

## GROUPS

**AXE VALE** Malcolm Preece, Tel: 01275 844757  
2nd Mon, *The Star, Star (A38), Nr. Shipham, Somersets*

**BLACK COUNTRY** Nick Hammond, Tel: 01902 700749  
1 & 3 Tues, 9pm, *The Mitre, Church Road, Bradmore, Wolverhampton*

**BRISTOL** Paul Andrews, Tel: 01179 659255  
4th Mon, *Keynsham Rugby Club, Bristol Road, Keynsham*

**CAMBRIDGE** John Brooker, Tel: 01767 692805  
1st Thurs, *Golden Ball, Boxworth*

**CORNWALL** Tony Stuart, Tel: 01208 862960  
3rd Thurs, *The Ship, Wadebridge*

**CUMBRIA** Anthony Hayhurst, Tel: 01539 721115  
2nd Tues, *Derby Arms Hotel, Witherslack, Nr. Kendal*

**DERBYSHIRE & SOUTH YORKSHIRE**  
Kevin Marsh, Tel: 01246 811949  
2 & 4 Tuesdays, *The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire*

**DEVON** Rob Williams, Tel: 01626 364564  
2nd Tues, *The Welcome Stranger, Bickington, Nr. Newton Abbott*

**DORSET** Mark Way, Tel: 01258 451397  
1st Tues, *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 YORKSHIRE**  
Howard Wadsworth, Tel: 01405 860904  
1st Tues, *Boot & Shoe, Gowdall, Nr. Snaith*

**ESSEX**  
Dave Anderson, Tel: 01277 657783  
2nd Wed, *The Swan Public House, Great Eastern, Nr. Dunmow*

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

**GLOUCESTER** Wayne Little, Tel: 01452 611735  
1st Wed, *The Winget Social Club, Tuffley Avenue, Glos.*

**HERTFORDSHIRE** Paul Roberts, Tel: 01992 579583  
2nd Thurs, *The Old Guinea, Ridge, Near Potters Bar*

**HIGH PEAK & POTTERIES**  
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1st Tues, *Black Horse at Endon (A53, about 3 miles west of Leek, Staffordshire) & 3rd Tue, Cheshire Cheese, Buxton*

**ISLE OF WIGHT** Andrew Hawkins, Tel: 01983 617232  
1st Wed, *The Eight Bells Inn, Carisbrooke, Newport, IOW*

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

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

**LINCOLNSHIRE** Paul Vernon, Tel: 01522 889079  
4th Thurs, *The Dog & Bone, John Street, Lincoln*

**LODDON VALE** David Cook, Tel: 0118 901 4481  
2nd Thurs, *Inn in the Park, Woodley Centre, E. Reading*

**NORTHUMBERLAND** Chris Moody  
Tel 0191 387 3507 6-10pm or 0860 302001 (mobile)  
1st Tues, 8pm, *The Swan Inn, Heddon on the Wall*

**NORTH WALES** Richard Hughes, Tel: 01244 533855  
1st Wed, *Capenhurst Social Club, OS 116 371 740*

**OXFORDSHIRE** Kevin Lindsey, Tel: 01993 823865  
3rd Thurs, *The Red Lion, 127 Cassington Road, Yarnton*

**PEAK DISTRICT** Neil Walker, Tel: 01788 811919  
1st Thurs, 8pm, *Travellers Rest, Ashbourne Road, Derby*

**RIBBLE VALLEY** John Hargreaves, Tel: 01254 721897  
2nd Tues, *Pendle Hotel, Chatburn, Clitheroe (off A59)*

**SHROPSHIRE** Rob Latham, Tel: 01952 592324  
2nd & last Wed, *White Horse, Shrewsbury*

**SOMERSET** Steve Hounsell, Tel: 01460 66452  
2nd Thurs, *The Bell Hotel, Curry Rivel, Nr. Taunton*

**SOUTHERN** Russ McDermid, Tel: 02380 812371  
3rd Tues, *The Phoenix, Twyford, Nr. Winchester*

**SOUTH LONDON & SURREY**  
Steve Sharp, 0181 773 4204  
9pm 1st 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 Thurs, *Welsh Institute of Sport, Cardiff, 8pm*

