

GROUPS

BLACK COUNTRY Chris Braznell, Tel: 0121 421 3086
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore,
Wolverhampton

BRISTOL Martin Harding, Tel: 0117 969 6674
2nd Mon, Warmley Community Centre, Deanery Road,
(A420), Kingswood

CAMBRIDGE Richard Palmer, Tel: 01353 688344
1st Thur, Golden Ball, Boxworth

CHESHIRE Tony Bramah, Tel: 0161 366 6813
2 & 4 Mon, The Robin Hood, Buxton Road, High Lane,
Hazel Grove, Stockport

CORNWALL Sally A. Madgwick, Tel: 01208 74411
Ring Secretary for details

CUMBRIA Roger Harris, Tel: 01539 725198
2nd Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 237910
2 & 4 Tue., Carbrook Hall, 537 Attercliffe Common, Sheffield

DEVON Richard Arscott, Tel: 01803 612950
2nd Tue, The Welcome Stranger, Bickington, Nr. Newton
Abbott

DORSET Tony Summers, Tel: 01202 894419
1st Tue, Greyhound Inn, Winterbourne, Kingston, Nr. Bere
Regis

EAST MIDLANDS Graham Chinnery, Tel: 01332 863433
2nd Wed, The Chequers Inn, Main St, Breaston, South
Derbyshire, J25 on M1

EAST SCOTLAND Les Mollison, Tel: 01382 738530
2nd Wed, Glencarse Hotel, A85, Perth to Dundee Rd.

EAST YORKSHIRE
Howard Wadsworth, Tel: 01405 860904
1st Tue, Boot & Shoe, Gowdall, Nr. Snaith

ESSEX
Aelwood Finch, Tel: 01245 329118, Mobile: 0374 471251
2nd Wed, The Swan Public House, Great Eastern, Nr.
Dunmow

GLOUCESTER Wayne Little, Tel: 01452 611735
1st Tue, Painswick Institute, Painswick, Glos.
3rd Tue Worcester Auto Club, Perdiswell Park, Worcester

HERTFORDSHIRE Colin Adlam, Tel: 01727 875618
1st Wed, Call for location

HIGH PEAK & POTTERIES
Simon Lowe, Tel: 01298 24388
1st Tue, Stafford Arms, Bagnall & 3rd Tue, Cheshire Cheese,
Buxton

ISLE OF WIGHT Mark Gregory, Tel: 01983 867730
Last Thur, The White Lion, Arreton, IOW

KENT Jeff Hayward, Tel: 01322 863521
2nd Tue, Pied Bull, Farningham, Nr Brands Hatch

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tue, Hindshead Pub on A49, Charnock Richard

LINCOLNSHIRE Alan Wilkinson, Tel: 01529 460793
4th Thur, The Queens Head, Kirkby-la-Thorpe, Sleaford

LODDON VALE Bernard Green, Tel: 01344 50289
2nd Thurs, Inn in the Park, Woodley Centre, E. Reading

NORTHUMBERLAND Steve Bertram
Tel 0850 863620 11am-6pm Tel & Fax 0191 261 9629
1st Tue, The Beamish Mary, No Place, Co. Durham

NORTH WALES John Mills, Tel: 01477 534425
1st Wed, Hope & Anchor, Ewloe Place, Buckley
OXFORDSHIRE Pat McGuire, Tel: 01844 238414
3rd Thurs, Duke of Marlborough, 1.5 miles N. of Woodstock

PEAK DISTRICT GROUP
1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

RIBBLE VALLEY Tony Broughton, Tel: 01200 423239
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE Lynton Powell, Tel: 01743 358423
2nd & last Wed, White Horse, Shrewsbury

SOMERSET Kevin Parfitt, Tel: 01935 72343
Last Thur, The Canal Inn, Wranitage

SOUTHERN Russ McDermaid, Tel: 01703 812371
3rd Tue, The Phoenix, Twyford, Nr. Winchester

SOUTH LONDON & SURREY Brian Wright
0181 680 5734 Wed-Sat, 01797 363373 Sun-Tue
9pm every Wed, Ewell Sports & Social Club, Banstead Road,
Ewell, Surrey

SOUTH NORTHANTS
Trevor Gardiner, Tel: 01788 815927
2nd Mon, The Live & Let Live Pub, Harpole, nr.
Northampton

SOUTH WALES Stuart Dodwell, Tel: 01446 710851
1st Thur, Welsh Institute of Sport, Cardiff, 8pm

SUFFOLK Richard May, Tel: 01787 374073
Last Wed, Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

SWINDON Pete Owen, Tel: 01793 750557
1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

SUSSEX Bevis Billingham, Tel: 01243 585128
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24,
9 miles North of Worthing

TEESSIDE & NORTH YORKS
Leo Crone, Tel: 01325 380117
1st & 3rd Wed, Blacksmiths Arms, Swainby

THAMES VALLEY Don Hoaglin, Tel: 01474 704530
3rd Mon, District Arms, Woodthorpe Rd, Ashford,
Middlesex

WEST ANGLIA David Knight, Tel: 01933 313816
1st & 3rd Thurs, Scott Bader Clubhouse, Opp. Parish
Church, Woolaston, Wellingborough

WEST MIDLANDS Richard Hawker, Tel: 01527 893874
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon

WEST SOMERSET David Dyer, Tel: 01643 841139
2nd Wed, Anchor Inn, Exbridge

WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
1st & 3rd Thur, Bankfoot Cricket Club, Wickets Close, (off
Cleckheaton Rd), Odsal, Bradford

WILTSHIRE Bill Riley, Tel/Fax: 01225 863811
1st Tue, The Toll Gate, Holt, Trowbridge

WORCESTERSHIRE David Gunster, Tel: 01905 616400
3rd Tuesday, Worcester Auto Club, Pendiswell Park, Worcs.

WYVERN Steve Pighills, Tel: 01902 672479
Every Thur, 10pm, Potter's Rose & Crown, Colley Lane,
Halesowen



Patron: Lord Strathcarron

TRAIL

OCTOBER, 1997

No. 230

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

EDITOR: Michael "Nettlebed" Pedley.



