or R.O.W., but what the hell is a BOAT?! or a RUPP?! And as for the SWOT, LARA and WTRA I am totally lost.

May I suggest that for all new members to the TRF, a pre-printed explanation sheet is sent to them with their membership card. This sheet could include all the abbreviations, what they mean, and a brief explanation of each ie. what a BOAT is! Now I know this may seem a bit basic to



those in the know, but to someone like myself who is new to all this, it would be a great assistance in 'decoding' the club magazine.

Thanks.

*Greg Archer. Leicestershire.*

*Look out for the TRFYB (Trail Riders Fellowship Year Book). Ed.*

### Getting back to bikes

I have asked a few riders about plastic levers, NOV, 172. One rider told me that his split on contact with a long rock, and almost stuck in his leg. Another tale was of a rider who had to swerve to miss a car which got him so close to the pavement on the other side of the road, that his ball ended lever hooked the handbag of an elderly lady and threw her and him into the road.

Well, you can't win them all, but thanks for the advice.

P.S. Has anyone got a name for the strip of horse trodden dirt in the middle of a lane that is almost unrideable?

*M. Troake. Devon*

### Enduring antipathy

Having been a member of the TRF for some two years, I have noticed a certain amount of antipathy towards trail riders who also compete in motorcycle enduros.

As a rider who falls into this category I felt it was time to put a case for the defence.

The first mistake is to confuse enduro riders with motocrossers. The two disciplines are miles apart and generally attract a totally different type of rider. Enduro riders are usually older, wiser and appreciate the countryside they ride in. True they often wear brightly coloured clothing, but then we live in a colourful society (my wife's even got a multi-coloured bridle for her horse).

One of the first things an enduro competitor learns is to look ahead and avoid ruts, puddles, bogs, etc. Coupled with a greater degree of throttle control these assets will help reduce ground damage which is something we should all be concerned with.

So in future give the enduro/trail rider a chance. He may have a worthwhile contribution useful to the running of the TRF.

*Kev Rice "Pud". Nottingham*

### B.M.W. On The Trail

As a fairly recent recruit to the TRF and having read the last four issue of Trail I was surprised by the lack of large capacity machines featured, owning as I do an R100GS. Contrary to popular belief such machines really can be used off road, and I don't mean just on nice open by-ways, but almost anywhere that the little trailies go. (*I don't think you have been to the lakes! Ed.*)

To prove the point I set off last week with my wife's compact little camera to photograph the bike and get the evidence published. Well after a day covering half of Dorset and much sweating and heaving (I had to part dismantle the bike and make much use of the saw blade on my Swiss Army knife) I arrived home to find there had been no film in my camera. So instead you will just have to take my word for it; big bikes can hack it off road, it just takes a bit of muscle, a gentle pace, and a healthy respect for the inertia involved. On the plus side they are jolly comfortable on the ride home (anyone who sneers at heated grips has never experienced them) and more than once country types have been won over as they comment "Oh I see... it's a BMW", snobbery has its uses. So if anyone else out there is equally foolish please write in to let me know I am not alone, and keep eating the shredded wheat.

*J.P.K. Dorset*

## GROUP NEWS

The SOUTH WEST Region have volunteered to produce a standard pack of show or display photographs for use by Groups to promote the TRF.

We also wish to build up a set of colour slides for the same purpose, which may be used instead of, or as well as enlarged photographs. We are working on the assumption that most Groups could lay hands on a slide projector when needed.

We are also considering a standard TRF video, but think we will wait until we have successfully compiled the photos and slides before getting more ambitious! Right lads - and lasses - what we want are interesting colour photos and slides showing all aspects of what we do, not just trail riding, but research, lane clearing, assisting at events, shows, map reading, talking to other users or farmers, looking at scenery etc. It is important that all photos and slides should represent us as the mature and responsible people that we all know we are!

Please let me have any suitable colour photos, with your name and Group, where and when taken etc, written on the back. With slides please write a number on the back and include a list so that I may identify them.

I am also looking for a member/s who can offer to produce colour lazer enlargements up to 8" x 12", 12" x 18", or poster size 20" x 30", CHEAPLY! Also can anyone help with CHEAP encapsulation?

The purpose of this exercise is to enable Groups to advertise themselves and the TRF in a professional and standard way, with interesting but non-controversial material.

Looking forward to an amazing response!

*Tony Stuart, "Cambrea", Worthy Hill,  
Trebetherick, Wadebridge, Cornwall. PL27 6SG.  
Tel: 0208 862960 or 0831 467273.*

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**DORSET GROUP MEETING, 2nd MARCH 1993**  
Matters arising:

1. UCR at Gotham, nr Verwood - More user evidence is needed. Kim and Dave Oickle rode this a couple of years ago on one of Howie's runs. They will both write to Chris Slade.

2. By-way claims for BR's 10 & 18 at Piddlehinton - Dave has asked for DCC's evidence, on which our claim was refused. Dave read an item from the Dorset Evening Echo, quoting the Chairperson of the ROW Committee, Mrs Della Jones. It basically said that the lanes concerned were not suitable for motorbikes, but it is a shame that there is nowhere else for us at present. A DCC representative was then quoted as saying that some of our future claims are likely to be received more favourably.

3. February's Executive meeting - Dave reported that he found this very useful. There is a TRO being considered on the Gap Road at Brecon, where a culvert has collapsed. This is an important route



and several members have ridden it.

Horse Trials - It was decided that one person within each area should coordinate marshalling of these events.

There was an offer of research in the national records office from a member living near Kew.

A new group has been formed in Oxford and some leaflets have been produced to promote the TRF.