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

**SWINDON** Keith Owen-Bines, Tel: 01793 751129  
1st Wed, *The Carrier's Arms at South Marston, Swindon*

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

**TEESSIDE & NORTH YORKS**  
Mark Bieganski, Tel: 01904 656469  
3rd Wed, 8.30p.m., *Blacksmiths Arms, Swainby*

**THAMES VALLEY** Laurence John, Tel: 01494 872700  
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** Colin Bott, Tel: 01386 834105  
1st & 3rd Thurs, *Wilmcote Mens Club, Stratford on Avon*

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

**WILTSHIRE**  
Alan Yandell, Tel: 01225 864187 Mob: 07813 503012  
1st Tues, *The Bell On The Common, Broughton Gifford*

**WORCESTERSHIRE**  
David Gunster, Tel: 01905 452742 Mob: 07970 919790  
2nd Tuesday, *The Fox at Bransford, Worcs.*



Patron: Lord Strathcarron

# TRAIL

AUGUST, 2001

No. 276

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

EDITOR: Fred Ellison.



Glos. Group TRF Ride on Mendip, February 1991.  
Leader Gwyn Thomas (3rd from right).

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

## TRF OFFICERS

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| LARA REP. ....                    | Richard Fordham, 3 Adelaide Road, Norton, Doncaster, S. Yorkshire, DN6 9EW. Tel: 01302 702793, E-mail: Fordham500@hotmail.com                                                                                                                             |
| KEEPERS OF STATIONERY             | Leaflets & Membership Forms, John Pritchard. <i>Membership Secretary.</i><br>Letterheads & Compliments Slips, Fred Ellison. <i>Editor.</i>                                                                                                                |
| DISPLAY EQUIPMENT CO-ORDINATOR    | Leo Crone, Tel: 01325 463815 (7a.m. - 5p.m.). Display boards held at Unit 10, Red Barnes Way, McMullen Rd., Darlington.                                                                                                                                   |
| EQUESTRIAN EVENTS LIAISON OFFICER | Colin Patient, 14 Ryecroft Close, Woodley, Berks., RG5 3BP. Tel: 0118 969 6783.                                                                                                                                                                           |

TRF Website <http://www.trf.org.uk>

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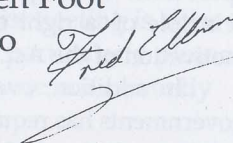
The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.

## EDITORIAL

I hope that some of you are taking advantage of the easing of Foot and Mouth restrictions and getting out onto the lanes.

For those of you with a journalist's pen in their pocket or a keyboard in the loft, how about finding a little time to let us know what you have found out there. Is it overgrown, obstructed or just plain old fashioned wonderful trail riding with fine weather and a horizon to head for? Don't forget, this is YOUR magazine. Let's have some more input about YOUR experiences, YOUR knowledge, YOUR club's activities, YOUR personal outings. It's interesting to know what's happening around the country.

I look forward to hearing from you and when Foot and Mouth clears in the Ribble Valley, I hope to see you out on the trail.



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## FROM THE CHAIRMAN .....

When I took over in January the CRoW Act was about to be put on the Statute book. That has now happened and we now know that reference is made therein to the establishment of Restricted Byways (i.e. by the RTA S34A amendments). In essence this will preclude TRF members (depending on Counties/Regions) using a large proportion of those lanes which they currently use, unless there is sufficient evidence to claim higher rights. If this second part of the legislation were to be enacted unchallenged then the circumstances facing the TRF would not be greatly different from that enforced by the Foot and Mouth restraint. Not a happy situation, to say the least.

This is why the TRF has taken the initiative of investigating what support there might be for a Trail Users Alliance (TUA). The TUA can put the case on behalf of Trail users as to how the second part of the legislation would prejudice the rights of a large number of users who, in order to enjoy their pastime, require access to the country side apart from walking. In other words the current proposals would be the opposite of the principle of 'a right of access to the countryside by all', which was the underlying motivation of the Act.

In addition, over the last 30 plus years, legislation introduced by successive governments has required local authorities to investigate and determine Rights of Way coming within their jurisdiction. This demonstrates an acknowledgement by government of there being a need to record Rights and consequently secure these for everyone's benefit. The present intention is therefore an about face on the part of the present Government, and possibly even an infringement of those personal rights, as acknowledged by previous Acts.

With this as a backcloth, the TUA is aiming to bring to the notice of those in power how the CroW Act flies in the face of even their own policy of access for all to the countryside. A fuller description of TUA's aims is included in a separate article in this month's TRAIL.