South Northants members Neil Stittles and Nikki Beale on their Wasp 490 outfit near Banbury Lane, Northants. Picture sent in by Nick Payne

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All Contributions to the Editor Please keep it short and sweet!
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

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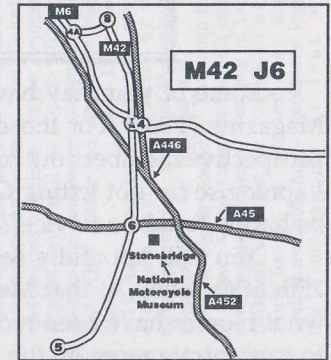
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EDITOR

As I write this I am lying in Airedale Hospital with a broken leg, (that's Trail Riding for you) but I'll still be at the A.G.M. (crutches and all). For those who can spare the time to join me there should be some good news from Alan Wilkinson and Jeff Ward who have been working very hard on recovering some of the TRF money which was stolen. For those who can't find the A.G.M., here's the map again.

NETTLEBED



STOP PRESS - Maperton, Somerset

Despite Clapton Farm Lane being confirmed as a Byway by the Secretary of State (see TRAIL 229), one landowner is still stopping and intimidating Horse Riders and Cyclists. Anyone intending to use this route with a motor vehicle is requested to contact the local TRF Rights of Way Officer, Peter Banks, Tel: 01749 860396, for an update before they set out. As always our use must be Nec Vi, Nec Clam, Nec Precario. A full report will appear in TRAIL shortly.

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* Continental TKC 90 (serious front tyre) 3.00 - 21 £29.75*

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CHAIRMAN'S CHAT FOR OCTOBER

Some of you may have seen our advert in the October edition of TrailBike Magazine (TBM). For those that didn't, it said that we would be pleased to take prospective members out for a day's trail riding in their own area, absolutely free. I apologise for not letting Groups know beforehand, but hope that you would all be happy to take a novice(?) out with you on a Group run to see if they like it.

You will hopefully receive this copy of TRAIL just before the AGM on the 25th of October. At that Meeting we hope we will be able to tell the Membership what monies have been recovered following our last year's loss and then be able to concentrate more on the day-to-day business of running YOUR CLUB.

Towards this end the last National Meeting decided to set up a Finance and Business Committee, Chaired by the Treasurer Alan Wilkinson and comprising Jeff Ward who has been so competent in dealing with the Tim Ley discussions and research as well as exhibiting good business sense and knowledge, also myself (assuming I am re-elected!) plus maybe one or two more people with a degree of business or financial experience or expertise. If you think you are the man please contact Alan! If this Sub-Committee proves successful I hope that other Sub-Committees could be set up to deal with other vital matters - such as Rights of Way, Public Relations, etc.

We have again received a suggestion that our Bulletin should be re-named "TrailRider". Not only is there a commercial magazine aimed at walkers and climbers called "TRAIL", but the title "TrailRider" links better with what we do and also our Club name.

Following an incident in Derbyshire, I pointed out to the last National Meeting that we should do our level best to avoid getting involved in slanging matches, or worse still any physical confrontations whilst out trail riding. While I am fully aware of the provocation we unfortunately sometimes have to face, I would remind you all that we have the very able Steve Neville as our National Rights of Way Officer, (in addition to your own Group's Officers), to fight your battles on questions of legality. It is always best to back away from a potentially violent situation, or if you are physically threatened, and let the Police deal with it. Again, come to us if you prefer.

Steve Neville has received a lot of pledges from individuals, TRF Groups and other Clubs and organisations, etc., to back Tim Stevens' Appeal against the Norton Malreward decision. Nevertheless even more is needed for him to proceed with confidence. So if anyone feels they could make a pledge, please contact Steve.

I am sincerely hoping that candidates for the posts of Deputy Chairman, National Secretary and London Gazette Scrutineer will have contacted me BEFORE the AGM.

AS A RESULT OF OBJECTING

An objection from
Ribble Valley Group
and other TRF
Groups plus
individual objections
- although not the
photocopied and
signed by a dozen
type (these would
appear to be
grouped together
and noted as one
objection) - has
helped to achieve
what can only be
described as a very
satisfactory result.



Vehicles ban on damaged moor road

FOUR-WHEEL vehicles have been banned from an isolated, unsurfaced but legally-adopted road over Salter Fell, on the Ribble Valley-Lancaster border. Damage to the surface will take some time, and potentially expensive repairs, to put right.

More than two controversy-wracked years after the issue was first discussed, causing numerous objections, the county council Highways and Transportation Committee made an

It's trail motor bikes only on county's 'finest wild stretch'

tests from individual riders also, making a total of 27, with four letters from four-wheel drive enthusiasts. Eleven objections specific and seven of those were virtually identical, from the Midlands.

Similar bodies wrote from Keighley, Ormskirk, Staffordshire and Kent. There were pro-

light trail machines have been making they ride on such deterioration of the road worse — they are further damage, and so the ban plan was mostly confined to altered. The number of objections then reduced to seven. Walkers' and similar groups support the idea, with 24 letters in favour.

The ban would allow stabilisation and later, when funds are available, repairs. Objectors said that some

parts of the road were usable, but the whole stretch is to be blocked because there is no other way to the undamaged portions. Access will still be open to the landowner and other authorised users.

It has also been claimed that the county, which has responsibility for the road, is legally bound to repair it and make sure people can use it. Officials say that all work has to be set against available funding. Temporary closure to enable the sur-

face to "heal itself" is one method of ensuring it can be used in the long term.

The County Surveyor recognises that four-wheel drive groups taking disabled people on high moorland they would not otherwise see will be affected by the ban, but that is not a legal bar to it.

The move is central to the long-term maintenance of the route, councillors were told, and they made the necessary legal order at last week's meeting.

CHILDREN IN NEED

Starting on November 21st this year
The Waterfront at Brighton

which describes itself as Europe's largest motorbike friendly bar and restaurant
will be holding a

"Weekend of Fun"

with the aim of

raising funds for the BBC Children in Need Campaign

We, along with other motorbike groups and associations, have been invited to take part.

