

GROUPS

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

BRISTOL Martin Harding, Tel: 01179 696674
4th Mon, Keynsham Rugby Club, Bristol Road, Keynsham

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 Tony Stuart, Tel: 01208 862960
3rd Tuesday, The Ship, Wadebridge

CUMBRIA Richard Smith, Tel: 015394 33470
2nd Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 237910
2 & 4 Tuesdays, The Angel Hotel, Sprinkhill, Eckington, Nr.
Chesterfield, Derbyshire

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

DORSET Paul Jackson, Tel: 01305 772208
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.

HERTFORDSHIRE Colin Adlam, Tel: 01727 875618
1st Wed, The Old Guinea, Ridge, Near Potters Bar

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 Gary Westbrook, Tel: 01843 590184
2nd Wed, Pied Bull, Farningham, Off A20, Nr Brands Hatch

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

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

LODDON VALE Bernard Green, Tel: 01344 450289
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 Kevin Lindsay, Tel: 01993 841543
3rd Thurs, Duke of Marlborough, 1.5 miles N. of Woodstock

PEAK DISTRICT GROUP
Simon Mason, Tel: 01773 713188
1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

RIBBLE VALLEY Peter Higham, Tel: 01200 424947
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, Wrantage

SOUTHERN Russ McDermid, 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

SOUTH WEST WALES
Mark Rowntree, Tel: 01792 844316
1st Wed, Lodge Gorseinon, 7.30pm

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 Ron Rickarby, Tel: 01271 326653
2nd Wed, The Hartnoll Hotel, Bolham,
A396 1 mile north of Tiverton

WEST YORKSHIRE Gordon Thackrey
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

FEBRUARY, 1998

No. 234

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

EDITOR: Fred Ellison.



Steve Cousins 'Posing' in the Brecon Beacons. March 97. Photo Tony Steel

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

EDITOR

I would like to start my first editor's letter by thanking Mike Pedley for doing a very good job for the past six years - a hard act to follow, but with the help of my deputy, Mrs. Chris Higham, we will give it our best shot.

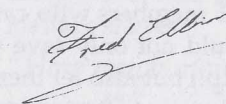
Moving on, I see the purpose of the Bulletin as the means by which we keep TRF members informed and if possible entertained. What we don't want is to air our personal grievances in public. It doesn't impress anyone. Take note of the letter on page 22 from "Very disappointed recent recruit". Do'nt forget, we are all on the same side.

The best way to attract new members and in fact to inspire existing members to renew is to make being a TRF member interesting and to quote our chairman "FUN". Does your club night feature quizzes, videos, barbecues? Do you have a Social Secretary (Entertainments Officer)? We have two in our Group which spreads the load and there is usually something going on. I think that they are at least as important as any other Officer in the Group.

If you have done something interesting recently, tell the rest of us - an memorable trail ride, a bike which you have built or modified (not forgetting to tell us why you felt it needed modifying), or your experiences of a particular model. Maybe the challenges of green laning with an outfit or an old British bike or something equally unusual.

If you aren't inspired to letter writing but have any information you think might interest us all, drop me a line and it can go on the 'Notice Board'.

Don't forget my new address, telephone and fax numbers for your future correspondence.



FRED ELLISON

P.S. Keep the photos coming.

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members and new!*

CHAIRMAN'S CHAT

Excellent turnout for the last National Meeting. I am sure that all the Officers were pleased that so many people were interested in the running of your Club.

Mike Pedley who has done sterling work as Editor of TRAIL for as long as I can remember

has stepped down, and his place has been taken by

Fred Ellison. Dave Clegg has also stepped down from the role of National Secretary and has been succeeded by Jonathan St. John. You will find their addresses and phone numbers inside the front cover of this TRAIL.

Thanks very much to both Mike and Dave and welcome to Fred and Jonathan.

To all that have made pledges for the Norton Malreward case, thank you very much. Nevertheless any more pledges would be most welcome and would make Tim Stevens feel more secure. (They go to Steve Neville).

A number of Groups have still not sent in their Group Returns yet. If you are one of them please endeavour to do so ASAP. They should go to our NEW National Secretary.

The TRF display equipment which is looked after by Jeff Ward has been well used in the last twelve months - but PLEASE anyone using any of it adhere to a few ground rules, namely:

1. Person booking to be fully responsible for the equipment.
2. To be returned, complete, ASAP, to Jeff.
3. Any damages or shortages would be charged to the Group concerned.

Tim Stevens is asking for photos of undersigning (i.e. lanes which have signs indicating a lower status than vehicular). To be of use all photos should be marked on the back with the location, grid reference and date taken.

On the subject of photos, the Editor is keen to receive more good trail riding pictures. Colour or black and white, as long as they are crisp and clear - and not contentious!