In the meantime don't hold your breath, let's start cataloguing the evidence we have on the lanes we currently use. In addition, LARA is running some excellent workshops, which have been well advertised, and I would urge all groups, which have not already sent someone to attend, to do so. If in doubt contact Tim Stevens, whose contact details will be found in the front of TRAIL.

I hope the partial lifting of the restraint has allowed some of you to get back out there.

As a final point you will have seen from the minutes that regrettably Charlie Morriss is not able to continue as the National Rights of Way Officer after the AGM this year. Is there anyone out there who will throw his or her hat into the ring? Charlie has suggested that he could be available in an assistant/supportive role if someone could be found to take on the role. Don't be shy, we really do need YOUR help.

*Andre Confavreux, National Chairman*

## NOTICE BOARD

### ALL MEMBERS PLEASE NOTE

At our next Executive Meeting we have a representative from MAG giving a presentation to us.

Our affiliation would affect you ALL.

Please make sure your Group is represented at the meeting.

### RIGHTS OF WAY SEMINAR, EAST ANGLIA

Cambridgeshire TRF Group are hosting a LARA RoW seminar at location in Cambridgeshire on the 29th September 2001.

In addition to LARA reps covering all aspects of the CRoW act there will be two speakers from Cambs County Council attending. This meeting is open to all interested parties (members or not) and we would be particularly pleased to hear from any TRF members based in Norfolk who are not currently represented by a local group.

For further details/confirmation of attendance please contact John Brooker on 01767 692805 or come to the next Cambs group meeting (details on back of TRAIL).

### TEESSIDE & NORTH YORKS TRF GROUP

... are having a track day at a local motocross park. The area includes a smooth grass area for beginners and those of us who have forgotten which end goes forward, a motox track for the hair brained and a small but challenging trail for the adrenaline junkies. Any interested TRF members contact me at the number in the front of the mag for the where and when.

*Leo Crone*

### LARA ONE DAY RoW WORKSHOP

Cumbria are having this workshop on 6th October at the County Hall in Kendal. All groups welcome. There will be no charge if I can persuade Cumbria County Council to pay for the room and either bring your own lunch or visit the pub close by. Tea and coffee will be provided.

Names of those that wish to attend to Robert Wilson on 01539 728656 or e-mail: wilsonrh@talk21.com

# RoW NEWS

## Ref: Serious Threat - Potential Closure of Coldharbour - BOAT 526 Wotton, Wolvens/Crockers Lane - Surrey

All TRF members,

This is a serious threat. Due to 4x4 destroying the banks and rogue moto-x/trail riders riding through the adjacent forests the council are under pressure to put a TRO on Coldharbour and close it to all vehicles.

I have spoken to the council and they intend to do as much as they can to stop this behaviour and erect gates, posts and extra signs. I have agreed that we will do all we can to help.

- Please keep to the track, do not deviate at all, ensure that you follow the TRF code of conduct.
- Tell all your mates to do the same.
- If you see people abusing the lane explain how it will be closed if they carry on with this.
- Take any numbers of illegal riders or people damaging the lane and report it to the council or police.

Thank you for your co-operation.

Regards

Steve Sharp, Surrey TRF/ACU

*This request is in response to the following letter received by Steve on 18 June 2001*

Dear Mr Sharp

B.O.A.T. 526 WOTTON WOLVENS/CROCKERS LANE

I am writing to representatives of vehicular user groups, regarding Wolvens/Crockers Lane, as it has been suffering from significant problems of trespass and damage being caused to adjoining land by illegal vehicular use. The ancient boundary banks, trees and other local flora and fauna have suffered irretrievable damage/erosion when vehicles leave the legally defined track and look for more challenging adjacent terrain.

The County Council and adjoining landowners fully appreciate that the majority of 4x4 and motorcycle users are responsible and act within the law,

showing consideration for other users, but ask for your help in addressing this serious problem.

We feel it would be helpful if you would be able to contact your members drawing their attention to this particular problem, requesting that they continue to show a good example of responsible use, referring to the relevant code of conduct for your group. If they are able to help by perhaps speaking to other less responsible users they come across drawing their attention to the damage that has been occurring, we feel this would be a great help.