Obviously the idea is to raise money for that very worthy cause. Their idea is that between now and then we should come up with a money making scheme, hopefully involving motorbikes in some way, which each participating TRF Group could adopt, and that the total proceeds raised by that date would be delivered, under the gaze of BBC TV cameras, to Brighton Seafront on the 21st of November.

Unfortunately I only heard about this a few days ago and it gives us very limited time to react, but I believe that helping kids less fortunate than our own is a worthwhile cause.

Please, any Groups with ideas for fund raising on the day, contact me ASAP.

Tony Stuart.

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RoW NEWS

RoW OFFICER'S REPORT

Norton Malreward

Appeal has now been made on behalf of Tim Stevens in a personal capacity; not through LARA. As mentioned last month we are starting an appeal to supplement the fighting fund should the appeal fail and Tim has costs awarded against him.

Surprise, surprise but it's the TRF fighting fund, local groups and TRF members who have pledged the lion's share (81%). Other motorcycle clubs have also done well with some support from the odd ACU centre. Out of the four wheel clubs it's only the Association of Rover Clubs and the Association of Classic Trials Clubs (who include motorcycles as well) who have come up with anything worth mentioning. Come on the AWDC; it's your members who generally bear the brunt of criticism from the antis; action speaks louder than words.

Latest news is that the DoE are looking for a quick run through the courts which we may agree to if they are prepared to waive costs if we lose.

Vehicles on byways consultation

The change in government has caused a delay in the official response to the consultation from August 1996. This was actually due a few days after the election. By the time you read this there may have been a response. We are still waiting for the ENTEC report on byway management compiled at huge cost. Letters to the Department of the Environment and the Regions (DETR) and ministers just elicit a fobbing off reply.

Derwent and Ladybower reservoirs

The knock on effect of the DoE interpretation of Robinson vs. Adair has now reached Derbyshire where police officers on mountain bikes have been stopping trail riders. Local representatives have been in contact with the senior police officers responsible to put our arguments forward; viz. these are roads that we have been using upwards of 30 years and just because they are shown as bridleways does not affect vehicular rights.

Pipers Lane

Our *bete noire*, GLEAM have been spreading malicious lies again. Pipers Lane, is well known to local riders but has a GLEAM member living at one end as is known to local riders. The instructions to TRF members is to take particular care when entering this lane and not overreact if they are confronted. In the case of three non-TRF riders they were unfortunate enough to be provoked by the GLEAM member. A certain amount of provocation was alleged involving the owners' motor car being driven at the riders. They reacted by verbal threats and the situation got

out of hand. The three trail riders were prosecuted at Chesterfield magistrates court for various offences including affray and no MOT. We have asked why the local resident was not also prosecuted since the incident was not at all one sided. It's also alleged that the same person also deliberately jumps in front of vehicles, sits on mudguards and causes hassle to local farmers.

GLEAM issued a press release saying that the riders were all TRF members. They were not at the time of the offence and only one has since joined. There were many libellous statements made and lots of irrelevant drivel about horses and accidents. GLEAM's autumn newsletter was almost libellous. A letter will be sent to GLEAM from our solicitors.

The status of the route is indeed bridleway, but is a road with enclosure award, tithes, Finance Act, OS map and a whole pile of other evidence. It is the duty of the highway authority to keep the definitive map up to date. This is clearly an example where they are not fulfilling their statutory duty. Should it be up to users to do the councils job by filing applications on such clear cut situations? Why does Derbyshire not have a single byway? Wiltshire, Kent, Surrey, Hampshire and many other counties have hundreds of miles. Why can they not make up their minds about what is a UCR and what really is only a bridleway. Dual status lanes just cause confusion.

I would repeat that if you are obstructed from using a green lane (or any other highway for that matter) do NOT threaten the obstructer with physical violence however much you may feel like it. It is much more satisfying to spell out the law and say that you have the power to have them prosecuted under the Highways Act 1980 section 137 if they do not desist from obstruction. Physical obstructions can be removed by the county council under section 143, (if nothing else you can bore them to tears with rights of way law). Next month, I will expand on this aspect of the law.

Steve Neville, National RoW Officer

CUMBRIA RoW NEWS

At a recent meeting of the Hierarchy of Trail Roads in the Lake District National Park, I was in conversation with Sue Thompson who is the National Park Ranger for the Kentmere area.

She informed me that on two

occasions during August, groups of motorcyclists were seen riding on footpaths and bridleways in the Kentmere area.

24th August - on the first occasion NINE motorcyclists were seen riding down to Garburn Pass from Mondale Ill Bell and the Yoke. I can only assume that they had ridden on High Street.

30th August - on the second occasion SIX motorcyclists were challenged by the farmer on Nan Bield pass near Kentmere reservoir. The riders were abusive to the farmer and they refused to turn back. He took two registration numbers but the bikes had gone by the time the Police arrived. The two registration numbers were: M24 ROC; R186 TKW.

If you know the owners of these bikes or anyone else who was in this group of six please tell them that their behaviour is unacceptable and is doing a lot of harm to our image here in the Lake District. Incidents like this don't help when we are trying to project a responsible attitude to access in the countryside.

Bethecar Moor and Grizedale Forest

The present temporary TRO which is due to finish in November may be extended to allow all the resurfacing and drainage work to be completed, and the ground given time to recover. Please be patient, it will soon be over!

One motorcyclist who ignored the TRO is to be prosecuted soon.

Roger Harris, Cumbria Group Rep.

BRECON BEACONS

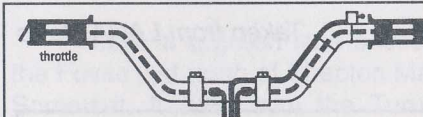
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DORSET GROUP RoW NEWS

Dave Vatcher reported that he and Pete Boyce recently attended the magistrate's court re the Chesilbourne byway enquiry. The byway (map ref: 773003 to 771004) is currently useable, but objectors want to impose a sect. 116 stopping-up order, claiming that it is unnecessary. The court case proved to be a shambles, because initially only two out of three magistrates were present, and then the County Solicitor couldn't find all the relevant paperwork. After this one of the remaining magistrates said that they recognised one of the objectors, and so the case had to be adjourned. Please go out and use this byway, log your use of it and record who you meet on it. This evidence may be useful for the new hearing, which is at Dorchester Magistrates Court on

October 23rd and 24th.