C.D.A. Carol Duff - At Carol's invitation Dave attended their meeting last Saturday. Basically they seem to have the same objectives as us in wishing to keep open ancient routes. They have had a recent success nr Wimborne St Giles, where some lanes which include a small section of by-way have been opened up after being blocked by circular hay bales for some time.

6. An article from the Bournemouth Evening Echo reported the change of policy by the Forestry Commission towards bikes of all types in Wareham Forest. Rangers will now show a higher presence than they have done before. This change is due mainly to the number of mountain bikes, but could also affect us.

7. R.O.W. News - We objected to a diversion of bridleway BR2 in Ashmore.

There was an article in the London Gazette re Bullground Lane, which is within a housing estate at Sturminster Newton, but this is not of interest to us.

Two modification applications were received. One at Shillingstone and a bridleway claim by the B.H.S. on an existing footpath at Fontmell Magna which we will support.

Attention All NORFOLK AND SUFFOLK Members -

An important meeting concerning the future of the group will be held at Bradfield Combust on 28th April at 7.30pm. Our present hard working R.O.W. Officer - Andy Downes - will be leaving.

Just be at the meeting. I'm sure you won't be missed. It's that or group runs will cease to exist !!

*Steve Canning. Norfolk and Suffolk Rep.*

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OXFORDSHIRE CC & Wenl. Oxford D.C. are doing well in cleaning and making good rights of way. Many new signs are being erected. I understand there is a "National Survey" going on concerning Green lanes. Is this a new initiative, or is it something which is being done all the time by the TRF. If I can help, please let me know.

*Mike Hallam. Oxford.*

## TRAIL ADVERTISING

### ADVERTISERS

IT HAS BEEN NECESSARY TO OVERHAUL THE PRICE STRUCTURE OF DISPLAY ADVERTISING IN TRAIL - AS QUOTED ON PAGE TWO OF THIS MAGAZINE.

WOULD EXISTING ADVERTISERS PLEASE NOTE THAT ALL PREVIOUS AGREEMENTS ARE UNAFFECTED

### Members

Would all TRF members note that we cannot guarantee the accuracy of all advertisements placed in Trail. The buyer must be beware.

*Editorial Team*

## OFFICERS REPORTS

### Sharing - From the CHAIRMAN

It is with some pride and trepidation that I take over the important task of guiding the TRF over the next year or so. Having been an active member since the founding day of the TRF, I have seen many ups and downs in the fortunes of the TRF and our efforts to keep green lanes open. I perceive that the last four years has been one of steady progress under David Giles' leadership. In spite of the current economic recession we are much stronger and more professional as a result of his work. We have become nationally recognised and respected as THE organisation representing recreational motorcyclists in the countryside. I would like to express my sincere thanks to David, from all the members of the TRF, for all he has done over his period in office.

David perceived his objective for the TRF should be to be riding as many green lanes in the year 2000 as we are now. I still believe this is still an achievable target and propose that it continue to be our mission.

The last AGM supported the Radical Democracy approach of us all doing something to assist, as too much reliance has been placed on a few individuals. It was agreed that progress cannot be sustained on the pillion seats of a small group of people. To start the process the elected officers need to analyse what they do for the TRF and break it down into discrete tasks, and delegate them to others. Local Groups need to adopt the same approach. We need to say to potential new members "so you want to come trail riding with us? ...Yes I'm sure you will enjoy it, but what are you going to do for the TRF? We have the following tasks that require completing, which do you think you can do? If you don't have the necessary skills but are keen to try, we can help."

I therefore believe that this year we need to concentrate some of our time to developing and enhancing our skills, so through TRF we can achieve our year 2000 mission. To demonstrate this I am attending a course on "Managing Effective Meetings", partly funded by my employer. I hope this helps to achieve crisper Executive Committee Meetings in the future!

The pressures on our pastime continue. Environmental pressure within the EC to restrict non-essential recreational use of motor vehicles could well have a significant impact on us. We have the BMF to thank for their vigilance of affairs in Brussels, but we cannot be complacent. It is of interest to note the FIM normally primarily concerned about the competitive motorcycle sports, is now taking the needs and wishes of ordinary motorcyclists into account, as a result of the external threats to motorcycling.

*Richard Marshall.*

From the PUBLIC RELATIONS Officer

My recent activities include sending letters to the leader of the opposition. John Smith is a keen rambler and my questions are designed to try and

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find out what actions would affect us if he came to power. To this end I have co-operated with my opposite number in the BMF so that we both can publish the reply.

A letter has been sent to the National Heritage Minister suggesting that the green roads we ride are as much part of our national heritage as trees and buildings. I ask that perhaps the department might assist in the case where an old road is threatened by, say, a new by-pass.

The propaganda item for January was the TRF calendar, I hope every group received a note from me suggesting that they send at least one calendar to an influential person.

Following my request for useful information to send out to other groups, I was pleased when Martin Cooper sent me a contribution (written by A W Morley) which was published in Devon County Council's newsletter.

I have modified the article slightly to make it suitable and I propose to send it out to the groups as next month's propaganda. I will suggest the groups target the editor of their county's own newsletter.

I received a letter from Rosie Marston, ex editor of the TRF Bulletin. Rosie is now deputy editor of What Bike? and she is working on a trail riding article. I hope I was able to provide suitable answers to her questions and I am sure we all look forward to reading the article.

I was recently sent an old file relating to a green lane in Kent (now lost) and, quite by chance, in it was an excerpt from Hansard on a House of Lords debate on the Ridgeway from 1978. It happened that during my evidence at the enquiry I had mentioned this but the opposition claimed they could not find any record of the debate, which featured Lord Foot and our ex patron Earl Howe. The notes have gone to Alan Kind and Tim Stevens for perusal before being sent on to the inspector, who I hope will accept this as evidence.