Apparently quite a few suppliers and motorcycle dealers are prepared to give discounts to TRF members who can show a current Membership Card. Well worth trying as it could not only save you some money (and be a very positive benefit of membership!) but also let them know of TRF members in their area.

You are reminded that if you come across obstructions on lanes that you cannot readily deal with, you should report them to your Highway Authority, preferably in writing so that you have a record. If you think that the obstruction was put there deliberately - such as a locked gate, barbed wire, redundant combine, etc., - you should also report the matter to the Police AND ask for an Incident Number.

Spent a very pleasant day trail riding as a guest of the Peak District Group. Nice to ride again in some of my old haunts. Looked at the problems at Roych Clough and hopefully the solution. Thank you Karen.

Tony Stuart

FINANCE & FELLOWSHIP RECOVERY OF FUNDS UPDATE

At the AGM held in October I reported on my investigation into the misappropriation of £23,000 of TRF funds by the former Treasurer, Tim Ley. I concluded with the good news that negotiations had resulted in the recovery of a projected total of £15,660, after payment of solicitors fees, etc. (see report in November 1997 TRAIL).

The conferring of Honorary Membership - the highest honour the Fellowship can bestow on a member, to quote our Constitution - in recognition of my efforts was greatly appreciated. The letters which I received from South Western Region, Southern, Sussex, Loddon Vale, Wiltshire and Isle of Wight Groups, the National Rights of Way Officer, and from many individual members also meant a great deal to me. My sincere thanks to everyone who contacted me; your comments provided convincing endorsement of the course of action followed to reclaim members' money. From the outset I had argued that if we did nothing we would get nothing.

The work goes on, and whilst updating the information I will cover some of the questions which have been posed in correspondence.

The latest projected total sum to be recovered is £16,172 - an increase of over £500 on the amount in my report. This is due to interest on sums held on deposit before being paid to us, the successful reclamation of the residual balance in the long abandoned Bradford & Bingley account from the early 1990s, and increased value of the Halifax shares.

"How much money have we actually received?"

£13,172 has so far been paid into the TRF bank account, and as a result our Treasurer was able to advise the Executive Committee meeting in January that the Fighting Fund now stands at over £19,000.

"What about the other £3,000?"

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MT17	(knobbly and road legal)	110/90-18	£34.50
MT17	(17" fitment in 2 sizes)	120/90-17 & 130/80-17	£34.50
Bridgestone Enduro/Trail Tyres			
ED02	(road legal Enduro tyre)	4.60 - 17	£39.00
ED03	(road legal front Enduro tyre)	3.00 - 21	£34.50
ED04	(excellent for 125/200cc bikes)	4.10 - 18	£38.50
* Continental TKC 90 (serious front tyre) 3.00 - 21 £29.75 *			
IRC Vulcanduro Off-road/Trail Tyres			
sorry out of stock until next shipment arrives probably september!			
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This is the increased total (originally estimated as £2,700) of the residual balance of the Halifax deposit account and the value of the Share allocation. Complex negotiations with the Halifax Legal Department have been concluded after six months, and former Secretary Peter Ballard is due to receive the necessary forms this month, so that these funds can be paid over to the Fellowship in the near future. (Peter has told me that he was never asked to countersign the withdrawal forms used when multi-thousand pound sums were moved from the Halifax Account to the Yorkshire Bank by Tim Ley in 1995/96. Peter was living in Germany at that time and the signatures on the forms were not his).

What steps have been taken to safeguard TRF funds in the future?"

Our Chairman and Treasurer have implemented controls to ensure that correct procedures are followed. Yorkshire Bank statements covering both the current and Money Market deposit accounts are sent to Chairman, Treasurer and National Rights of Way Officer (reference Fighting Fund).

"Quis custodiet ipsos Custodes?", I hear you cry.

My suggestion is that we should consider appointing two Trustees to observe and monitor the Fellowship's finances on a long term basis, extending beyond the tenure of individual Treasurers, to provide continuity in the management of our finances. These Trustees would be respected members of long standing and proven status, and their remit would include approval of the audited accounts prior to the AGM, and consultation on decisions made in connection with the Bursary Fund and Fighting Fund and on investment matters - *the guards to watch the guards.*

Jeff Ward, Co-opted Officer

• IN AT THE DEEP END •

Back in the dim distant past (just over a year ago) having joined forces with a fellowship of like minded enthusiasts (paid my TRF subs) I found myself eagerly awaiting a regular bulletin. Only to be disappointed on its arrival at the apparent lack of volunteers to take up positions on the national executive committee. Yes you guessed it!!! I write to you now, as the acting National Secretary. Please excuse my short first address but the dizzy heights of the executive wash room have left me feeling light headed (or it may be the sudden realisation of all the work I've taken on). My number and address is in the usual place. Keep your knees in the Breeze.

