

## GROUPS

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1 & 3 Thursdays, 8.30pm, The Mitre, Church Road,  
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Ian Hingley, Tel: 0272 567509  
2nd Monday, Warmley Community Centre, Deanery  
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### CAMBRIDGE

Richard Palmer, Tel: 0353 88344  
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### CHESHIRE

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

### CORNWALL

Sally A. Madgwick, Tel: 0208 74411  
Ring Secretary for details.

### CUMBRIA

Tracey Fogg, Tel: 0539 722569  
2nd Wed., Albert Hotel, Bowness on Windermere.

### DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688  
2 & 4 Tues., Enfield Arms, Broughton Lane,  
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### DEVON

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

### DORSET

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### EAST MIDLANDS

Graham Chinnery, Tel: 0332 863433  
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### EAST SCOTLAND

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### EAST YORKS

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### ESSEX

Mark Kinard, Tel: 0279 777620  
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### GLOUCESTER

Charlie Morriss, Tel: 0453 885323  
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### HERTFORDSHIRE

Alan Vincent, Tel: 0923 775263  
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### ISLE OF WIGHT

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Last Thur, Liberal Club, Landguard Rd, Shanklin, I.O.W.

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Jeff Hayward, Tel: 0322 863521  
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### LANCASHIRE

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

### LINCOLNSHIRE

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### LODDON VALE

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### WILTSHIRE

Bill Riley, Tel/Fax: 0225 863811  
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### WYVERN

Steve Pighills, Tel: 0902 672479  
Every Thursday, 10pm, Potter's Rose & Crown, Colley  
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# TRAIL

OCTOBER, 1993

No. 183

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

EDITOR: Mike "Nettlebed" Pedley.



With the Chairman to the A.G.M.

## CONTENTS

Editor	3	Letters	8
RoW News	4	Minutes (Exec. Meeting)	11
Book Review	7	TRF AGM 1993	16
Group News	18		

All contributions to the Editor ..... Please keep it short and sweet!  
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*\*See 'Trail Advertising' inside*

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## TRF OFFICERS

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Tel: 0200 445657

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

## EDITOR

No apologies, but this month's Editorial is unashamedly dedicated to coercing YOU to attend YOUR Annual General Meeting!

It's hard for me to believe but we will be fortunate if 5% of you turn up and most of those will be your already hard-working Club officials!

Can you imagine how that feels - already they get no thanks for their hard work all year then they even have to drive to the Motorcycle Museum - probably paying their own petrol bill and buying their own meals - whilst you go out trail riding again. Fair?

But of course you know "they" will turn up - but what if they didn't and the meeting had to be abandoned and then our Executive Committee felt so let down they threw in the towel and went back to just being trail riders like YOU in their own Groups.

So what - how would that affect me? YOU ask. I'd still ride, I've got my maps marked up.

If the TRF hadn't been formed by John Ebbrell and others in the early 1970's would you be Green laning today - in Environmentally conscious "Rambler dominated" Britain? Maybe? But for how long?

Could YOU fight a lane closure - not your Group - YOU personally? - because most groups would probably fold soon after the TRF did. Remember who holds your group together!

One last time - lets make the effort - lets get that Motorcycle Museum bulging at the seams! Incidentally, as a bonus the Museum's well worth a look, the restaurant's good and reasonably priced, what more do YOU want? See you there, because if we don't get a hundred at the AGM then next months mag will be 16 blank pages as a protest from the editorial team!

### NETTLEBED

P.S. Running a bit short of articles/letters particularly from new contributors. Why not go to the AGM then write me an honest appraisal of it. Was it a boring day, or did you enjoy it? Could we improve it?

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## ROW NEWS

### Northamptonshire - What UCR's?

Recently a local TRF worker asked the question: "Can I see the Unclassified Roads Map?" and the reply was that they didn't think there were any. Eyebrows were raised, and the process of investigation was put into gear. It turns out, and this is only rumour, so far, that when Northamptonshire's RUPPs were reclassified under the 1968 Countryside Act, someone had the clever idea of including unsurfaced UCRs in the same process. As a result, many of them were considered to be "unsuitable" for vehicles, and recorded on the "definitive" map as Bridleways. This, if it really did happen, is a good illustration of the term "*ultra vires*" - a bit of legal Latin used by those in the know to indicate that an action was "outside the powers" of whoever did it, and therefore void. Pronounce it "*ultra vee-rays*", and look out for such actions in your county, too.