Recent items of interest in newspapers include plans to make the towpath of the Grand Union Canal into a long distance footpath. 140 miles from London to Birmingham is a long walk. It is even better to cycle, my dogs and I have done about 60 miles of it, but apparently it is to be footpath only. Bruce Harding, the British Waterways recreation manager is a keen walker so the ramblers get another 140 miles of footpath at a cost of £1 million.

Did you see that a fishing competition was recently disrupted by saboteurs? It seems that fishing is viewed by some people as cruel and therefore to be stopped. (by hook or by crook?)

I have noticed many more environment articles during the last few months. Many junior and children's pages in papers and magazines have "green" articles lately. I believe our Committee were ahead of the field in suggesting that we keep our name to the fore as being environmentally friendly. You are, aren't you?

I have had occasion to write to the Times and Telegraph regarding their Ridgeway articles, both of which were full of inaccuracies. A thank you to the members who drew my attention to these. I have recently noticed a similarity in the criticism levelled against us. Our activities are often referred to as "Testing themselves and their machines on green lanes". This may be further embellished to make it appear that we have no regard for other people or the countryside.

Because of the above it may be unwise to refer to a lane or ride as a "challenge". May I suggest we adopt a euphemism to describe the difficult bits? eg. Walna Scar as "an amusing little climb" The Monks Trod might be a "tad muddy today" We would all know what we mean but the malicious eavesdropper would not. Thus began Cockney Rhyming slang.

Although I rarely see my letters in print, I have been heartened by the knowledge that most newspaper offices keep huge filing systems. Articles and letters to the editor are stored in these for future use. In theory this means that, although a pro TRF letter is not reprinted, the information is stored for any future article. Are you convinced? No - nor am I.

On 25 January The Ramblers complaint against the Sunday Express was upheld. This concerned the case of a house being built across a footpath. The RA complained to the Press Complaints

Commission that "there was a failure to take care not to publish inaccurate, misleading or distorted material, contrary to Clause 1 of the commission's code of practice".

It also complained that there was a breach of the newspaper's duty to maintain the highest professional and ethical standards, in that subsequently a fair opportunity to reply was not given, in breach of clause 2.

Compare this example with several articles about trail riders published recently in the national press and I wonder if we could not win a similar case?

From 22 January some farmers will receive a subsidy to help protect wildlife, walls and hedges etc. Six new Environmentally Sensitive Areas (ESA's) have been set up in the Lake District, Avon Valley, South Wessex Downs, Exmoor, North Kent Marshes and South West Peak.

We should be vigilant this "protection" does not affect us.

And finally, please can any member help? A few weeks ago there was a report, possibly in MCN about raising money in order to supply and train people in third world countries to ride motorcycles. Apparently in some of these countries travel is very difficult and expensive. Doctors and midwives etc. can use trail bikes to travel cheaply and quickly to provide essential services. If anybody has more details, could they please send them to me. I would like to use this as an example of the usefulness of motorcycles and trail riding.

Brian Wright.

#### From the SECRETARY

Well my appeal to the remaining ten 'lost' groups to get in touch with me has worked to a certain extent. Welcome back Cambridge, North Midlands, Southern and Wyvern. I know the Lancashire group exists since I belong to it, so that just leaves five 'lost' groups:

*Derby & South Yorks./ Devon/East*

*Scotland/West Midlands/West Yorkshire*

At least some of these 'groups' are in very attractive riding areas, so why do we not appear to have organised groups in them? Please, please, please will the last groups get back in touch with the TRF, or perhaps TRF members in the areas concerned could get together and reform.

Just a word or two to make a few of you think:

Next time you are on the trail just consider for a moment or two that the walkers you blast past may be members of the Ramblers Association, members of the British Horse Society, local Councilors, National Park Wardens, TRF members or somebody else you are trying to impress!

*Reminder: Exec Meetings:- 8th May / 18th September / 27th November AT AMCA HQ, Darleston Road, Walsall.*

Peter Ballard.

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Have you ever seen a sign like this? LARA has been using these signs for some time to show all users where voluntary restraint is in force. Have you obeyed any that you saw? Of course you have, you are a responsible TRF member. LARA is now looking again at the system for this scheme, as one or two signs have gone up in odd places with no-one knowing anything about it. This can bring the whole system into disrepute, so it is time for a sort-out.

*Somerset.* This business was brought to a head by a phone call from our hard working lads in Somerset who had been called to a site meeting on Exmoor with a National Park Ranger and a Rights of Way Officer from the County, and told: 'We are going to impose a voluntary restriction on this route for six months. You do agree don't you?' Julian Bruford said in reply that he couldn't speak for the whole club, but would let them know after a TRF regional meeting the next

weekend. Next thing that happened was a notice in the papers announcing that all users had agreed to stop using the route! Slightly taken aback, the local RoW man Peter Banks rang me to see if I knew anything about it. I am the TRF rep on LARA, and my wife Mary (see last month's cover) is the Clerk for the recreational side of LARA, so between us we should know about these deals. But no, we knew nothing, neither did Alan Kind, or other LARA members. So a national agreement had been advertised on the basis of one meeting with some local users. They had even erected LARA signs given to them as samples! You can see why the system needs tidying. If you knew that a local authority had 'imposed' voluntary restraint without TRF agreement you might see it in a different light, I am sure. The whole scheme is now in the melting pot so I need to know what problems you have with it, and what improvements could be made. As quick as you can.