Jonathan St. John

• GROUP NEWS •

NORTHUMBERLAND GROUP

The Northumberland Group have just received a list of dates that the British Horse Endurance Group would like our members to marshal for them.

March 22nd	North of Rothbury, Callaly Castle
May 31st	Lammermuir, Whiteadder Reservoir, Cranshaws
June 21st	Otterburn Ranges, The Airstrip, Otterburn Camp
July 5th	North of Alnwick, Hulne Park, Alnwick
August 2nd	Cheviot Hills, Clennell Farm, Alwinton

If any members would like to help on any of these dates would they please contact Ray Smith on 0191 286 1578 and he will give them the start times and other information needed.

Heather Brown, Northumberland Group Secretary

DORSET GROUP

Report of Chairman to AGM, 2nd December 1997

All too soon another year has passed and it is time again for the AGM.

It seems though, that winds of change are in the air and two members of the committee feel that it is time for them to stand down.

Firstly, Dave Vatcher who has taken on the extensive tasks of RoW Officer for the past three years, wishes to retire from these duties. Dave has put in countless hours in order to defend our rights of passage, which has included a public inquiry and a hearing at a magistrates court, both requiring extensive research and preparation.

Both cases were presented in a very professional manner, and although both cases were lost, it was not due in any way to a lack of intent on the part of those involved.

Secondly, Tony Summers, who has been our group rep for at least five years.

Mention must be made of two other active members of the committee, namely John Long and Andrew Care, both of whom have agreed to continue in their present capacities, if re-elected. John as our Treasurer/Membership Secretary and Andrew as our Editor/General Secretary, we thank all of you for giving of your time and for the efficient way in which you carry out your respective duties.

A welcome is extended to those of you who have joined the group this year, and the best of trail riding in 1998.

Peter Boyce, Group Chairman, Dorset

Membership Sec's Report

The membership at the end of 1997 was just over 1900 - this is the highest figure yet. At the recent Dirt Bike Show, over 45 new members joined.


A big thankyou to all members who over the last year have given up their spare time in order to encourage new members to join. A special thankyou to Colin Patient who has answered all the enquiries resulting from the TrailBike magazine adverts - I know from experience that this is a daunting task: some time ago there was an article in Bike magazine and the following day I came home from work to find 13 messages on the answering machine asking for more information!

Apologies for taking longer to send out membership cards, etc. this year - this was/is due to a number of reasons. In December the database software was being updated which meant I was unable to update records for a while and sometimes I just don't feel like tackling a pile of renewals after working overtime and coming home late in the evenings.

Hopefully, all the stickers for Life and Honorary members will be with this issue of TRAIL - if any of you (Life or Honorary members only) need replacement membership cards please let me know.

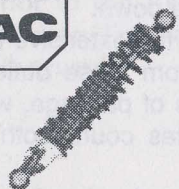
I'm glad to hear that there is a new group forming for South West Wales, and rumours of another to be formed in the future for Mid Wales. When (and if) they get organised, perhaps someone could let me know who the group reps will be for my records. On the same subject, please please could somebody let me know who the Group Reps are for the Devon and Cambridge groups - it is embarrassing to admit to potential new members that I don't have any contact details for these two groups. I usually send out compliment slips with membership cards to acknowledge donations to the Fighting Fund. This year I have not done this, so I would like to take this opportunity to thank all those of you who have made donations.


Graham Stratford



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ROW NEWS

DORSET

It's been a strange kind of year for rights of way in Dorset.

We finally had an answer to the problems at Knighton ford, which has been ongoing for many years. "Yes", said DCC, "there is a problem, we have a plan of what to do about it, but we have no money". Oh well, lets try and find another way around the problem.

Next there have been two new Byways created in Dorset, neither of which were applied for by us.

The first, at Cheselbourne, was granted after an appeal to the Secretary of State. This has subsequently been stopped up by the magistrates court, as it was deemed "unnecessary". This is now to go to appeal at the Crown Court, backed by the national group, and LARA.

The second, at Verwood and Edmondsham, has only just had its confirmation order made, despite being a byway since July. It seems unlikely that it will be stopped up as unnecessary as it was won purely on the evidence of people using it. However, anything is possible in Dorset, so get out and use it before its too late.

Dave Vatcher, Dorset

BYWAYS IN NORTH SOMERSET - MENDIP HILLS AREA

Several successful byway (Green Lanes) claims have been achieved on Mendip in the past few years. The first ever byway to go on the Definitive Map of Somerset was Dursdon Drove near Wells, shortly to be followed by the Charterhouse to Nordrach-on-Mendip track.