Eagle eyed readers will remember the term being used in a tale about Nottinghamshire some time ago; they had diverted some RUPPs using a process which only covered bridleways and footpaths, and having recognised the error, were doing something about it. Let us hope that the records in Northamptonshire of the "downgradings that weren't" are still available under the County Solicitor's bed.

Oh dear, that does seem to imply that County Solicitors tend to nod off at work, and I am sure you all have lots of evidence that this is not the case. We are all

overwhelmed by their consultations about changes to rights of way, aren't we? A lawyer of my acquaintance said once that when you come out of Law School, you have a choice of an active, busy, energetic, vigorous life in commercial practice, or you get a job in County Hall. We all know how wrong this opinion is, of course...

### Cumbria, consultation champions

Talking about consultations, Cumbria County Council are proposing to close a road in Beetham (just off the A6 north of Carnforth) using section 116 of the Highways Act 1980, as they say it is "unnecessary for the public". The facts that a factory has been built across it and that the authority does not seem to have exerted itself to assert and protect our rights count, it seems, for nothing. The Department of the Environment recently

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reminded all authorities (in Circular 2/93) that it would be a good idea to consult users before taking away their rights, so what did Cumbria do in this case? So far as we can tell, no-one was consulted at all. How lucky we are to have such active, busy, energetic people as guardians of our facilities.

### Lincolnshire - Now you see it...

Now to distant Lincs, well, distant from Cumbria, anyway. A recent order to put a new Byway on the map was very peculiar; the route crossed and recrossed a railway line, with the middle loop unconnected with any other right of way. The proposal was to record the route as a Byway, excepting the actual level crossings themselves, which would be put down as Bridleway. This would leave the loop with vehicular rights, but attached only to the rest of the world by non-vehicular sections, a possibility which goes against one of the presumptions of highway law. This is that all highways form a connected network, without disconnected bits. Quite what will be done legally to resolve this, we do not know, but a practical objection arises: The sections across the lines are only a few metres long, and one millimetre on a Landranger map stands for 50 metres on the ground. How are users expected to see that the symbol which overlies the black railway lines is not the same as the byway symbol each side? The gaps in the red dashed lines themselves are about 25 metres wide in "real" terms, and the only difference between Byway and Bridleway symbols is that Byway dashes have chunks on each side. But of course you all knew that.

Local enthusiasts, keen to be able to use the whole of the vehicular network without trespassing on any bridleway, are reported to be knocking together a system for crossing the railway. Something on the lines of the Artillery competition at the Royal Tournament, I think, with a sling on a steel wire stretched across an empty space. Quite what will happen if a train appears in the distance, well, they are still working on that.

### Wales - MMM v BBNP

Stand by to use the writing set that Granny got you for Christmas. There are reports that the Brecon Beacons National Park authority has no intention of allowing any macho medallion-men to pit their aggressive machinery against "their" recreational resources. A TRO against all vehicles seems likely on the Gap road. As soon as notice appears anywhere, please write in objecting to this order. All you need say is - Gap Road TRO: I object to this order on the following grounds: Vehicles have used this route without creating any problems since well before the idea of a National Park was thought of. Etc., etc.

I am fully confident that you can all add your own comments about your own use of the road, and anything else you feel might be relevant.

### Dorset - The Law giveth, and the Law taketh away

From a letter to our local hard working TRF group:

"Your application to modify the Definitive Map by showing bridleways 26 and 39 Puddletown as a byway open to all traffic has been considered by the Rights of Way



Committee. Their decision was that your application should be accepted and that action should be taken on a Traffic Regulation Order."

What about circular 2/93, eh, Dorset?

### Derby RoW Workshop

There have been several phone calls about this event from TRF members saying "Put me and my mate down for the Derby weekend". Nice to know that I have your support, but I need to have the form back with your details and the dosh. There will be paperwork to send out to delegates, and I have no intention of ploughing through 1600 addresses to find yours, so please fill the form in and send it back.