*Regions.* I was at the regional meeting in Somerset, covering Cornwall, Devon, Dorset, Gloucestershire, Wiltshire, too. A very useful chance to compare notes so that we are all going in the same general direction. I am very pleased that the region is working so well, as one meeting allowed me to keep up to date with so many different groups. We spoke about national policy on Byways, and horse events, and display materials for shows, and all sorts of things that involve more than local interest. Last month I asked for answers to a query to help talks with the DoE, and two replies have been received, from Cornwall and Dorset. Just a coincidence, I wonder? I am glad that no other group, indeed no other member, has any experience of under-used lanes becoming blocked...

*Exmoor.* Next day I went to Taunton to ask what they were about, and explained that as LARA speaks for well over a million members, and Voluntary Restraint covers all motorised users, in or out of clubs, they cannot expect a local meeting, called in a rush, to commit everyone just like that.

We had an interesting chat, in which I said that there was no evidence that motorcycles had contributed to the erosion in any significant way, that continued use by us would not be likely to cause problems, but that poaching by horses was very obvious and they had not been told to stop. So, they agreed to approach the BHS for their co-operation, and if no evidence of motorcycle problems could be produced by Rangers, motorcycles would not be included. The lane in question runs from Withypool to White Post, passing Porchester's Post on the way. It is in part a wonderful example of a mediaeval road across open ground, with ample evidence of the way travellers have taken various lines from season to season, from century to century. It is almost impossible not to feel that you follow the ruts left by the baggage train of Henry the Second's Judges on circuit. A mile further on and it turns into an eighteenth century coach road, with Devon banks and proper drainage, and with a hard stone surface, made entirely from the same stuff as the earlier version. It is difficult, on this section, not to imagine that at any moment Quicksilver will come thundering over the brow, decked out with flags, bringing the news of Trafalgar to an anxious metropolis.

*Obey them.* As we go to press I have not heard if evidence has been obtained from the Rangers, so I cannot be sure what the final outcome will be, but you can be sure that the signs will not show motorcycles if we are not included. But wherever you see one of these signs, DO NOT IGNORE IT. The next step could be a TRO. Permanent. If you really think a sign has been stuck up without national agreement, do ask your local rep, or even ring my number. Look out for more news on this topic soon, as the process becomes better organised, and do please let me have your thoughts on the matter. For instance, should there be a local phone number on the sign, rather than a national one? Should the signs be marked with the expiry date? How do we make sure that everyone knows that ALL users are covered, not just LARA members, on official runs? I have prepared a paper for LARA on this topic, and you can have a copy if you send me an SAE marked 'Voluntary Restraint'. I am braced for an avalanche of good ideas, and yours is the most important.

### **Bisley Extinguishment: No Use is No Use**

There are one or two members who feel that we should distance ourselves from the 4x4 users, and go it alone. Here is a case where we have gone it alone, and lost a lane.

In Bisley, Glos, there is a lane which has long been obstructed by a narrow gate. Not narrow enough to hinder motorcycles, but a stopper for wider users. Several motorcyclists had also avoided using the lane because the local organiser did not want to fall out with the owner, a builder. Others may have used it but no record was made and they have not come forward to say so. No-one had complained about the narrow gate, 4x4 users just went elsewhere. In 1991, the lane was subject to a stopping up order as it was 'unnecessary', under the Highways Act 1980, section 116. The TRF persuaded the BMF to appeal on behalf of all motorcyclists, and the Judgement of the appeal has just arrived on my desk. We lost the case, and the BMF will now have to find costs on top of a solicitor's bill well on the way to five figures. You are all invited to send a donation, from your own pocket as well as from your group fighting fund, to help pay this enormous bill. Please make out cheques to 'BMF', and send to me at the address overleaf.

The case was not quite a total disaster, as the judgement contained references to Trail Riding which will be a useful precedent in future cases, and which can guide others in their consideration of what we do. The Judge said:

*'We accept that trail riding is one of the many perfectly legitimate ways of enjoying the countryside and that the needs of recreational riders are entitled to consideration in weighing up whether a particular road is "unnecessary".'*

*'If there was some user, (and there is no doubt that recreational user would be sufficient) and no suitable alternative route, even occasional use would make it impossible to say that it was unnecessary.'*



In this case, there was very little real evidence of use, and there was a fairly suitable alternative route, so hard luck chaps. And you know what to do in future, don't you? Use all the lanes, record it, and complain to the highway authority about obstructions even though you can get through, and if you don't want to use a particular route, make sure others do use it.

Don't forget the BMF, have a whip-round on club night and send me the proceeds.

Tim Stevens, 101 Square Lane, Ormskirk, L40 7RG.

## SCOTTISH RIGHTS OF WAY

Scottish rights of way and the activities of 'freelancers' have been topical issues in recent editions of TRAIL.

I joined the TRF in October 1992, and as far as I know am the only member living in Grampian Region (although I stand to be corrected). Since joining, I have been looking into the complex problem of Scottish rights of way, hence this article continues the topical theme on both counts.

### Vehicular Rights

Tracks with proven vehicular rights of way are very thin on the ground in Scotland. They include the Corryairack Pass near Fort Augustus, the Sluggan Pass between Aviemore and Grantown on Spey, and a couple of short routes in Perthshire.

If this makes you feel like writing off Scotland - DON'T. J.I.Elder (TRAIL February 1993) is right when he says that the legal position of trail riding in much of Scotland is a grey area. However, my investigations over the past few months reveal that as far as most public rights of way are concerned there is nothing illegal about riding on them, and infact they offer considerable potential, which must be utilised if trail riding in Scotland is to have any future.

### The Right to Roam

It is sometimes said that there is no law of trespass in Scotland, but this is not the case. No-one has a general right to be on someone else's property, whether on foot, horseback, motorcycle or whatever, and the owner or occupier or their agent may ask intruders to leave. They may use reasonable force to remove those who refuse to go (although this is not clearly defined) and they may seek an interdict (or court order) against a named person who refuses to leave the land or who is a persistent intruder.