A new byway is now open in the Alderholt area (map ref: 086110 to 086095). Re the dug out ford in Knighton Lane, a letter has been received from J. Mayer at DCC. He reports that the work needed to restore the ford would cost £10,000 and since cash is in short supply, it has been given low priority - meaning that nothing will be done. Dave Vatcher is currently looking at possible ways of fighting this.

VOLUNTARY RESTRAINT NEWS

Ceridigion, Mid Wales

It is fairly well known that mid Wales has unsurfaced roads which are a potential resource for vehicular recreation. Information about where these routes are, and which are more interesting than others, has been limited to club members and keen researchers. Recently, magazine articles have identified routes in the wilder parts of Ceridigion, not far from Aberystwyth. There are also tales of groups of drivers being given information about particular routes by commercial safari organisations 'from the South West of England'. Whatever the facts of the matter, an increase in use has occurred, and landowners are becoming concerned. In place of the threatened TRO on these routes, we have offered a period of Voluntary Restraint. Please comply with any LARA signs, even if you have come a long way. The highway authority can supply information about alternative routes to individual callers.

Taken from LARA News

STOLEN

from Windermere on the night of Sunday 28th September:

XR400RW, registration R422 MFX,
frame no. JH2NE03U5WM200046, engine no. NE03E2201851.
Contact John Williamson 01929 553640 or 01202 732038.

XR250, registration M729 PUX,
frame no. ME065050121, engine no. ME06E5052392.
Contact Dick Howe 01202 432479.

KLX250, registration L508 ADD,
frame no. 001253, engine no. 006604.
Contact Bob Presslee 01305 265259.

CAN YOU HELP?

NOTICE

SOUTH EASTERN REGIONAL MEETING

The next meeting of the region will be on

Saturday 22nd November 1997

10.30am start at The Black Swan, Ockham, Surrey

Exit the M25 at Junction 10 and take the southbound slip road on to the A3 signposted Guildford. Keep to the left hand side of the slip road and turn first left into Old Lane. Follow this until you reach the crossroads and the Black Swan is on the left at this junction. OS187 - Dorking. Ref: 089573 Martyr's Green.

Everyone is very welcome to attend this meeting, especially those who are not members of any particular TRF Group.

Items for the Agenda to Brian Read by the 19th please. Tel: 0181 660 9620.

ROMAN FOSSE WAY - DEVELOPMENT THREAT?

There is a green lane section of the Fosse just north of Shepton Mallet, Somerset. It runs from the Turnpike Cottage at Charlton northwards to near Oakhill for 4kms.

Part RuPP, part UCR, the route is known locally as Martin's Lane - some say after the Head Brewmaster at the former Charlton Brewery.

Some years ago, the edges of the lane were "trenched" by local landowner and property developer interests to stop New Age Travellers from camping there. The Highways Authority have so far failed to repair the damage to the Fosse arguing that the excavated verges were not part of the highway.

Now there are rumours of a much greater threat to this Roman

thoroughfare - housing and other development both sides of the Fosse between the A37 and the hamlet of Bodden, at ½km to the east. If it happens, the Fosse green lane could run through the middle of a huge housing estate!

Just recently, Mendip District Council's Rights of Way Department have started sign posting the Fosse with attractive wooden finger posts and the British Trust for Conservation Volunteers (B.T.C.V.) have been at work clearing the Fosse - still gated and TROd against motor vehicles, except motorcycles. If the rumours are true, the unsurfaced Fosse is unlikely to survive and a bit more history and habitat lost.

Gwyn Thomas, Somerset

Corrected Minutes of the TRF Executive meeting held at:
The Barn, Hockley Heath, on 6 September 1997
Significant corrections to these minutes are underlined. Those which do not correspond with my notes are also marked with a hash this##.

Present: As Attendance Book

The Chairman opened the meeting by expressing sorrow at the death of Diana Princess of Wales and explained that it had not been possible to re-arrange this meeting in the short time available. There would be a 2 minute silence during the meeting in line with the Nation.

2. Tabling of Any Other Business:

Tim Stevens said he felt it was not fair to give out an Agenda after a meeting had started, and then expect members to make a decision on items for other business a moment later. He asked for more notice in future. Others, including the minute taker, commented that they had not had proper notice of the Agenda.

Mark Holland: GLEAM AGM

Peter Banks proposed that Keith Johnston's proposals, written in a recent letter to the Chairman be dealt with at item 4 on the Agenda instead of later. Seconded by Tim Stevens. This was agreed.

3. a) Minutes of Previous Meeting:

Jeff Ward requested that his Interim Report No.3 regarding the Tim Levy affair be minuted as accepted by the Executive. This report had been circulated by the Secretary to the principal officers, but not reported to the previous meeting. This was agreed.

The minutes were then accepted by the meeting.

3. b & c) Matters Arising:

Peter Banks asked who is entitled to attend and vote at these executive meetings. The Chairman replied that all Group Reps, Regional Reps and Principal Officers have a vote, but any member of the TRF is welcome to attend. It was agreed that there was no point in responding apologies from members not entitled to vote. The Secretary explained that it was not possible to get a label run for the Regional Reps from the computer as it is set-up now. Mark Holland agreed to try and sort the Data Base out so that it will produce labels for Regional Reps.

Discussion ensued on how best to get the minutes to the appropriate members. Mary Stevens was asked to send a Draft copy of these minutes to all those in attendance. Following receipt of corrections the Hon Secretary would then circulate a copy of the amended minutes to all those entitled to a vote at Executive Meetings. The Chairman agreed.