A recent addition is Barton Drove, near Winscombe. This will prove to be a test for North Somerset Council (Unitary Authority) because part of the ancient lane has been incorporated into a nearby house and garden. None of these byways has been the subject of a Traffic Regulation Order. Neither has Somerset County Council tried to have the two in their area stopped up in the Magistrates Court. No abuse by motorcycles or motor vehicles (4 x 4s) has come to my attention.

Dursdon Drove Byway was a TRF Member (me) initiative but Nordrach and Barton Byways were secured by horse riders, despite the fact that a definitive Bridleway order was offered in one case and objections to bridleway eventually secured byway in the second.

There are other byway claims in the pipeline which have been submitted by the local horse riding associations. These claims have been assessed, not on the "Bridleway is all we need" basis but on hard documentary evidence, particularly Inclosure Awards and old maps. Up North, the South Pennines Packhorse Trails Trust have two full-time researchers attempting to correct the "Definitive" Map and going for Byway or Bridleway according to the available evidence.

At the January 24th National Executive Committee, comment was made that Definitive Map Modification Orders (DMMOs) claiming byways were counter-productive. The Clapton Farms, Maperton case was cited as an example. It must be understood that this case started with a claim *by the Landowners* to have the route removed from the Definitive Map altogether. At the time, the illegally obstructed way was recorded as a "Road used Mainly as Public Path" (RuPP). This formal claim resulted in the Highways Authority making their own DMMO to Byway. This action is to the credit of Somerset C.C. in protecting and asserting (at least trying to) the public's rights. This byway was not at the instigation of either a TRF Group or individual TRF member. These issues should be debated, resolved and included in our "Forward Plan".

Gwyn Thomas

Ed. It is very gratifying to know that the thin green line of the TRF is not the only thing that is preventing ancient carriageways from being extinguished. Thank you very much Somerset C.C.

WILD LANE, ABTHORPE, NORTHANTS

This lane which runs south west from Abthorpe, Northants is getting very badly cut up due to the recent wet weather and we at South Northants are requesting a Voluntary Restraint by all TRF members until at least APRIL 1998.

The lane is a site of Special Scientific Interest (SSSI) due to the orchids and other plants that grow there, and the owner of the land is getting very concerned.

There is already a TRO on the lane for 4WD vehicles, and we are worried that the lane will be lost altogether if we are not careful.

The map coordinates for Wild Lane are OS Map 521, Grid ref from Abthorpe end 649-457 to 644-448.

Anyone wishing to ride the Banbury Lane route should bypass Wild Lane by going through Bucknell Wood which is grid ref 660-448 to 644-448 OS Map 521.

We have put notices up on Wild Lane to warn everyone of the Voluntary Restraint.

In anticipation of everyone's co-operation, thanks very much.

J. Maddison, S. Northants RoW Officer

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NOTICE BOARD

THE P.O. BOX NUMBER is not for internal communications, so if you have a query of the Secretary, Editor, Rights of Way Officer, or any other officer, please send it direct to that person at their address inside the front cover.

MONKS TROD There are rumours of the T.R.O. being extended to motorcycles, although the County Council are not in favour.

NORTON MALREWARD There is now over £30,000 in pledges with £525 from Trail Bike Magazine.

NEXT EXECUTIVE MEETING - Saturday 25th April at The Barn, Hockley Heath, Solihull, Nr. Birmingham.

FIGHTING FUND Now around £25,000 and rising. Don't forget. The more we have the stronger we are.

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CONSTITUTION - CHANGES

Thanks to David Giles, Richard Marshall and Tim Stevens for their excellent inputs at and between two Constitution sub-committee meetings.

We now have a version that is as far as we can take it - over to you all.

Our draft version will be sent out to all members.

The Executive has agreed that the AGM is not an effective forum for making changes and amendments to a document as complex as the Constitution. You now have this opportunity for input - in the cool light of day rather than in the hectic and stuffy railway tunnel of the AGM.

The date for motions on the Constitution is the end of May. To allow limited discussion at the next Exec. on 25th April we must set a **CUT-OFF DATE OF 20th MARCH.**

Please send all feedback to myself.

Mark Holland,
Chairman of Constitution Sub-Committee and Hon. Nat. P.R. Officer.
Address on page 2

Coast-to-Coast '98

What is the Coast-to-Coast!

The Coast-to-Coast is all about riders, who are members of the TRF from around the UK, gathering in pre-arranged groups at Scarborough, who then, over two days, with an overnight stop in Hawes, ride across the UK to Morecambe, using Unclassified County Roads.

The main aim is to make new friends and meet up with friends seldom seen.

The Coast-to-Coast is NOT a race and those who think it is, are not welcome.