### Public Rights of Way

Scotland does however have a system of public rights of way where the public may legitimately go onto land. These routes are shown on special 1:50 000 scale Ordnance Survey maps available from Scottish Natural Heritage in Edinburgh for £3.00 each. Public rights of way in Scotland are by no means all fully asserted rights secure against challenge, and in most cases they are not designated for any particular use. The public rights of way network forms the basis of potential trail routes in Scotland.

Public rights of way originated in the historic pattern of routes used by people as they moved around Scotland, either on short or long-distance journeys. The network is not static. Rights of way can also be created by continued and unimpeded public use. The period over which rights of way can be created through use (or lost through lack of use) is twenty years, and this is known as the prescriptive period. Planning authorities have a duty to assert rights of way and to protect them from obstruction or encroachment.

In law, a right of way is a right of passage by the public (on foot, by cycle, horse or vehicle according to the circumstance). It gives no rights other than this use. It may be created by a landowner giving a grant of the right, but normally it is created through use and to be recognised it must meet the following tests:

- \* the route must join two public places.
- \* the right of way claimed must have been used for the purpose of making a passage between these two places.
- \* there must be a route more or less defined.
- \* there must have been continued use of the route by members of the public.
- \* the use must have been on an assumption of the right to use it; and
- \* the use must have continued for the prescriptive period.

Although this may sound straightforward, in practice it is often difficult to find the evidence to confirm all the necessary conditions. The law on rights of way has complicated case law behind it, however rights of way are a vital historic legacy for many countryside users in Scotland.

### Implications for Trail Riding

The main implications for trail riding of the current rights of way law in Scotland are simply this: **IT IS NOT ILLEGAL TO USE A MOTORCYCLE ON MOST PUBLIC RIGHTS OF WAY IN SCOTLAND. A LANDOWNER CAN ASK YOU TO LEAVE (AND MAY USE REASONABLE FORCE TO ACHIEVE THIS), BUT CAN ONLY CONSIDER PROSECUTION IF HE CAN PROVE THAT YOU HAVE CAUSED DAMAGE. RIGHTS OF WAY MUST BE RIDDEN, OR THE RIGHT TO RIDE CAN BE LOST THROUGH LACK OF USE**

The only cases where trail riding is clearly illegal are:

- 1) On public rights of way with a designated pedestrian use (very rare if any fully documented).
- 2) On public footpaths where access has been negotiated under the Countryside (Scotland) Act 1967 - this includes long distance paths such as the West Highland Way, Speyside Way and Southern Uplands Way.
- 3) On private land - indiscriminate riding along tracks which are not public rights of way could eventually lead to riders being prosecuted, and will undoubtedly create a bad image for trail riding.

The Road Traffic Act 1972, Section 36 clearly states that a person commits an offence if -

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without lawful authority, he drives a motor vehicle onto any common land, moorland or other land of whatever description, not being land forming part of a road, as defined in the Roads (Scotland) Act 1984. This act (Section 151 (1)) defines a road as - any way other than a waterway over which there is a public right of passage by whatever means, and provides justification for the use of public rights of way by trail riders.

#### The Way Forward

Under the current legislation relating to public rights of way, there is ample scope for the development of trail riding in Scotland. However, a great deal of work is needed to firmly establish our position, and this will undoubtedly not come without some opposition from landowners and other countryside users. Trail riders in Scotland must be prepared to accept this, but with a responsible attitude and due consideration and respect for landowners and other countryside users there is nothing to prevent an accepted network of trails being developed.

As a starting point for the pioneering work which must be done to gain more general acceptability for trail riding in Scotland, I would suggest riders observe the following:

- 1) Stay on defined public rights of way (shown on SNH maps) and only ride the less well used routes - trying to establish acceptability on the public right of way up Ben Nevis for example would only meet with a barrage of conflict and bad press.
- 2) Be considerate and courteous towards any landowners or other users you meet.
- 3) Be resourceful - when confronted by landowners it may be necessary at times to claim that you are taking a bike up a particular track for a specific purpose - say to examine an archaeological feature.
- 4) Never ask permission to use a known public right of way and don't be intimidated by signs claiming private and no vehicles - remember you have a basic right to be there and the landowner may try to deny you this. You must however always respect sensitive issues, for example stalking when in season.
- 5) Don't interfere with locked gates, even on public rights of way. Rights are generally less well asserted in Scotland - if a gate is locked try gentle persuasion with the landowner.

#### Future Changes

The foregoing summarises the position of trail riding and what needs to be done as the law stands at the moment, however there are potential changes afoot concerning public access to the countryside. Scottish Natural Heritage have recently circulated a consultation paper on access to the countryside in Scotland, which amongst other points contains suggestions that more formalised access agreements may be required.

If this happens, then trail riders in Scotland may well be faced with a similar situation to the imposition of TRO's in England and Wales. Route designation is likely to occur, and once a particular route has been designated for a particular use (eg. Footpath), this will be very difficult to change. The negotiation of more formalised access agreements has already been started by some district councils, in response to the greater usage which has been made of the countryside (mainly by walkers) in recent years.

Trail riders and the TRF in particular must be aware of any likely changes in access arrangements and respond accordingly. As Alan Kind has suggested (TRAIL January 1993), new classifications and re-designations on public rights of way can represent a serious threat to trail riding.

It is very important that more riders in Scotland start to use potential trail routes represented by public rights of way with currently undesignated uses (nearly all). Under current law, this is perfectly legal and it will help to provide the vital evidence of use, which is required to maintain the right to ride both now in the future.