Tim Stevens expressed some concern that the Secretary had not written to LARA requesting a change of representative on the Ridgeway Committee, as had been requested at the previous TRF meeting but one. He explained that the TRF had expressed their concerns that the present Ridgeway representative was not liaising with the TRF or even LARA so far as they knew, but he (Tim) could not do anything at LARA without a communication from the TRF. The Chairman agreed to take this up with Richard Marshall the TRF representative on the LARA Committee, and write the letter himself.

Action: Chairman to liaise with Richard Marshall and write to LARA

Graham Stratford was not at this meeting, so his action from the previous meeting stands.

Action: Graham to advise next meeting how to set up a Standing Order and what affect he thought this would have on membership.

Sue Neville has circulated Map Controllers, has had responses, and this will need ongoing updates. The Chairman still has to liaise with Geoff Wilson to set up Hierarchy of Routes TRF Representative.

At this point the meeting paused for 2 minute silence as a mark of respect for Diana Princess of Wales

Each Group to inform the National Secretary by 1st January each year of their officers.

Proposals for changes to the Constitution should be submitted by the end of May. Dave Giles expressed his concern at the way Constitutional changes will be presented to the AGM without time there to fully appreciate the changes. He went on to explain that Constitutional changes need to be notified earlier, to give time to publish them to the members, so that they in turn have time to fully digest the implications. Full and frank discussion took place on how this could work best. Mark Holland suggested that the changes to the constitution were not as far ranging as he (Dave Giles) might imagine, but agreed that they could be put forward to a sub-committee and he would be prepared to withdraw them provided they did go before a sub-committee first. Dave Giles proposed to help Mark present these motions to the 1998 AGM. The Chairman proposed that Dave Giles should chair the sub-committee. Dave declined.

Action: Mark Holland agreed to chair a Constitution sub-committee, with Dave Giles and others to be advised.

Public

Mark Holland circulated his written report which gives details of his work since the last meeting. He made special mention of a GLEAM press release which had reported that 3 TRF members had been prosecuted for assaulting a woman on a bridleway. Investigations showed that they were not members of the TRF at the time of the incident, but one had joined since. He went on to report that 'Horse and Home' had published this incorrect report, but had also printed a retraction on the next issue after Mark had given them the true facts. Discussion took place on what the TRF should do about this misrepresentation. Dave Giles suggested we find out all the facts and then send out our own press release. There was general agreement to this action.

Action: Chairman to investigate and produce press release

There was then a discussion on whether the member should be expelled. Tim Stevens suggested that natural justice required that the member had an opportunity to give his side of the story, and that none should be judged behind their back. It was agreed that no action should be taken until more facts were available. The Chairman felt that members out trail riding should try to act in a civilised way, even when provoked, but if offered violence must report it immediately to the police, as they should for any obstruction.

Mark went on to show better examples of RoW leaflets which County Councils give out. The CLA has released a check-list for RoW. Mark was asked The British Endurance Horse Society will write to John Present regarding the report 'Vehicles on Byways', expressing their support for the Trail Riders who give invaluable support to their events.

Membership: As Graham was not at the meeting the Chairman reported that membership stands at 1660 with enquiries coming from Scotland and abroad.

Treasurer: Alan Wilkinson reported that he had finished the end of year accounts and they will be Audited and presented to the AGM. The Auditor is a local (to Alan) person not connected with the TRF. He went on to explain that he is waiting final year bank statements. The Chairman confirmed the new procedures where two of three signatures are needed for cheques, no pre-signed cheques are allowed and bank statements go to the Treasurer, Chairman and RoW Officer.

Keith Westley suggested that the Groups' chairman obtain copy statements for their own group accounts as a safeguard. Jeff Ward reported that negotiations with the Solicitors are well advanced, and the time limit for other creditors to come forward expires a few days before the TRF AGM. Meetings were held recently with builders Building Society and Yorkshire Bank, and we are in the final stages of negotiation with the Bank. I intend to present a Final Report to the AGM, when I hope to be in a position to confirm the total amount of money reclaimed. He has already reported to the Executive in January and February and sent an interim report No.3 to the May Executive Meeting. Jeff went on to recommend that any money recovered goes into the Fighting Fund and not into the general fund. Steve Neville agreed saying that he thought a lot of money had gone from the Fighting Fund, and some should go back to it.

Editor: On behalf of the Editor, Fred Elliott reported some problems in getting information and articles for Trail. There is either a lot, or not enough, and he asked for the Officers to send information more regularly. Photos are also always needed, but must be of good quality.

3. b & c) Matters Arising Continued:

1998 Forward Plan. The Chairman had spoken to a number of members regarding the Forward Plan and had also written to Group Chairmen regarding Keith Johnston's letter, which will be discussed at item 4

Tim Stevens had suggested inviting someone from the 4&4 interest to attend a TRF meeting and was interested to know if the TRF had decided on anyone. If not, he thought Andy Bush of the All Wheel Drive Club might be invited to the AGM in October. Discussion took place on how best to handle this. It was felt that the AGM might be too TRF personal to invite non-members. Peter Banks suggested we invite someone for a specific time perhaps 2pm to give a 30 minute talk. Further discussion took place, then Peter Banks proposed a short attendance at 2pm. Seconded by Mark Holland.

Action: Steve Neville to contact Andy Bush with an invitation.

4. Keith Johnston's Proposals regarding Membership Renewals & Revitalisation:

The Chairman suggested we should discuss the future of the TRF in light of the thought-provoking letter from Keith Johnston, Chairman of the Withshire Group. Peter Banks felt that recently the TRF has hardly been making progress, there is a lack of confidence from members and he felt the TRF may move forward in the following way. He suggested various sub-committees be set up to deal with all aspects of the TRF, perhaps chaired by the Principal Officers.

Mission & Policy sub-committee.

Structure of TRF sub-committee chaired by RoW Officer.