We already have a commitment from a County RoW Officer, a County Councillor, a Public Inquiry Inspector, and a spokesman for the Country Landowners Association, all of whom will speak and be available for questions. It is hoped to run a mini "Mock Public Inquiry" on Sunday morning, so get filling in those forms, chaps, or the place might be booked solid. See you there!

### NOTICE

The address for The Gazette in September's Trail was incorrect. The correct address is: 25 Radbourne Street, Derby DE22 3HD

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## BOOK REVIEW

### Road Research - An Introduction to Rights of Way Evidence by Tim Stevens

For the last few months our intrepid Rights of Way Officer, Tim Stevens has quietly plugged his book at our group meetings.

To be honest the price, £5.00 put me off a bit and I felt it rather unethical to have a quick read then hand it back, but when Tim gave a dig in last months Trail that even the Ramblers Association had reviewed it, I took the bait and asked the author for a copy.

It arrived in a pocket sized A5 envelope and to be truthful I was a little surprised at its thinness - barely thirty pages.

It is, however, printed and presented to a high standard with an attractive, but tasteful, cream card cover and a type face (or is it font now?), reminiscent of that used in Government's Acts, which eminently suits its contents matter.

The title you will note is very precise - this book doesn't claim to be something it isn't and Tim doesn't waste a word by padding out with self-appraisal, irrelevant anecdotes or fuzzy photographs. This is a precise publication, you don't skip through it like the "blue book", you read every single word!

Tim's style is very readable and the text is nicely broken up with small map and document extracts which serve to both illustrate and entertain the reader.

Naturally, all the main research ingredients are covered: inclosure awards, title apportionments, finance act and many more, together with practical information on old map scales, ancient scrips and help with interpreting legal descriptions - a complete DIY manual infact.

The book takes the reader on a visit to a County Records Office and using actual examples guides us through each stage and pitfall. Just like the Haynes Motorcycle Repair Manuals the proof of any DIY book only becomes apparent by the side of the road - spanner in hand! Are you still confident?

"Remember, in the land of the blind the one eyed man is King" quotes Tim. That's how I felt after reading this book - not an expert but a damn sight more knowledgeable than I was an hour ago!

Really, as a National Rights of Way Organisation we should, in my opinion, have asked our RoW Officer to produce this book on behalf of the TRF and had our name on the cover! I can't imagine any Trail Rider not finding it interesting and useful even if not contemplating any serious research work at the present time.

I don't know how sales are going but if there isn't to be another printing they could just get snapped up by the opposition! Hopefully Tim will be taking a few copies to the AGM.

Available from **Tim Stevens, 101 Square Lane, Ormskirk, Lancs, L40 7RG**

Would I buy it? - yes I did!

NETTLEBED



## LETTERS

### Letter of Thanks

The Cumbria Group really did us proud. The few Bristol Group members, who had the most tedious journey to and from the Lakes, would like to extend their thanks to the three Cumbria Group lads and Will's sister who made the weekend so successful. The weather may also have had something to do with it - to make it the best trip to the Lakes I've ever had. I'd also better explain where Will's sister, Janet's, hospitality helped make the trip even more memorable. The views from the caravan window at Hobkin Ground on the Saturday morning were unforgettable. Also the farmhouse breakfast really set us up for the day. Not only that, we had virtually only yards to ride on tarmac before indulging in some of the best (and hardest) tracks in the U.K.

What was even more coincidental was that the route to the first lane took us past the "Phantom Cyclist's Gate" where in 1984 a small contingent of the Herts Group were able "to do their good turn for the day" when an errant cyclist tried to open a five-bar gate with his head. Notwithstanding the occasional(!) gate and the overwhelming numbers of walkers (I got VERY THIRSTY saying "Good Morning - Lovely Day isn't it?") plus one awkward Rambler on the WALNA SCAR ROAD, dealt with succinctly by our Bristol Group Chairman with some "Gee Whizz" RoW statistics. Pity about Tim's 250cc Hondawakasaki's demise on one of the most scenic tracks of the Lake District, Tarn Howes - hope it wasn't too expensive - but it did sound a bit terminal from the top of Walna Scar.