The County Council has come under a great deal of pressure to close the lane to vehicles with a Traffic Regulation Order. The justification for this, of environmental damage, has been introduced in the recent Rights of Way and Countryside Act 2000. We will continue to resist this at present, as we feel that with a combined effort from groups such as yourselves, the landowners and the County Council we can address the problem without a T.R.O.

If you require any further information, please do not hesitate to contact me at the above office.

Yours sincerely

Steve Mitchell

Principal Rights of Way Officer

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# Executive Meeting

Saturday 15th September 2001 10am for 10.30am start

Becketts Farm Shop, Becketts Island, Heath Farm, Worcester Road, B47 6AJ A435  
Birmingham to Redditch Road, 1 mile North of junction 3 M42, Tel: 01564 823402

## AGENDA

Chairman's Welcome

Apologies for Absence

Acceptance of the Minutes of the Last Meeting (23.06.01)

Training Protocol - Progress Report/circulation of

LARA workshops - Update on future workshops

CoAg Funding - Current situation

Merchandising - Update on current situation

TRF Handbook - Circulation of updated agreed relevant pages

Limited Company Status - AGC findings

Partial Lifting of Restrictions on Trail Riding - Feedback from Groups

Public Relations - Progress report on securing outside review of TRF needs

Reports from Officers - Membership Secretary  
Treasurer  
Horse Events Liaison Officer

LUNCH 1230 to 1330

Presentation by Nigel Liversidge of MAG - Requested presentation by us to better explain the benefits of affiliation to MAG (13.45 - 14.15)

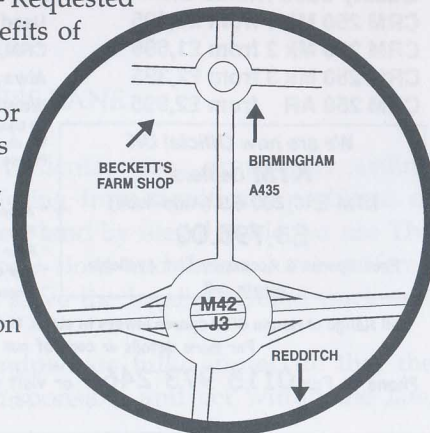
Discussion - Short discussion on MAG prior to Group Reps reporting back to their Groups

Trail Users Alliance - DT report following July meeting

National ROW Officer - Securing help

Show Stand - RC report on cost investigation exercise

Any Other Business:



## MILESTONES/MILLSTONES OF MOTORCYCLING

### PART 3:

#### LONG TRAVEL SUSPENSION

Once upon a time, a long time ago, in a land of austerity, spam and cart technology, suspension, where it existed, was capable of only a couple of inches (5cm or .001 rod pole or perch) of movement. This sorry state of affairs meant that being able to cope with small bumps as well as potholes was an impossibility (or at least very difficult). In true British, mustn't grumble, make do and mend, spirit, we made the best of the situation. Supermen, like Jeff Smith, Arthur Lampkin et al, even managed to fling gigantic, poorly suspended lumps of steel around moto-cross tracks with aplomb and/or courage and/or stupidity. Even as late as the 70's, suspension technology showed little evidence of improvement to match massive gains in power outputs and loss of weight.

Harold Wilson's "white heat of technological change" must have fallen on deaf ears at Girlings.

Tentative experiments in altering the angle of rear shocks (as per Velocette) to increase movement showed promise but also showed up the shortcomings of standard units. Who would have thought that from these humble beginnings a technological war would develop that even forced Girlings to produce gas shocks? Certainly, remote reservoirs, Nitrogen gas and progressive springing made a huge difference in coping with bumps but also provided us with choice. "The existence of choice is everything and nothing" (Nirvana or Nietze depending on your leanings. Pretentious. Moi?) and given choices to make over settings, we often make the wrong ones and encourage that most dreaded person, 'the fiddler' (a character from Batman possibly?). I miss going into the bike shop to buy some new shocks and only having to answer questions like, "what length sir? I take it that sir requires them in black? Good choice sir, suits you".

When suspension tuning only required giving that funny little stepped ring a bit of a turn, I felt in touch with things. Nowadays this is called, 'pre-load' and is just one of a bewildering number of settings. Compression/rebound damping, static sag, race sag, spring poundage, air pressure, oil viscosity, ride height, all have to be taken into account before riding. I work on the principle that if Mr. Honda says it's OK, that's good enough for me, since the only times I have had things to adjust, I have only managed to make matters worse. A set up that works on the road does not work on the rough, obviously, but I wonder where things will end? Just going to the shops, dear, just gotta change suspension settings first.