Public Relations chaired by Mark Holland (PRO)

Funding chaired by Treasurer

Membership - Communication Liaison

Peter went on to say that he thought sub-committees were the way forward as the TRF needs to find suitable people for succession as well. He also feels that all these sub-committees should work to clear deadlines in all their responses. Keith Johnston welcomed Peter's proposals of a root and branch review, provided the sub-committees had clear terms of reference and deadlines for reporting. Keith explained that his letter to the National Chairman of May 1997, had been prompted by the non renewal of National membership by many of the Withshire Group members. The Group had been appalled and saddened by the Tim Levy affair, but considered that this provided an opportunity to review the objectives and organisation of the TRF and thereby enhance members' confidence. The Group had discussed the reasons for the high level of non renewals and believed that the TRF needed to modernise in order to increase its efficiency and effectiveness. Particular concerns included the need for effective financial planning, the development of an attractive membership package which is prepared to offer value for money, and a new approach to the management and membership arrangements, which gives local Group members a sense of ownership of their National Association. The Group felt that such action would contribute greatly to enhancing the TRF and preparing the organisation for the 21st Century.

A full and frank discussion took place on whether this view was shared by other groups, how best to take the TRF forward, and how best to make members feel they get value for money. Jeff Ward agreed with Keith's proposal for sub-committees as he felt there was a need for a Business committee to run the TRF. There is also a need to give confidence to officers and restore general confidence in the financial activities of the TRF. Peter Banks then proposed that his 3 sub-committees be set up. Jeff Ward proposed an amendment that there should initially be a Finance & Business Committee. The meeting broke for lunch and to discuss this further. After lunch the Chairman announced that there had been a firm proposal by Peter Banks seconded by Jeff Ward to set up a Finance & Business Committee chaired by Alan Wilkinson. This was carried by a show of hands.

5. a) Officers Reports:

Secretary: Dave Clegg reported that he has received a mountain of letters and expressed concern at the cost of mailing. He also reported that he would not be standing as Secretary for another year. Motions for the AGM had been made and he started to read them out. Discussion ensued on whether motions should be discussed at this meeting, and Tim Stevens reminded members that the whole point of an August deadline and an early September meeting was to allow the Executive to consider the implications of proposals and the order in which they are put on the Agenda. The Secretary responded:

There is a motion for the TRF to help in running trail parks for the disadvantaged.

The formal motion had remained 'Trail Rider', the logo and journal name to be registered as 'Trail Rider'.

Several detailed changes to the Constitution.

continues >>>

RoW Report: Steve Neville reported that the Norton Maireward appeal had now gone in to the High Court under Tim Stevens' name. This is being done by the individual, as it is very complicated for an organisation to make such an appeal, especially a small one like the TRF. Pledges have been asked for in the event the case fails, we are assured by our legal people that we have a very good case indeed. Some discussion on how to expand the publicity for pledges took place.

Peter Banks agreed to assist Steve co-ordinate our fund raising activities both within the TRF and by approaching relevant outside organisations.

**Action:** Steve Neville to produce and distribute or make available some proper forms for pledges.

Steve went on to report other RoW matters around the counties, and particularly that he had offered £250 from the fighting fund to help members in Derbyshire with a private prosecution. He expressed concern at the police attitude around the Ladybower Reservoir in Derbyshire. Apparently they are stopping riders for riding on what they say are bridleways, but when challenged it is clear they are confused over the true status of these lanes. Tim Stevens reported that the police force responsible was Bakewell and explained that he had spoken to them for a long time trying to sort the matter out, and would like riders to report what they see to him. Tim also felt that a letter to the police from the TRF would help.

Action: Steve to write to Bakewell Police expressing TRF concerns

5. b) BMF Liaison Officer Report: Dermick Collins circulated his report which was in writing because his computer had finally given up. He asked for the names of delegates for the BMF AGC which is in York on 18 October 1997. He also had raffie tickets which will help the FEM in their European lobbying work.

Display

Report: Jeff Ward asked that thanks go to the South Norhamts Group for covering all the costs of the TRF Stand at the BMF Rally, and presenting the display. Trevor Gardiner reported that the stand had been placed 8th Overall by the judges, and that 20 new members had been stated up during the show. He was happy that we are getting some nice displays now, but there will always be a demand to update and renew this display material.

9. b) Location of 1998 AGM: The Chairman asked for locations for future Executive Meetings, as well as the AGM. It is felt that more suitable accommodation for these meetings is needed.

Action: All Executive Members and Groups to search for new venues

9. c) Candidates for National Executive posts: The Chairman expressed concern that there were no Deputies for some of the Executive posts, particularly a Deputy Chairman. He reported that Dave Clegg would not be standing for Secretary next time, and Kevin Marsh would not be continuing to sort the Linton Gazette.

10. Any Other Business:

The Chairman expressed concern over a letter he had received about a unapproved trail ride from a new member, which implied that the TRF code of conduct was not being adhered to. Tim Stevens felt the TRF should take notice of this letter because if the code is being broken, the Executive needs to know and do something about it.

Mark Holland reported that the GLEAM AGM will be held at 2 pm on 17 October 1997 at Shire Hall in Reading.

Fred Elliott should receive corrected minutes for publishing his summary in Trail.

Action: Mary Stevens to send corrected minutes to Fred Elliott

The meeting closed at 5.45 pm. The next meeting will be the AGM at the Motorcycle Museum at 10.30 am on Saturday 25 October 1997.