Some excellent ale is to be had in Cumbria and Steve Brass is obviously a man after my own heart - if you find a decent pint at lunch time why bother to go trail riding! (We did anyway and carried on to do the old coach road (A6) from Shap south - Steve Stocks enjoyed it?)

So, thanks Cumbrians, I think we all had a memorable time and - "we'll be back"! (Just make sure the weather is as good next time.) *Thanks, D.C. Clegg, Bristol*

### New Groups

Nice to see another group springing up i.e. "Ribble Valley", it proves there are plenty of trail riders about yet. However, we can have as many groups as we like, but most will do their own thing, their "Rights of Way" Officer will cover the same ground, spend the same time doing it, as other groups do, FOR THE SAME AREA.

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Sheet 98 i.e. Yorkshire Dales is the "playground" of many such groups, yet an attempt to regionalise the groups was tried, and failed, despite the fact it makes good sense, to try to prevent each of us having to do the same research. One of the problems is, that many groups have lots of riders, but nobody interested or committed enough to do a simple thing like leading, and certainly they won't do any research. These groups come into the T.U. category i.e. "Totally Useless" as far as the TRF's future is concerned, its let's live today, to hell with tomorrow. How do I know these things? - The group I attend is No. 1 T.U., and despite being twenty years old has moved no further forward than day one. As a body of riders they are enjoyable company, very competent, like a laugh, help each other (sometimes), but still T.U.

Is there someone out there?, who can give a simple man's guide to organisation: where riders do not want to be organised: academics need not reply, it's how to get rough, tough, hairy Trail Riders motivated. *Yours T.U., Willy Eckerstyke, Goole*

### Mid Wales TRF Run

It's 5.30 am on a Sunday morning, I am getting up and I don't have to go to work, there can only be one reason for this, to go trail riding. Once a month the East Midlands group have a run and today we are meeting in Rhayader in Mid Wales. After loading the three bikes on the trailer, 2 XT350's and a KLR250, we have the customary mess with the trailer lights to try and get them all flashing at the right time, etc. Three hours later we are unloading in a lay-by outside Rhayader, despite a very hairy moment when the trailer tried to overtake the car! We join up with

familiar faces, Pete (DR200) and friend (125 HONDA), Clive (DR200), Barry (XR250) and Barry's mate Tony (KTM). The first lane starts just up the road and is a loose stone track climbing all the time, the views of the reservoir below are great. We rejoin tarmac for a short time and then pick up the Monks Trod, passing a group of cheery rambles unloading from their coach. After a few muddy bits and some obvious 4 Wheel Drive use (or misuse!), we come to the first of several bogs. How the hell did Monks cross these, not on Motor Bikes that's for sure! It is very good advice not to go trail riding on your own, you could die up there if you got stuck. By now the clouds had come down and it started to rain. Eventually, after much pulling and shoving we get back to the hard stuff. Down the hill into Pontrhydfendigaid for dinner, or not. The only pub doesn't do

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Weeks only in Summer.*

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food, so it's back up the hill to Ffair-Rhos. The landlady makes us very welcome as long as we don't sit on the upholstery, and she decides it is worth putting the chip pan on for eight. In no time we are all tucking in to fish, chips and peas and a Mars Bar to follow. A rota system was operated so that everybody got a look at the fire! Now the worst bit, putting the wet kit back on! Back down the hill to Pontrhydfendigaid turn left at the garage to Strata Florida Abbey. We follow the lane through some trees until it opens out into a valley with a river running down it, very pretty. Wet, but pretty. After criss crossing the river several times, each time half expecting Tony to drop his KTM, we come across some All Wheel Drive Club chappies in a Range Rover and a Lada, they seem friendly and follow us at distance to the end of the lane where we stop for a chat etc. They were all dry and warm and we were not! As there seemed a shortage of routes the way we wanted to go, we decided to go back the way we had come to Pontrhydfendigaid. Back up the hill, past the pub we had eaten in earlier, to find the next lane, which turned out to be a mistake. We had taken a "wrong un" somewhere and ended up back at Strata Florida Abbey at which point the KTM ran out of petrol. Some of us collected and mixed two stroke and some of us got in the phone box with the map (it was still raining). It was decided not to go back the way we had come, so we went back up the hill past the pub to find the lane we had been looking for earlier. This was a track with a few loose stones and puddles round the Claerwen Reservoir. The track kept bending back and forth where streams etc. ran into the reservoir. Just before the last but one bridge, I ran through what looked like a little puddle, but it had a rock in it under the water. It was just like riding up a square