The hardest job in organising this event is placing each rider in suitable groups, especially when I don't know 70% of you who enter - for those people I don't know please help me to help you have a better weekend by giving as much information about yourself i.e. ability, machine, age, tyres used, and anything else which may be relevant.

P.S. As always first come, first served.

Phil Fawcett

ENTRY FORM FOR Coast-to-Coast '98

This event will run from Scarborough to Hawes and from Hawes to Morecambe on the weekend of 16th and 17th of May 1998. All riders will receive a T-shirt and run leaders will receive a free sweatshirt. Anyone else requiring a sweatshirt can buy one for £14

- Places will be limited and will be on a first come first served basis.
- Any profit made goes to the TRF Fighting Fund.
- Don't forget you must be a paid up member of the TRF and your bike should be road legal.

NAME

ADDRESS

POSTCODE PHONE NUMBER

MACHINE TRF MEMBERSHIP NO.

T-shirt size Large (40-42) XL (42-44) XXL (44-48)

I am willing to lead Day One Day Two

I am willing to back up Day One Day Two

Please indicate type of riding preferred, e.g. scenic/difficult/with lunch stop/without lunch stop

It is best to be honest as your weekend might not be as enjoyable if you end up in the wrong group and have to push yourself too hard.

Accommodation information required? If so, please tick the box.

Scarborough Hawes

Entry Fee 18.00

Sweatshirt 14.00

(if required) _____

Only cheques made payable to TRF accepted, no cash.

Please send this entry form along with your cheque and a self addressed, stamped envelope to Phil Fawcett, 15 Taunton Vale, Guisborough, Cleveland, TS14 7NB.

NEWS RELEASE FROM THE INSTITUTE OF PUBLIC RIGHTS OF WAY OFFICERS

Countryside access bosses have criticised new rules that aim to publicise how well local councils protect public footpaths, bridleways and byways.

Starting this year, the Government's financial watchdog - the Audit Commission - is making local authorities in England and Wales advertise in newspapers how many paths are open and signposted.

Helen Blenkhorn, president of the Institute of Public Rights of Way Officers, said, "Whilst we welcome the principle, the Audit Commission's requirements will not accurately show how well councils are performing.

"Vital work areas have been ignored and the regulations are so vague that the figures can be unfairly manipulated - intentionally or not.

"For example, the commission states only 'footpaths' should be assessed - this discriminates against cyclists and horse riders.

"The regulations also ignore the plight of thousands of ancient tracks, plus paths on the outskirts of towns, that are not properly recorded or protected. The duty to improve access for people with disabilities is also overlooked.

"We are concerned these equally important tasks may be neglected if the commission insists on taking such a narrow view of access management.

"I hope the Audit Commission will revise its rules to make the figures accurately and publicly expose the decades of underfunding and neglect.

"Our research shows that without extra government cash, it will take at least another 20 years before the public path network meets the minimum legal standard."

The Audit Commission presently has two performance indicators. The first measures how many officially recorded paths are blocked. Figures published in 1996 by the Government's Countryside Commission show that in 1994, around 25 per cent of paths were blocked or not easy to use.

The other statistic measures how many paths are signposted at the roadside. The duty to provide these signs was imposed in 1968, but in 1994 the Countryside Commission found only 42% were in place.

County Councils and unitary authorities must publish both these statistics by 31st October 1998.

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All green lanes may be subject to traffic

ALL the unsurfaced lanes in Craven could be declared as being open to motor vehicles.

North Yorkshire County Council is consulting various bodies with a view to possibly adopting a policy stating that all unmetalled unclassified roads, called green lanes, in the county should be presumed to have vehicular access, unless it can be proved otherwise.

The move is likely to cause controversy in Craven as objectors contend that many green lanes have been badly damaged by four wheel drive vehicles seeking sport on rough terrain.

"Before adopting such a policy, an assessment should be made as to the effect and significance of such action.

"The position of the county council regarding the suggested presumption is of great interest to users, user groups, landowners and adjoining highways authorities. It is expected that the consultation exercise will attract much comment", said a report to the county council's highways and transportation sub-committee, which met recently.

The Yorkshire Dales National Park Authority is one of the consultees, and will discuss the issue at a future meeting. It's Chairman, Coun. Robert Heseltine, said that the park would wish to work in co-operation and not confrontation with all the possible users of green lanes, and that sorting out the legalities of the routes was not an easy task.

"There are various interests from the Ramblers Association to the British Horse Society and the four wheeled vehicle land access groups.

"All have legitimate rights on some lanes. What the national park authority would be intending to do is to conduct a condition survey so that we can determine what reasonable use could be accommodated on these green lanes, properly reflecting the environmental capacity of the routes and the uses involved," said Coun. Heseltine.