• GROUP NEWS •

SUFFOLK GROUP

Apologies for the lack of diatribe last month, work does sometimes get in the way. Since my last wafflings, we've had our biggest run for many a while. The Essex Group joined us, and outnumbered us about 2 to 1, for a jaunt up the Peddar's Way to the seaside. By the time that the new chap from London (sorry I can't find your details - please contact us again) found us at Castle Acre, we numbered 12 in all. He had been chasing around Thetford Forest looking for his tent. I've never known a TRF rider hardy enough to spend the night under canvas before a run. He caught us due to the 3 fords imposing heavy defeats on just about all of us. Only Phil from Ipswich on the most unlikely mount, a Super Tenere designed I thought for dry deserts, managed to keep his feet dry. Graham, the Essex RoW expert, was the first to take a bath. He now knows that the Achilles' heel of XT350s (see last month) also applies to 600s. My 550 just made it through the first two with frantic twisting of the throttle, but I got over confident and tried the long route through the third. I wasn't alone and neither were the XT's - the Kwackers also succumbed. Judicious spraying of WD40 and plenty of kicking kept us all going and we made it to the beach at Holme-next-the-Sea. Well nearly. Graham had brought his trunks, but after riding through the crowds in the expensive car park, we decided to spend the money on beer and headed for the White Horse. We dried out in the sunny garden with a pleasant pint and local crab ploughman's. As time was getting on, we left the coastal RuPPs for another time and headed back along quiet tracks parallel to the Peddars. An artic trailer, intentionally parked hedge to hedge across a lane slowed us slightly. Graham, it being his lucky day, was slowed rather more by "nerg nail" and the pit crew got to work on a puncture repair or two! Ten seconds give or take half an hour later and miraculously the repair held and we were off again. Just before Swaffham we got caught in a storm (again!). This was a cracker, at one point we were the only traffic on the river, sorry road. All the cars had pulled onto the hard shoulder. We would have stopped but there was no shelter and the party then got split looking for petrol. Eventually our half found a garage, where the water was pouring through the lights in the canopy over the pumps. We dripped our way back to Thetford and beyond via the tarmac, gradually dispersing along the way. Hopefully everyone made it back home that night!

The meetings have been reasonably attended and we are still looking for an alternative venue in the Stowmarket area. Horse events are still being marshalled on a regular basis.

Two Suf-folk made it to the Essex Group trial and had an excellent day playing in the woods. Aelwood and his team do put on a very good event and I would recommend members of other TRF Groups to enter next year.

Unfortunately this year it clashed with the MCC Edinburgh Trial. This robbed it of my presence, along with Ian from Norwich, who on his first classic trial, came away with a gold (1st class) award. These events are also ideal for TRFers.

We are planning a weekend away on Exmoor between the 7th and 10th November. Anybody interested should phone me - late notice I'm afraid.

The next events are: November 2nd Sunday Run, November 30th Sunday Run, December 17th Monthly Meeting (moved forward from the 31st), December 21st Sunday Run, January 4th Sunday Run.

Richard May

NORTHUMBERLAND GROUP

New and existing members will always be made welcome at The Beamish Mary, No Place, Co. Durham - first Tuesday in every month. (Yes, there really is a place called No Place!).

For the next two or three meetings, one of our members has obtained quite legally - branded synthetic racing two stroke - four stroke - fork oil and chain lube at less than HALF THE RETAIL PRICE.

So, hurry along to our meetings *whilst stocks last*.

Ray Smith

GLOUCESTER GROUP

Cirencester Horse Event

Some good news now, we have received a £300 donation from the organisers of the Cirencester Horse event. This was slightly up on previous years, but that was expected as this year's was the European Junior Championships and a lot of hard work was put in by our members who carried out the course marking and stewarding.

Gloucester Group Newsletter

NOTICE

FORTHCOMING MEETING OF THE SOUTH WESTERN REGION

Saturday 8th November 1997

10.00am for 10.30am start at Puriton Village Hall, Puriton

Everyone is invited to this November meeting of the Region at Puriton (on the A39 to Glastonbury, motorway M5 J23 North Bridgwater). Please remember that these meetings provide a lively forum for local and national issues and are not only open to Group Representatives!

PLEASE post, telephone or e-mail agenda items through to me before
Wednesday 5th November.

Sally A. Madgwick, 1 Halgavor Road, Bodmin, Cornwall, PL31 1BW.
Tel: 01208 74411. E-mail s.madgwick@Plymouth.ac.uk

INTEGRATED TRANSPORT - BMF WELCOMES BIKE RECOGNITION

The BMF has welcomed the Government's recognition, set out in today's consultation paper, 'Developing an Integrated Transport Policy', that motorcycles could play a part in solving the nations transport problems.

The BMF has always maintained that the powered two-wheeler (PTW) can play a significant role in alleviating traffic congestion and now, by the Government stating: "We want to explore whether there is scope for motorcycles to contribute to our wider objectives", the BMF feel that at last the PTW is being taken seriously.

Restrictions on the use of cars (reflecting their real costs), road pricing, parking charges and road priorities are also areas to which the BMF will be calling for positive discrimination for PTWs and an equitable cost-assessment methodology which does not unfairly differentiate against PTWs.



CONSUMERS LOSE AFTER HONDA WINS

Honda Belgium has won a court case against a Belgian independent importer of Honda motorcycles. The ruling may set a precedent leading to the disappearance of parallel motorcycle imports in all EU countries of both new and second hand machines. This means that parallel importers of Honda motorcycles must pay

this 5% charge to Honda Belgium for any bike they sell, whether new or second-hand. There is expected to be an Appeal against the ruling.

Representatives of MAG Belgium, BMF and FEM met with the European Commission in Brussels on the subject of universal versus EU exhaustion of rights to use trademarks. The Commission agreed with the court's ruling, but is undertaking an economic study into the effects of introducing universal exhaustion into EU legislation to be completed by Christmas. This is being watched closely by FEM, as that would allow independent imports.

Simon Milward commented, "Some national member organisations are already campaigning on this issue in order to encourage competition and greater choice. Citizens increasingly are living in a global marketplace - many new bikes sold these days are already produced to a global bike standard. Why should big industry and governments be the only ones to benefit from globalisation? Once again Europe is looking after big business at the expense of its citizens. It's about time Europe's consumer organisations started to campaign seriously on this issue as it affects all products".

In Belgium, parallel imports form 40% of new bikes sales, with price savings of up to 2,000 Ecu/2700 USD, whilst in the UK it is 30%, and Germany about 15%.

DEAR EDITOR

Thanks for your reply to my letter. I would just like to say there is no local group near me and if there were why give them £8?

Anyway it seems there is a general lack of interest in trail riding down here which is nobody's fault - but there is a lack of communication in the fellowship. I think information of events should be put in our bulletin, and if it costs more money so be it.

Also I found the "Room for Both" letter interesting. To my mind there is a big difference between a trail bike and an enduro machine which is after all made for competition. Trail riders should ride trail bikes - with trail tyres.