kerb. It destroyed both tyre and tube, so it was over on the side stand, out with the back wheel and in with the spare tube. It doesn't take long but less than 100 miles on a new tyre is a bit annoying to say the least. Bike re-assembled, we continue towards the dam where the others are waiting. It's now 7.00 pm and we ought to be getting back to the car, but the KTM runs out of gas again! A short ride through Elan village and we are back where we started nearly nine hours earlier, only a three hour car journey left now.

It's now 11.30 pm, still raining and we are unloading the bikes back in Burton-on-Trent. Another brilliant day out - of which I have had many since joining the TRF. Thanks to Clive and Graham for leading and to Alan for the use of his car.

*Bob Woodcock, East Midlands*

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## MINUTES - TRF EXECUTIVE MEETING

**Minutes of the TRF Executive meeting held at:  
AMCA HQ, Walsall, on 8/5/93**

**Apologies for absence:** Derek Collins, Tim Gooderson, Bob Balderson.

Richard Marshall started the meeting at 11.00 with introductions, and asked for notification of matters for Any Other Business: Clothing for horse event stewards, B. Wright; South Western Regional Meeting Report from R. Tallon; Public Relations, B. Kershaw.

**Minutes of the last meeting:**

In item (g) Peter Fallon should be Peter Fennell. The modified minutes were approved.

**Matters arising:**

Peter Banks circulated his paper on how the minutes could be circulated, as it should have gone out with the agenda. He also pointed out an error in the 21 Nov. meeting minutes, in which the BMF were stated as "first contact" address on the Caring leaflet, but in fact they only agreed to be the fall-back contact, and we must ensure that a local contact is marked on.

Tim Stevens explained that he had contacted the BHS regarding Insurance at their events, and suggesting a meeting to formulate a code of conduct for such stewarding and had been disappointed with their reply which was that they are "quite happy with the present situation, no point in having a meeting yet". He suggested we should organise ourselves and then tell the BHS what we have on offer and if they want to continue using our services they can. Richard Marshall asked Tim to co-ordinate a meeting with all TRF members who help organise horse events.

*Action - Tim Stevens*

Richard Marshall asked what progress had been made on publicity material. Richard Tallon explained the progress and said he was now waiting to be informed what funding was available. A suggestion was made that there should be 4 or 5 sets of publicity material around the Country, so that local groups could call upon it for any shows/meetings they attend. Richard Marshall suggested that he bring a proposal on costing, etc., to the next Executive meeting. Richard Tallon suggested there be a "starter pack" which groups could add local flavour to.

*Action - Richard Tallon/Tony Stuart*

Garry Watson asked about the display at the BMF Rally and who was manning the stand. The Essex group had volunteered to do this and Richard Marshall asked that they liaise with the Cambridge group, which is the group in whose area the Rally is held.

Alan Kind reported that the MCIA had offered stand space at a low cost to any LARA member organisations, at the International Motorcycle Show.



RACMSA motorsport; Tim Stevens explained that there had not been an encouraging response from the RACMSA. They seem to think they can get away with what they are doing now regarding their rallies and the use of green lanes. Tim would report any further information back to the Executive.

Byways; Before and After; Bill Kershaw was disappointed that there had been no information feedback regarding what effect Byway claims had on the actual roads. He had wanted examples which he could report back to the Countryside Commission on how much use there had been on lanes where successful claims had been made. He asked again if someone could report to him on this. Richard Marshall asked that groups contact their local Councils to see if there had been any reaction, particularly those councils which had been going through the reclassification process.