In Craven, Mastiles Lane has been the green lane which has been most prominent in the problems over its legal standing.

A controversial attempt by the national park to classify it as a Byway Open to All Traffic (BOAT) failed when Richard Harland, of Intake Lane, Grassington, successfully opposed the move in the High Court.

Mr. Harland told the Herald, "Right from the start with Mastiles Lane the national park said if they got their order they would be able to regulate the traffic. I said how would they do it and they didn't know.

"This proposed policy from the county council will never be credible and acceptable to the public unless they spell out how they would regulate the traffic on the green lanes.

"I think to take a blanket decision would be highly dangerous. One has to look at each individual route in question."

Article taken from The Craven Herald and Pioneer,
Friday January 23rd 1998

DERBYSHIRE WEEKEND EVENT

1ST - 4TH MAY '98

Misuse of UCR Initiative, Fund Raising in the Peak

Ray Clayton of G.L.A.S.S.

& Karen Wilson of the Peak District TRF

wish for you to become involved in an event which is designed to combine a few folk together, the TRF, 4 x 4's and the Peak Park Ranger Service. If we're lucky a few Ramblers too!

It is an event that for it's very essence is to achieve some good PR between ourselves and the Peak Park Ranger service.

The objective is for all members/non members who attend the weekend event to involve themselves in volunteering their services at sometime over the said weekend or day.

The purpose of this event/get together is a number of things.

It is primarily to raise funds for repair work to be undertaken at Roych Clough off Hayfield Road. It is for those attending the weekend event to help achieve this at sometime in some way. There is a possibility at this stage for members/non members to be involved in other projects too.

The required numbers are 75 TRF members and 75 4 x 4's.

No higher volume of vehicles are necessary as 150 vehicles is the maximum.

Booking is essential!

If you wish to join us in this initiative and help, please reply quickly as 1st April '98 is the closing date.

Lastly thank you for your support, **Karen Wilson**, Peak District Group

BOOKING FORM FOR DERBYSHIRE WEEKEND 1ST - 4TH MAY '98

Name

Address

..... Tel:

TRF Group Memb. No.

COST	TRF Members	Caravan and Camping	£10.50
	Non-TRF Members	Caravan and Camping	£15.50
	All Persons	Day Pass	£7.50

Signed Total

Please make cheques payable to: Peak District TRF c/o Karen Wilson.

Send booking form and cheque to Karen Wilson, 69 Nottingham Road, Trowell, Nottinghamshire, NG9 3PJ. Tel: 0115 930 0414.

MAKING THE BEST OF BYWAYS

In 1996, the former Department of the Environment and Department of Transport undertook a consultation exercise in the light of concern about damage and disturbance caused by the inconsiderate use of motorised vehicles on byways. Comments were invited on some possible options for managing vehicles on byways. The Welsh Office issued a similar consultation paper at the same time.

The main conclusions following the consultation exercise were:

- there may be a case for changes to the road traffic regulation powers of highway authorities. For example, the scope of the circumstances for making Traffic Regulation Orders could be widened to include nature and landscape conservation; and safety and amenity of other users. There may also be scope for streamlining the procedures surrounding Traffic Regulation Orders;

- that a practical guide to managing vehicles on byways for highway authorities which the Department has prepared should be promoted. Copies would be distributed to highway authorities and others with an interest;
- encouragement of the promotion of codes of conduct for members of vehicle groups, and acknowledges the Country Landowners' Association and the umbrella body for the motor vehicle groups rapid response system where members report incidents of conflict between vehicle drivers and landowners and managers. (In practice, very few incidents have been reported, further supporting the view that problems are localised);
- that there is no case for a general ban of vehicles from byways.

For media copies of "Making the Best of Byways" contact 0171 890 3041
For public copies contact 0117 987 8879

Sent in by Tim Stevens

TRAIL RIDING IN WONDERFUL WALES

It was the usual rush on Friday night. I picked up Simon Guy and Gary Longmire on the way to the M6. They both live in Ashton-in-Makerfield, which was handy. It's only about 8 miles, so I was there about 4.30 p.m. We set off for Brecon at 5.00 p.m. It was dark, wet and dismal that night. We were making good progress until an 'accident' (not us) meant that we diverted to Buckley instead of going down the A483 directly. Nevertheless, we arrived in Brecon safe and sound.

We put the bikes away, took the gear to our rooms and met the rest of the party. Roger Davies came down in his 'mini-bus', with the bike strapped in the rear. This is quite unusual as he usually rides to the runs. A few weeks ago he rode his XT350, to Tebay Services, did Gatesgarth, Sadgill, Garburn Pass and a variety of other lanes in the Lakes and rode home to Chorley. That man is an enigma! Ian Wright, Andy Chislett and Marc Vipond had ridden down together. They all live in the Rochdale area, so it was convenient to come together.