Thanks for your time, Rowland, XT350 rider


Ed. - You ride the bike of your own choice - whatever it might be and then you look for the people that you want to ride with. I have had a 90 mile round trip to my local group - the £8 goes towards the expenses of the group such as sending the group rep. to National Executive Meetings, paying for room hire, etc.

NB Remember members: this is your club, your magazine - if you want to see certain things appear in the mag then please, let's have your input.

A PLUG FOR THE BYWAYS & BRIDLEWAYS TRUST

As I get to read a copy of The Byways & Bridleways Trust Journal I thought I would like to give them a bit of a plug. This is an organisation which is dedicated to fighting for rights of way mainly for Byways and Bridleways (obviously!) and is very influential especially with Councils around the country. The Journal is well written and very informative especially with regard to law and history.

It is not particularly pro vehicle, but it is dedicated to making sure that the correct definition and rights are maintained for a right of way, be that a vehicular right or not. The Wiltshire Group TRF makes a donation of £100 annually which we believe is money



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very well spent supporting this organisation. Perhaps other groups may consider a donation or you can join on an individual basis which I believe is £20 a year. Their details are:

Byways and Bridleways Trust, PO Box 117, Newcastle Upon Tyne, NE3 5YT.

Tel: 0973 405973, Fax: 0191 2364086, E-mail: bbt@highwayman.demon.co.uk

Tony Steel, Bath

SECURITY WITH THE TRF

Whilst crewing my wife and her horse at the Scottish Endurance Championships recently, I overheard one of the English competitors talking to her crew, "I couldn't see any markers on the last moorland section of the course. Thinking I was lost I looked and listened hoping to see or hear a trail rider. Fear then came all over me when I realised there is no trail rider support in Scotland. You don't realise how much safer you feel when the TRF are about".

Keep up the good work riders.

Ray Smith, Northumberland TRF

HOW LITTLE THINGS HAVE CHANGED

Last winter I bought an XT250, my first bike since selling my much loved


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	As above in even better condition	
1992	Honda CRM250 Mk2 (x3)	£2475
	Like new so be quick!	
1993	Honda CRM250 Mk2/2 (x1)	£2675
	Late Mk2 model, different graphics	
1987	Honda XLR250 RH (x2)	£1675
	Similar to XR250, indicators, etc.	& £1875
1989/	Honda XLR250 RK/RM (1 of each)	& £1975
1991	As above with rear disc	& £2175
1992	Suzuki RMX250S (x1)	£2575
	Road legal version, indicators, auto-lube	
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S M L XL £16.00 + £1.00 p&p
XXL £17.00 + £1.00 p&p
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PULLOVER (with small round TRF logo on left breast)
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XT500 eleven years previously.

During that time I have moved from the Peak District to Gwynedd, North Wales. After a day at Caernarfon in the Council Offices I was able to map out my local legal lanes here on the Lleyen Peninsula (and note many more 'potential' legal lanes). Lack of use has led to overgrowth on many but peace and quiet are guaranteed.

Anyway, during a trip 'back home' this Spring I went out on some of our old trails into Derbyshire. My brother came along on his BMW R100GS and we were amazed how little things had changed. Rock steps, tree roots, ruts and other fun obstacles were all as I remember them. We rode the trails out of Marple Bridge and included Roych Clough and Chapel Gate, the only visible difference being the rock steps in Roych's are easier and, to my brother's relief, Chapel Gate is 'tarmac'!?

There was one difference and that was the number of bikes that flew past us during the day - both motorised and pedal power. Surely though, this must be some sort of proof that our pastime does not damage the lanes we use and in some instances may be the only thing stopping the lanes becoming impenetrable.

If, of course, a whole series of TROs have been in operation during my absence then discount all I've said.

Yours, happy to be back in (and out of) the saddle in Wales.

Jonathan Waterfield (Spout), Gwynedd

WEIGHT RESTRICTION?

Whilst trail riding recently in the Isle of Man we came across a few byways which had a weight restriction of 0.5 tons. This would appear to be the ideal solution to the question of how to prevent severe damage to tracks by 4 x 4 vehicles while still allowing them to be used by bikes.

Trevor Gibb, Kent

ROOM FOR EVERYONE, BUT WHERE ARE THEY?

This letter is a response to the article named "Room for both" from Wayne Little printed in September.

Let me firstly agree with Wayne, green lanes should not be used for enduro practice. People like myself who want to

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do this pay money to a local farmer to use his land or travel to one of the many fairly close practice tracks.

The club barbecue was suggested at the club meeting and given good approval. It was the third time the event had taken place on the same land. The format was therefore well known. On the day there was plenty of land to ride on be it flat or around the course that was laid out if you wanted to ride it. The idea of having various terrains was that the event was aimed at including the family so members could bring their kids on the old Honda Melody and have a ride around. The course that was laid out was no different to some of the green lanes that can be ridden without travelling too far. One rider did plenty of laps on a Step-thru Honda C70 showing that it was highly rideable.

Where I really disagree is regarding the money issues. We should not be saying that the group subsidised the riders who liked riding the course. The land was booked, the food was bought. If it had not been for the same people who always turn up at these events, there would be something to worry about. Where are all the people who didn't say they couldn't make it at the meeting? If people don't want days like this then they must say so before someone puts in all the hard work organising things which often involve a lot of work beforehand and not just on the day.

For it to be suggested "should we as trail riders be subsidising other members to practice for enduros" is wrong. People like myself who enjoy trail riding as much as enduros should not be criticised as we, like Wayne, are also doing our bit to keep the TRF going after the recent financial events that were, I'm sorry to say, avoidable.

Lastly, it is people within local TRF groups that usually organise runs and events for its own members. If like now, when someone like Martin Chandler organises a great day and gets little support plus a kick in the teeth we could ultimately lose their dedication. This is what Wayne and people like him should worry about as financially it will be the national TRFs loss. There is room for everyone and the TRF needs us all, especially now.

Alex Lowe, Gloucester Group

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