*Action - All Groups*

### **MAG Presentation:**

This item was brought forward because Mr. Clinch from MAG had another appointment. Mr. Clinch gave a presentation on what MAG is and what they can offer a club such as the TRF. He explained that they are concerned with access because some European Countries already have "no motorcycle" roads and this is on tarmac. They (MAG) had been actively involved in the Ridgeway Inquiry and this had highlighted the way in which they thought they could help the TRF. He explained that joining MAG gave similar advantages as with BMF, a magazine, club discounts, support for fighting bans, contacts with MP's both here and on the continent. After answering questions from members, Richard Marshall thanked Mr. Clinch for coming. The question was asked "How would we decide whether or not to join MAG?" Richard Marshall explained that a proposal would have to be made to the Executive and ultimately approved by the AGM.

### **Officers' Reports:**

Chairman's report: Richard Marshall gave his report in which he said he would like to see some training week-ends being organised, but would like responses from the groups. Discussion took place regarding how these could be achieved, at what cost, who to target, eg. beginners, those with some experience, whether it should be solely RoW or other skills. Richard Marshall in summing up said we should take ideas back to our groups and he would put something in the Trail magazine as well.

*Action - R. Marshall/All group reps present*

RoW Officer's Report: Tim Stevens explained that his report goes into the Trail each month, so he would give his LARA report now. The LARA meeting had taken place on 27 April. The LARA subscription would be raised by 10% in line with their Forward Plan. The Respondents for reclassification orders may be asked to do other work as well for LARA and there was discussion as to whether this was viable. It had been felt that Regionalisation was most important for ALL member organisations and that this should be in line with the Sports Council's own regions. There would be a LARA newsletter coming out shortly and members were asked to provide information for this. The Voluntary Restraint system was being organised in a better way, with the

signs being numbered and dated so that users could see if they had been erected with the proper authority. The LARA Symposium had been well attended particularly by TRF members and it was hoped the delegates had found it useful.

Publicity Officer's Report: Brian Wright explained that he had sent his report in early but it had not appeared with the minutes, he was not too happy about this. He had spent some time recently replying to the press articles about 4x4 vehicles and motorcycles cutting up the countryside. He asked everyone to write to their MP, or try to visit their local MP's surgery to put our case across. He circulated a petition which he would like all members to sign, this is in response to a petition asking for a green lane on the North Downs Way to be TRO'd. Discussion took place on how to counter the bad press; ideas were put forward with a suggestion for a leaflet which highlighted the historic importance of green lanes.

Treasurer's Report: Tim Ley had circulated his financial report and said he was keen for members to spend more money on good works for the TRF. Particularly the bursary fund needed to be taken up more as there was funding available for RoW research.

Membership Secretary: Garry Watson circulated his report and explained that he was short of group information for the handbook. He was also concerned that he may have the wrong information from some groups, particularly about the group rep. Some group reps had left the club and not informed the membership secretary of who had taken over, or had not passed information on.

*Action - All Groups to be more responsive*

### **A Modified Code of Conduct:**

Brian Wright presented a set of proposals for consideration, involving changes to the rules and code of conduct. His proposals included keeping a low profile. Distance ourselves from the All Wheel Drive Club. Reduce our suggested maximum speed. Discourage large group runs in sensitive areas. Encourage stricter noise limits. Reduce our byway claims until further notice. Encourage Counties to impose selective access to byways (not necessarily TROs). Discussion followed on what would be the best way forward as it was felt that some of these proposals had already been adopted, and it was not entirely clear what was being suggested. Richard Marshall suggested that Brian bring forward clear proposals to the next Executive meeting. (NB to ensure success at this year's AGM, proposals must be with the Secretary before the end of August)

*Action - Brian Wright*

### **BMF Concerns carried over from last meeting:**

(Tim Stevens had not been happy with the way the BMF carried out its AGM and had sent a letter requesting clarification of points the day after the BMF meeting. Don Lewis, BMF Chairman, had not answered this letter until three months later. Don was asked to attend this TRF meeting to explain, not only why it had taken so long to reply to a member club and why the reply was so unhelpful, but also why a club



solely interested in access had not been consulted when they (BMF) had discussed abolishing their Access Officer post.)