After exchanging pleasantries we went for a fish supper, as we only arrived at about 9.00 p.m. After we dined I decided to partake in an excellent malt, Isle of Jura. I cannot remember much after that.

Gary had to 'knock us up' in the morning. We set off going south and eventually

arrived at the start of the Gap Road. We couldn't ride it as the T.R.O. was in operation. However, we'll be back in March '98 to do it! We travelled in a clockwise direction, picking up several cracking lanes, to make our way to Tal-y-Bont reservoir. We dropped down through the forest to wind round and travel NE to capture the superb view of the reservoir on our left. We then headed further on to make our way to Wblich for lunch. We meandered our way to the start of Grwynne Fawr. I decided to do it the 'hard' way. Everything was going along nicely until the infamous rock step. We all managed to get up with a little help from our friends. Everyone except Ian Wright. He got up with a single dab. I hate that man! Why can't he struggle like us lesser mortals. The rest of the lane posed no problems so we went on our merry way. I was pleased that we made good progress after that as night was falling and the clouds were beginning to form at the top. After Grwynne Fawr we headed back to Brecon along the road. This was unpleasant! Cold, wet, dark and miserable. The enduro lights didn't help either, too dim and/or shining on the front tyre or giving you a lovely view of the treetops. It was a great relief to reach 'home'.

Day 2 began on time. Roger Wilson joined us, an ex-Lancashire lad who 'emigrated' to Gloucester hundreds of years ago. Nice to see you again 'Wizzer'. We headed westward towards Sennybridge. Our first lane turned NE near Pont-ar-Yscir, unfortunately the ford was too deep to cross. It wasn't just the depth that deterred us, it was also flowing mighty fast. The next one went north from Trallong, a nice lane that dropped down through the forest. It took Roger Davies to point us in the right direction! His map reading skills were a Godsend. He said "According to the map we should be between two small knolls. I can only see one to our right. We should be more to the west". He was right! In fact there were several instances when Roger's expertise proved invaluable. Thanks for all your help Roger. The lane that runs parallel to Nant Bran should have taken us towards the next set of lanes to the NW of Sennybridge. However, Nant Bran in full flood stopped us in our tracks, so we turned round and used the tarred road. We continued in an anticlockwise loop. Everyone enjoyed the steep rocky climb that starts at the back of the motel near Llywel (East of Trecastle). The next lane was the highlight of the weekend for many of us. We travelled SW towards Pont ar Hydfer. A beautiful green lane that seems to have everything a trail rider dreams of. Tricky, slippery green stuff and a ford to finish with. The end is near the confluence of the River Usk and Afon (river) Hydfer. The TRF "We do this" poster has a picture of a trail rider fording the River Usk at the end of this lane. It's a cracker! We decided to miss lunch to ride more lanes. So we had 'elevenses' at the cafe at Sennybridge.

There's a great rocky climb near Neuadd Cwmcamlais, and then the lane turns sharp right to head south to Brecon Beacons. The views as you travel this lane and the next towards Sarn Helen are outstanding. The Beacons are awesome! They are beautiful, graceful and yet so sinister, what a sight to behold! Since we were in the area we had to do Sarn Helen. In fact we went down and back again to save time. We meandered our merry way back to Brecon to do the last, **and difficult**, lane. It's not long, thank goodness! You turn right just after a small chapel south of Brecon and ford Afon Cynrig. Most of us made it across. Simon went swimming with his KDX! Despite the usual upside-down, drainage, WD40, etc, the thing wouldn't start. Plan B came into operation. Everyone went home! NO,... seriously we all returned to Brecon. The rest said their farewells and left for home. Gary and I loaded up and went back for Simon, who was cold, wet and miserable. We loaded everything, including Simon, and left for home. Another excellent weekend trail riding in 'Wonderful Wales'. **Highly recommended.**

Alan Hodson, Manchester

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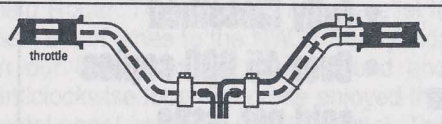
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MUGS (white with green logo) £1.95 (not by post)

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this price includes a contribution of £1.00 to TRF Fighting Fund

SIZE GUIDE: An XL sweatshirt or T-shirt would fit a 42"-44" chest but it would need to be an XXL pullover to fit the same person for a loose but comfortable fit.

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LETTERS

LETS EXHIBIT SOME INITIATIVE

As the organiser of the T.R.F. stand for this year's Dirt Bike Show and as the comments in January's Trail are clearly aimed at myself, I would like to put the record straight.