*Martin Kirk, Rothienorman, Aberdeenshire.*

#### NEWS FROM SUSSEX

It's official - the proposal to extend the South Downs Way TRO has been dropped. A progress report dated 8th March 1993 on Rights-of-Way Sub-committee decisions states "South Downs Way Traffic Regulation Order - 18.2.92 - County Secretary and County Planning Officer have investigated but sufficient evidence not forthcoming".

Personally, I have no doubt that the massive opposition by all vehicle users has been a very significant factor in the outcome of this proposal. Thanks are due to all those TRF members who made a special effort to prevent the extension of the TRO. We must remain vigilant to any further moves, especially by the Sussex Downs Conservation Board, but our relationship with West Sussex County Council is much better than it has been for many years. I am hoping that we can now work with the local authorities rather than against them.

It is rumoured that East Sussex County Council may be making some moves where the RUPPs are concerned, and Howard Millichip and Charles Whittaker are keeping an eye on the situation.

*Bevis Billingham.*

#### MINUTES OF TRF EXECUTIVE MEETING HELD AT: AMCA OFFICES, WALSALL. ON 21 NOVEMBER 1992

The minutes of the previous meeting were read and accepted by the members. Proposed: Ron Carter. Seconded: Richard Marshall.

#### Matters arising:

a) Dave Giles explained that the AGM had given wholehearted support for the 5 points as published in 'Trail' 171: That this analysis be acted upon. That tasks be delegated to teams/team leaders. That all team members have 'closed ended' tasks. That we should continue with elected officers for the present but they should be regarded as team leaders with finite tasks. That all members should 'Do

something' to benefit the fellowship.

... Action—All Members

b) The minutes from the 9 May Executive meeting were not available at this meeting. Tim Stevens would look on his computer files for the draft copy and send them to the secretary.

... Action—Tim Stevens

c) Richard Tallon brought the sample leaflet *Caring for Green Roads* which Peter Banks was producing. Don Lewis confirmed that the BMF was willing for its address to be used as a first contact, but it was up to the TRF to keep the BMF up to date with forward address. Dave Giles thanked Peter Banks for all his hard work on the leaflet. He also thanked Don Lewis for his assistance with the BMF.

d) There was no-one at the meeting to confirm progress on the *starting new groups* leaflet. Don Lewis suggested we ask everyone to make comments to Charlie Morriss by the end of December, so that Charlie can bring them to the next meeting.

... Action—All Exec. members.

e) Dave Giles had been in contact with the BHS insurers with regard to the position of Trail Riders helping at BHS events. Dave read the reply from Peter Cannon, National Safety Officer of the BHS, which appeared to suggest that you would be on



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your own in case of incidents. It was strongly recommended that trail riders make sure they sign on as officials at these events. Their machines must be road legal e.g. tax, insurance, MOT. Helmets must be worn at all times when riding. Dave Giles agreed to pursue the matter further to clarify certain points.

••• Action—Dave Giles

#### Officers Reports:

Tim Stevens circulated his report on the Ridgeway Inquiry. Dave Giles gave his thanks to Tim and Don for their considerable input to the Inquiry and also thanked all those who attended and gave their support. Tim went on to introduce Tony Stuart (Cornwall Group) who had recently been in court to defend a Section 116 closure order. Unfortunately the lane was lost, but Tony wants to take the matter to appeal. It was agreed to provide the necessary funds to seek proper legal advice, starting with Alan Kind, and for Tony to report his findings to the Executive before proceeding. Tim gave details of those parts of his discussion with RACMSA which related to TRF matters. The RACMSA are currently concerned to regularise the situation regarding motor events using or crossing RoW, and Tim expressed our concerns that many organisers are using routes with hidden vehicular rights. When they ask for permission to use such routes they can jeopardise our needs and future claims. We are also concerned that if we tell them where all the lanes we use are, there may be abuse. The MSA were keen to cooperate with the TRF and Tim asked the meeting what in particular we should be seeking in return for our assistance. Several ideas were proposed the most important being promise not to leave LARA. Tim was asked to continue this liaison in conjunction with appropriate officers.

Don Lewis presented his report on the recent LARA meeting. Points for action from that meeting are: Bill Kershaw needs input from the TRF regarding any information we have on a Before and After usage of Byways which have been successfully claimed. Or how we can help assess this. There will be a LARA Seminar on 21 April 1993 aimed at Professional Planners, but TRF reps would be welcome. There will be a charge for this event, not yet set.

Don explained how embarrassing it was that even in November 1992 the TRF has not paid their subscription to LARA for 1992.

••• Action—All Members—Tim Ley

#### New Business: Key Tasks for TRF:

Brian Wright gave a presentation in which he showed how the PR task could be made more effective by spreading out more of the work. Four major tasks were identified, out of thirteen discussed; these were: a) Produce a handbook b) Create a 'user friendly' explanation of the ROW Bursary Scheme. c) Produce a leaflet: Who are the TRF? d) Put together a package of information about TRF activities. It was agreed to advertise these tasks in the 'Trail' and for Brian Wright to coordinate the response. Dave Giles agreed to write a piece about the Bursary Scheme for the benefit of new members (and others).

••• Action—Brian Wright & David Giles

Tim Stevens did a similar job for the RoW functions, based on the Ideas set out in 'Trail' 171. This involved group RoW officers getting together in their regions to share information and help improve the range of skills. The aim is to have a RoW expert in every region or area. He undertook to write to all groups in the near future setting out his idea in more detail; this would probably be done in conjunction with the questionnaire that the secretary sends out in December to establish who does what in all groups.

••• Action—Tim Stevens

Dave Giles in summing up explained that the original intention of this exercise was to spread the work-load among the membership. The tasks should be close-ended wherever possible.