Don explained that the Management Committee of the BMF had their reservations about how their meeting was run, and that it was "Not a good meeting". Don emphasised his assurances that they would "Comply with the BMF constitution at all times", as indicated in his reply. Discussion on whether this item was relevant to the TRF or was purely a BMF concern followed, supported by those not at the previous meeting. Don also confirmed that the BMF was not now abolishing their Access Officer Post. The Chairman cut short the discussion.

#### **Bursary Fund, report and discussion:**

Tim Ley explained that the rules of the bursary fund were to be published in Trail. He stressed that there was £1300 in the fund to be allocated. Richard Marshall said that Dave Giles had asked for this meeting's approval to remain on the bursary funding committee. This was given. Discussion took place regarding how the funds had been used and what had happened to the information gathered. It was suggested that such information should be passed to the Rights of Way Officer, or that at least he should be kept up to date on what information was being gathered in order to avoid duplication of effort. It was also suggested that Local Group Reps be consulted when applications were received from individual members.

Tim Ley was asked to report in the Trail on previous bursaries.

*Action - Tim Ley*

#### **Approval for National TRF events (e.g. Coast to Coast):**

Richard Marshall expressed concern that the Coast to Coast run which was taking place this very week-end had not been set before the Executive Committee for approval. It was pointed out that this event had been advertised in the Trail magazine and no-one had made any comment to the Executive or the organisers. The meeting agreed that concerns should be aired, but so far there was no evidence of a problem.

#### **Distribution of important papers and consultation documents:**

No-one appeared to know what this item was about, so it could not be discussed.

#### **RoW news, Piper Lane, Chesterfield. An Update:**

Richard Marshall explained that a member had been threatened with an injunction for using a bridleway, which in fact has evidence of vehicular rights. He would like some funding to be allocated in the event of this case going to court. After some discussion it was agreed to allocate up to £1000 from the fighting fund.

#### **Black Country Group:**

Members of the newly formed Black Country Group gave a presentation to the meeting, asking to be recognised as a new TRF group, explaining that they already have a committee set up although they were few in number at present, they hoped to grow in future. The Black Country covers South Shropshire and South Staffordshire. They were accepted into the group structure.

#### **Circulation and Approval of Minutes of Executive Meetings:**

After some discussion and an amendment, the following procedure was agreed.

1. The Hon Sec takes the minutes at all meetings, or other minute sec as may be agreed at that meeting.
2. The Hon Sec prepares a first draft of the minutes as soon as possible and sends copies to the officers and those expressing need at the meeting.
3. Recipients of the first draft will acknowledge them, within ten days as being accurate, or will suggest corrections or additions.
4. The Hon Sec will prepare a second draft of the minutes from comments received. This will be circulated to all group reps and principal officers with the agenda for the following executive meeting where the minutes will be officially approved and filed.
5. From the second draft, and before official approval, the Hon Sec will prepare a summary for publication in the Bulletin. A copy is to be sent to the Hon Chairman for comment before publication. The summary will appear in Trail with a statement that the full minutes are to be approved at the following executive meeting.

#### **Any Other Business:**

Richard Tallon explained that he had chaired a meeting of the South West Region at which it was suggested that each group exchange information on RoW work, perhaps a newsletter, lanes used and map information. This might be adopted country wide.

Colin Patient asked the meeting whether he should go ahead and provide reflective waistcoats for those members who want them. Particularly effective for those helping at horse events, etc. It was suggested that he inform the members through the Trail that these are available.

The meeting closed at 5.20 pm. The next meeting will be on 18 September 1993, same venue. Richard Marshall asked for officers reports by the 3 September for inclusion with the agenda for the meeting.

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# THE 1993 TRF AGM

**Venue: The National Motorcycle Museum (Crown Nest Suite).  
Sunday 24th October 1993, start 11.00 am**

## 1. Outline Agenda:

- i) Chairman's Welcome
- ii) Declaration of visitors and non members
- iii) Apologies for absence
- iv) Standing orders
- v) Minutes of 1992 AGM
- vi) Reports from the elected officers
- vii) 1994 membership fee
- viii) Motions for consideration
- ix) Election of officers for 1994
- x) Open discussion

## 2. The following motions will be considered:

### **Proposals for the 1993 Annual General Meeting:**

\* From Tim Stevens, RoW Officer and LARA Representative.