In Britain we have a reputation for thinking up new ideas and then failing to develop them (Mr. Dyson excepted). Triangulated rear ends as per Vincent made a

re-appearance, courtesy of a Belgian engineer called Tilkiens, I believe (go on name another famous Belgian). Once the system showed promise, he was courted by Yamaha and, eventually, triangulated rear suspension spread through Yamaha products (except the musical instruments section) like a virus. Hindsight tells us that the advantages of this system was more to do with the amount and quality of suspension travel, rather than how the shock forces were distributed.

Because of Yamaha patents, other manufacturers were forced to try other alternatives. Kawasaki responded with the dreaded 'linkage' and changed the face of rear ends (does that sound right?) forever. For the uninitiated, aliens and hermits, the linkage refers to a method of achieving progressive suspension through a system of levers, which can alter the mechanical advantage (or disadvantage) according to the severity of the depression. Speaking of depression, how many hours have we wasted stripping down, unseizing, replacing and greasing, up to eleven needle roller bearings, which make up a typical rear suspension, and having to take out a loan for the privilege? The lack of grease nipples on most models suggests that there is money to be made in replacement parts. How's business, Raymax?

So, this is all about rear suspension technology, right? Well, no. Actually this is really about bike companies forcing the rate of change. For most people the difference between a £50 pair of shocks and a £300 monoshock, with its attendant

# BETA ALP

Many of you have been very patient awaiting the arrival of the  
All New 4-stroke 200/125 Alp Trail Bike

Well the wait is now over - See August TBM

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linkages and variety of settings, is not noticeable, especially if you consider that many of us do not know that much about the subject. 'Race Tech' provide some good guidance in their catalogue, if you are up to the challenge.

Is it me, or do you find a properly set up bike boring? No, really. There is a certain pleasure in a well set up machine but my 'Townmate' step through, with flimsy leading link forks and no damping, is certainly 'exciting', bordering on downright scary on 'fast' (above 30mph) corners. Remember the days when you rode anything you could get your leg over around the fields. Did you give a thought to ride quality and handling? Thought not. Did you have fun? Thought so.

In my apparent obsession with rear ends (damn that Julian Clary), I am forgetting front suspension. There is a maxim that 'if you don't notice something, it is probably working well'. Ever since girder forks were consigned to 'Room 101', the ubiquitous telescopic fork has reigned supreme. There have been experiments with leading link forks, such as those fitted to Greeves, but these look rather idiosyncratic to modern eyes. I applaud the desire to innovate, though. Greeves rider, Dave Bickers, always maintained that, "if it looks right then it probably is right". Mind you, if DB said it was Tuesday, then it's Tuesday as far as I'm concerned.

Since those neat looking Ceriani forks appeared, we had to accept that, apart from increased movement and provision for fine tuning, the 'tele' was here to stay.

USD 'uppy downy' forks are merely a variation on a familiar theme. A 'must have' item, with increased complication and little noticeable improvement over 'right way up' forks. Or am I wrong?

Are we being encouraged to become technological junkies, waiting with baited breath for our next fix from Japan? After several decades of technological development, the 'big four' are hedging their bets by supplying twin shock models such as ER5, CB500 and YJ1200. Is the pendulum swinging away from high technology at last? Probably not, but it does raise the question, "do we get the products that we really want or what Japan wants us to have?" Think about it while I try to remedy a serious case of static sag, due to sitting too long in front of a computer.

Rodger Davies

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## SO YOU WANT TO BE... A RUN LEADER?

*I know some of our members are aware that we hold RoW lectures. Well it might be of interest that we also hold talks on how to lead runs for our chappies.*

*Veteran member Mike May is responsible for these talks and has now put these excellent guidances to paper. I feel his experiences have produced a useful document and is well worth a read.*

*It must be pointed out though that this relates to Hampshire. Of course, things will inevitably be different in other areas because of local differences and conditions.*

*Pete Wildsmith, Eastleigh, Hampshire*

### INTRODUCTION

There is not a magic formula into which you can input a mileage, number of lanes, number of riders, mud holes and river crossings, which will give the route for a good run. Run leading takes one away from fixed formulae into a management environment of policies and strategies. Hopefully those who take up the challenge will develop their own personal style of leadership, which in turn can add interest to the run.