#### Any Other Business:

Brian Wright read a letter he had received from the Wiltshire group regarding affiliating to Motorcycle Action Group (MAG). It was agreed to suggest that perhaps they could join and feed back their experience to the rest of the membership.

••• Action—Brian Wright

Richard Marshall distributed the latest list of RoW officers. **Next Meeting:** *The next Executive Meeting will be on 6 February 1993 at the AMCA Office, Walsall, commencing at 11 am.*

TRAIL RIDERS FELLOWSHIP  
Minutes of the 22nd Annual General Meeting held at:  
National Watersports Centre, Nottingham.  
On: Sunday 1 November 1992.

#### 1. Chairman's Welcome.

The Chairman welcomed and thanked everyone for coming and started the meeting at 11 am. Standing Orders would apply, but could be suspended if the meeting ran over 4pm.

#### 2. Declaration of visitors and non-members.

Mr Ken Morris, guest speaker.

Rachel Kennedy, Mendip Bridleways & Byways Group.

#### 3. Apologies for absence.

Mark Snoddy (Durham), Alan Vincent (Herts), Mr & Mrs Dick Sutton (Wales), Ray Morse (West Midlands), Colin Patient (Berks), Don Lewis (Loddon Vale), Keith Westley (Lancs), Graham Stratford (Surrey).

#### 4. Standing Orders.

Copies of the orders were distributed.

#### 5. Minutes of the 1991 AGM.

The minutes of the 1991 AGM had been printed and were circulated to the members present. They were accepted by the meeting.

**Proposed: Charlie Morriss. Seconded: Peter Hiley. Accepted.**

#### 6. Reports.

**Secretary:** Peter Ballard's report was published in 'Trail' 171. He saw the position of secretary split into 3 sectors; minute taker, secretary (letters etc) and coordinator of information from all sources. Charlie Morriss asked if he was going to organise this now himself. Richard Tallon asked if this would mean more posts on the Executive, or just one spokesperson. Dave Giles told the meeting that the new concept of roles would be explained later during the presentation by Ken Morris.  
**Report Accepted.**

**Rights of Way Officer:** Tim Stevens report was published in 'Trail' 171. He went on to briefly report on how the Ridgeway Inquiry was progressing and that he had been extremely impressed with the standard of presentations by our members. It is obviously impossible to say how it is going, only when the Inspector's report comes out will we know. This is not expected until Spring 1993.  
**Report Accepted.**



**Treasurer:** Tim Ley's report was published in 'Trail' 171. He presented the accounts, which had been circulated to the meeting, copy attached.

**Report Accepted.**

**Membership Secretary:** Peter Clark's report was published in 'Trail' 171. He stated that there had been 40 more members as a result of the 'Bike' magazine article showing Tim Stevens. Richard Marshall asked if the job of membership secretary could be broken down. Peter Clark said it would have to be done by people living close by. One person could do the day to day enquiries whilst another did the actual memberships, but he thought it was really a job for one person. Some discussion took place on why some members leave after only one or two years and how to try to keep members. **Report Accepted.**

**Public Relations Officer:** Brian Wright's report was published in 'Trail' 171. He explained that he had tried to be more pro-active than always trying to defend the TRF by writing to more MPs and Organisations. He also explained that it is not possible for just one person to do all the public relations work, he would like there to be a person in each group who could act on a local level. He had brought along some photocopies of articles from other users' magazines as examples of how we could use these for our own advantage when writing to our MPs etc. Brian was also impressed by our Ridgeway speakers and their presentations, saying he thought Alan Kind was our greatest asset. **Report Accepted.**

**Editor:** Mike Pedley said he felt everything was going well, but asked that articles keep coming in. Charlie Morriss asked how the photo competition was going? Mike said there was a poor response. Peter Hiley congratulated the editorial team for the standard of the magazine. **Report Accepted.**

**Chairman:** Dave Giles also mentioned the Ridgeway Inquiry and stated that he too had been impressed by the standard of our presentation. He explained how daunting it can be to stand up in front of the Inspector, but he felt we had put over our case very eloquently. He believes that the TRF is the only principal body preventing vehicle users being removed from the countryside. He was disappointed that TRF members were riding today, which was not good enough on an AGM day. He was sure that through our new-style meetings we have enabled the club to go forward. He confirmed that he was standing down as Chairman at this AGM. Peter Bligh said there was a gap between those with knowledge of RoW etc and those with no knowledge yet, and that there was a need for the knowledgeable to help the new people. Dave Giles said he saw the gap as widening instead of narrowing and that we need to be more sensitive toward new members. Charlie Morriss explained that the major problem is that members with knowledge are self taught. We need more education and training in order to give our knowledge to new members. Geoff Wilson said he was interested in the previous comments, but he felt that there was

no real way of measuring the success of RoW Seminars. Perhaps the best way to learn is to take a real problem and then tackle it with the help of the officers.

**Report Accepted.**

## 7. Motions.

1. 'This meeting confirms the decision taken at the 1991 AGM to add to the Code of Conduct: *'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'*.' Tim Stevens (proposer) said he had nothing to add to the explanation as printed in 'Trail' 171 page 22. Peter Banks expressed his reservation to show a sticker and membership card, stating that he felt it gave an impression to others of us having a permissive right to use the lanes. He felt that as it was not a requirement to carry a driving licence, he doesn't see why he should carry a membership card. Dave Giles explained that there was a danger of opening the debate again, and this had been debated fully last year. This motion is merely a Constitutional formality. Howard Wadsworth stated that it was difficult to take a motion without debating it. His group's view was that we treat this as a recommendation along with the Code, but not a requirement. Mike Lake agreed with recommendation, not requirement. Dave Giles read out the original motion from the 1991 AGM, and asked that this AGM vote on the motion before it.