Seconded by Peter Ballard, Secretary.

#### 1. Proposed addition to the constitution (*needs two-thirds majority*):

The Trail Riders Fellowship is the governing body of trail riding in England.

#### 2. Proposed change to the constitution (*needs two-thirds majority*):

In the Code of Conduct after "Give way to walkers, horses, and cyclists", remove the words: "They have right of way".

#### 3. In view of recent decisions made by the BMF the TRF no longer wishes to be affiliated to it.

*Note - not part of the motion: This motion is proposed as a fall-back position, in case attempts to put the BMF back on the rails at the 1993 Annual General Council (BMF AGM) come to naught. If all goes well, I intend to withdraw the motion. The General Council is on October 16, one week before the TRF meeting.*

#### 4. This meeting endorses the work of LARA and ratifies the decision of the Executive to remain in membership.

#### 5. This meeting recommends that negotiations with other groups for affiliation are pursued with vigour.

#### 6. This meeting endorses recent suggestions that more training should be arranged for TRF workers at all levels.

#### 7. I nominate Geoff Wilson for TRF Chairman.

*Note - not part of the motion: Geoff has indicated that he might not wish his name to go forward, but will not know until a few days before the TRF AGM. Should he decide to decline I will withdraw this motion.*

\* From Peter Banks, Somerset Group Representative:

Seconded by Alan Banks

This AGM confirms paragraph D5 of our constitution which reads "Members must abide by the TRF Code of Conduct in their use of unsurfaced public rights of way".

This AGM also confirms the following Code of Conduct to be part of our constitution.

### **The Trail Riders Fellowship Code of Conduct**

#### **Use only vehicular rights of way**

Trail riding is only legal on public roads. Not all unsurfaced routes have vehicular rights. If in doubt check with the County Council or the TRF.

#### **Keep to the defined way across farmland**

Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.

#### **Give way to walkers, horses and cyclists**

They have right of way. On narrow lanes, stop and switch off engines.

#### **Fasten all gates**

Except those tied open for farming purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.

#### **Travel at a safe speed**

Travel at a quiet and unobtrusive pace, taking regard of conditions and visibility. On green lanes never exceed 25mph.

#### **Ride quietly**

Machines must be effectively silenced. Use the throttle with discretion as exhaust noise can offend. Green lanes are subject to the same laws as surfaced roads.

#### **Honour the country code**

Respect the countryside and those who live, work and play in it. Green lanes can be valuable habitats, so take special care in Spring and early Summer.

#### **Identify yourself**

Carry your current membership card with you when trail riding so that you may identify yourself as a current member of the TRF and display a current membership sticker.

## **TRF MUGS, T-SHIRTS AND SWEATSHIRTS**

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## **THE AGM**

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## GROUP NEWS

### News From Sussex - by Bevis Billingham

At last West Sussex C. C. have decided to tackle the reclassification of RUPPs. An initial programme is being undertaken to review five lanes which are considered to incorporate a cross-section of the problems which are likely to be encountered. One is a maintained road (tarmac), two are out of the normal trail-riding area, although we would like to see them become Byways, and the other two are really important lanes, one being part of the South Downs Way. All the indications are that the county council will carry out the review properly, and they are consulting with us before making the orders.

The pub meetings are well attended with 20 to 30 people most months. More and more people are turning up on bikes, although I am not sure whether this is a sign of increasing enthusiasm or just the recession.

This year we have been involved in more horse events than ever, and while it is good for the group's finances it has really strained our resources in other ways. Too many events have been held close together, sometimes two on the same day. Some of the routes chosen for long-distance rides have not been well thought out, causing logistical problems, and our own arrangements for getting TRF teams together need to be improved. The local event organisers have said many times that they cannot manage without us, and have expressed a willingness to try to make things easier.

We have followed the example of the Southern Group by introducing a lane numbering system to simplify the keeping of run records on the TRF forms. Sets of numbered maps have been given to the established run leaders on a trial basis to see if there are any snags, and once fully sorted they will be made generally available.

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