This is the third year I have organised the stand and on every occasion we have always tried to enhance the standard display with either a bike and/or relevant accessories as a way of attracting potential new members. Maybe I am missing the point, but I thought that was why we went to the Dirt Bike Show. The rationale behind providing a display tailored to your audience is pretty well accepted in Marketing circles and I maintain that the standard display (though fine for the other events mentioned) is not geared to attracting new members at this type of show.

Hands up all those reading this - Why did you join the T.R.F.? Some of you may have joined to marshal at horse events, some of you may have joined to spend hours researching in the local highways department, some of you may have even joined to organise displays, but I bet the vast majority joined to simply go trail riding. The other activities you get into later when you realise that the T.R.F. is about more than just riding, but to start with we have to realise what attracts new members.

This year we were very late in making a decision to go to the show because at the time of booking we had a big fat zero in the bank due to a certain Mr. Ley, therefore I was feeling quite pleased with myself in not only securing a stand at a late date, but also negotiating that Leisure Trail would help us with half the costs in return for some stand space.

When booking the stand I clearly stated that we would have a bike with accessories on the stand and we would be getting a contribution. Yes, Jeff did lay the stand out first and deliver it and if he had actually visited the show he would have seen that we used all the photographs he prepared, but not all the background panels as Leisure Trail had brought some and we decided on the day to use those.

The final result, though not perfect, was a good lively stand that pulled in

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over 50 new members. (The best ever according to Graham Stratford)

Maybe the real reasons behind these comments are that certain people in the T.R.F. just don't want new members. Does the club want local groups using their initiative and energy to promote the T.R.F., or do we have a dictatorial policy from on high that we all have to follow?

If in using our initiative on the day to make the stand more interesting and relevant to the type of show was our only crime, then I have to plead guilty.

Patrick Bramman, East Midlands Group

MY FEELINGS ABOUT GREEN LANES

This quotation by Bernard Berry, author of "A Lost Roman Road" sums up my feelings about green lanes. A road or lane is a living thing and "dies" when not used.

"Then nature, losing no time at all, would have set to work in her own way to cover or destroy this road, with no longer the plodding feet or chariot wheels or the working hands of men to keep her at bay."

"Save a green lane". This would make a good New Year's Resolution for every TRF member.

Belated Happy New Year

Gwyn Thomas, Somerset

VERY DISAPPOINTED RECENT RECRUIT

As a recent recruit to the TRF ranks (after the previous year's Dirt Bike Show) I am very disappointed, "to be economical with the truth", with the way in which members seem to have a habit of publicly slagging off others who are working just as hard in promoting the TRF.

If we are to be successful in preserving our right to trail ride we need to be flexible in our outlook and make the most of every opportunity we possibly can, understanding the situation and reacting accordingly. After the recent period of financial uncertainty the attraction of new members is vitally important if we are not only to continue to fight for our cause, but build on all of the hard work done by so many previously.

The stand at the Dirt Bike Show this year had a good balance of interest and information for everyone, a very credible image of the TRF was presented and promoted by ALL of the members who helped on the stand, especially the people displaying the bike. The shared stand was just that, and didn't suddenly shrink overnight. I remember there being at least one bike on similarly sized stands for the past few years anyway?

I would like to ask Mr. Ward if he did actually attend the show when it was open and see the stand for himself? or if his comments were based on hearsay and biased opinions?

We need to be positive, move forward and not only co-ordinate but co-operate in all of our efforts or we'll become an 'ellowship'. THAT'S RIGHT THERE WILL BE NO 'F' IN FELLOWSHIP.

Rob Sanderson, Show Visitor, Nottingham

TRAIL RIDING IN SINGAPORE

I will shortly be emigrating to Singapore but am keen to continue with the joys of trail riding. If anyone knows anything about trail or general off road riding in either Singapore, Malaysia or Indonesia, I would be glad to hear from them. Phone: (H) 01242 678242; (W) 0117 929 0808; (M) 0467 317543.

Ross Macfarlane

THANK YOU ALL

Thanks to Jeff Ward for recovering the TRF's funds. It is through his dogged determination, sometimes against blocking and feet-dragging, that we are now in a healthy financial position.

Thanks also to Jeff for providing as a volunteer a 'library service' for the TRF display. He has also taken on tasks of generating excellent, appropriate material. It is a sad state of affairs that one event can cause so much hassle, while twelve others ran so smoothly. He has my support to prevent this in the future.

Thank you to all helpers from local groups when the TRF had stand space (free sharing with The Container Co.) at the Manchester National Motorcycle Show. The group contacts' efforts ensured an excellent turnout.

A welcome aboard to Jonathan St. John as the National Secretary. He has my support to conduct this post effectively.

Mark Holland, Hon. Nat. P.R.O.

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