**Vote: 45 for. 11 against. 10 abstentions. Motion Carried.**

2. 'Following the census taken at last years AGM this meeting approves the class of membership called "Life Member" which will cost a single payment of £125. Brian Wright spoke about his motion, explaining that this had been debated at executive meetings. There had been a suggestion that the payment be 8 times the current membership fee. He had calculated that interest from this type of membership could be useful to club funds. The question was asked as to what happens to any club funds should the TRF cease to exist. Dave Giles was able to quote from the Constitution which states *'In the event of the the Fellowship terminating, all assets and monies accruing to the Fellowship will be donated to a charity to be named by the Executive at that time'*. Tim Ley explained that any financial implications would not have an adverse effect.

An amendment to change the cost of £125 to 8 times the current membership fee was proposed by Peter Hiley and seconded by Charlie Morriss and carried.

**The amended motion was carried overwhelmingly.**

3. Peter Banks explained his motion 'This AGM requests the executive committee of the TRF to organise the production of a TRF Yearbook for the year of 1993, to contain the names and addresses of all principal group officers for 1993 and include such other information as may be of value to TRF members and other interested organisations. He stated that a Yearbook could help all new members, as well as being a useful document to give to other organisations whom we wish to



impress. It could include information on other organisations and clubs as well as the TRF. Tim Stevens gave some examples of what could be included in the book; group information, RoW workers, Public Relations, Advertising. General discussion then took place on this proposal e.g. What impact this would have on the membership fee. Is it intended to be sent to all members or only on demand, and would it include a diary of events? It could be produced as a special edition of the magazine — say the January edition. Richard Tallon circulated some examples of the information gathered on a fact finding exercise. He also explained that he could use a Yearbook when he goes to shows. Bill Kershaw explained that he thought LARA could be involved in the production of a Yearbook.

An Amendment to change the word 'organise' to 'consider' was proposed by Richard Marshall and seconded by Dennis Hayter and carried.

**The amended motion was carried overwhelmingly.**

4. Peter Banks gave an explanation of his proposal 'That paragraph C4 of the TRF constitution be substituted by the following:

**C4: each Group shall hold an AGM for the duties of the following officers:**

**A Group Representative on the Executive Committee, a Group Chairman, a Group Treasurer, a Group Secretary, and a Group Rights of Way Officer.**

**Only national TRF members are eligible for election and not more than two offices may be held at any one time. Officers will serve from 1 January next following the group AGM for 12 calendar months. The names of those elected shall be notified to the national secretary before commencing in office.'**

He stated that this would formalise the groups, it would act as a signal if groups are in trouble and not enough members are active there. Tim Stevens explained that this information would form a part of the Yearbook. Charlie Morriss said that this proposal implied that only those listed be voted in office. Perhaps more officers could be included later. Bob Williams said his group was so small we have always doubled up on the jobs. Richard Tallon was worried about its preciseness. Geoff Wilson asked how the groups were financed. Dave Giles said they were self financing. Geoff Wilson said he thought there should be funding from the centre when new groups were formed. He went on to suggest that there needs to be a proper structure in the TRF as a whole. After further discussion the motion was put. **24 for, 33 against, 12 abstained. The motion was lost.**

5. Peter Higham spoke for Keith Westley in explaining his motion for joint membership. He felt this could encourage family membership and promote interest as well as funding for the club. Following much discussion an amendment was proposed that "Joint membership fee of 1½ times the current single membership fee". Proposed by Charlie Morriss, seconded by Andy Stevens. The vote being 17 for, 28 against, and 12 abstained. The amended motion was then put.

**20 for, 38 against, 9 abstained. The motion was lost.**

## 8. Guest Speaker Mr Ken Morris.

Ken Morris gave a presentation on the work he had facilitated at the last Executive Meeting, where Group Reps and officers listed the current 'threats' and 'opportunities' for the TRF, he identified the tasks which needed doing in the coming year and evaluated the 'strengths' and 'weaknesses' of our membership and organisation in trying to meet those tasks.

The principal tasks were:

1. Widen and deepen the TRF general publicity and PR programme.
2. Implement a finely focused programme of communication with key bodies.
3. Extend the quality and depth of our ROW research and fact gathering.
4. To co-ordinate and fund the previous three initiatives.

The suggested means of meeting them were:

1. Delegate the tasks to teams with each team member to have a clear 'closed end' task. Maintain elected officers as team leaders with finite tasks eg:

ROW research — county teams.

Broad publicity — National Team/Regional teams.

Focused communications — County Council teams, 'Allies' teams, 'Committee' individuals, and 'MP shadow' individuals.

### 2. Joint Ventures.

Discussion then took place including: Tim Stevens asked what is meant by ownership of a problem and what do we do to claim it? Ken Morris explained that by and large teams work better than individuals irrespective of the task. Everyone must understand that the objective applies to them and that every person has a contribution however small. Alan Kind suggested that the idea of teams is good particularly so for isolated members, but to do this education is needed. Also required is a structured learning process and distribution of information. Geoff Wilson reiterated his suggestion that the TRF needs to be properly structured. He also suggested the best way to learn is by actual example — find a specific problem and deal with it.

## 9. Discussion on 'The Future of the TRF'.

Dave Giles gave a presentation on what a chairman does, to lead into the election of officers. Alan Kind suggested the new officers be taken on as team leaders. Gwyn Thomas asked if there would be a resolution following the previous discussion. It was proposed by Tim Stevens and seconded by Alan Kind that the following 5 points be incorporated into the role of the elected officers.

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

**Carried.**