There are few benefits to run leading, but you do see a lot more wildlife than those following. You also have the first choice of which rut to follow, but if you get it wrong then you could finish up on your ear.

Similarly when you come to a ford you have the benefit of being first one through so should have clear water to see the bottom, but again you may be caught out particularly in the winter when streams run deep.

### HOW DO I BECOME A RUN LEADER? (RL)

Firstly you want to get to know a particular area reasonably well so that you can make your way without having to refer to your map at every junction or turn off. You can ride in a group many times over a route but will not learn it fully until you lead, so try and find a mate and go for a practice run.

This will help build up confidence so that when the next runs planning meeting comes along you can put your name forward for a suitable date.

### PLANNING YOUR RUN

What to include Try and include elements of interest, challenge and scenery in

your route. The time of year has a strong influence on these aspects. Summertime is great for scenery and the going is often easier so requires less concentration and affords the opportunity to look around whilst riding. In winter, lanes that you have ridden virtually hands off, are almost unrideable, and provide a high level of challenge.

Your route should also take in lanes that have low useage that is recorded by Penny Page. Periodically Penny will publish a list of lanes which have not been used in the last six or twelve months. If any of the listed lanes are in the area of your planned run then try and include as many as possible.

Legal Lanes To plan your run you will need maps. Pete Wildsmith keeps copies of maps showing all the legal lanes you can use. Each lane numbered with its own discreet Southern Group Ref. No. The area covered is the whole of Hampshire and the adjoining areas of Wiltshire, Berkshire and West Sussex. If you want to go a bit farther north the OS map No. 174 Newbury and Wantage are particularly good as Berkshire has made good progress with their reclassification and there is an enormous number of Byways to the north of Hampshire, all shown in the latest issue of this map.

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Lengths of the run It is difficult to measure on the map the length of your planned route, but with experience you will get to know that for instance it is 20 miles from Salisbury to Shaftesbury. Run mileage will vary greatly through the year, and is dependent on the ground conditions, the weather and the available daylight.

Typically a wet winter run may struggle to achieve 60 miles where on a dry summer run, particularly using the longer routes west of Salisbury, one could well double this figure.

Start Points Up to you where you start, but take into account that you need room for lots of parking as nowadays some members turn up with vans and trailers. Because of this the finish point should ideally be the same as the start point but certainly should not be greater than 5 miles from the start point.

Loops When planning a route it should be roughly circular to bring you back close to your start point. In spring and summer, higher route mileage can be achieved due to drier going. If planning a route to take you well out from the start point then make the outward leg relatively direct and complete your main planned loop, use local lanes and infill with less direct lanes on your return leg. Then, if you are running late, it is easy to cut out sections to get you back to your finish on schedule. Also consider in planning your main loop points at which you can cut across and shorten the loop should the rate of progress be slower than anticipated.

A useful tip if you have planned a complicated route is to mark up the junctions and turns on your map with direction arrows using a soft i.e. 2b pencil. This can readily be removed when you get home using a soft eraser without damage to your map.

Amenities en route You need to know where petrol can be obtained preferably after approximately 50 miles, particularly as a lot of small petrol stations close early Saturday (12 noon) and do not open on Sunday. If you have lady members out then a stop at a proper toilet may be preferred to the obligatory stop behind a bush.

If there are parts of your route which you are unsure of, it is advisable to do an exploratory run of these sections a week or two beforehand, with another rider, to confirm your ideas. There is nothing worse than having half a dozen eager riders breathing down your neck whilst you study the map at every turn and junction.



## RUN UP TO RUN DAY

Published Dates Southern Group newsletters only publish a date, RL's name and telephone number. This is done so that the RL knows who to expect on the run and gives scope to find a second leader to split the run if numbers build up.

As people ring to enquire the meeting point, list name and telephone numbers of callers wanting to join the run. Make clear what time the run will move off. Makes people arrive in good time and cuts out the waiting time for late comers.

Specialist Equipment It can be assumed that all members will carry tool kits, spare chain links, means of mending a puncture and inflating the tyre. You should also carry a pen and notebook and possibly a first aid kit. A mobile phone can be of use in emergencies, but otherwise can be a pain.

Limiting Numbers If numbers build up above 8 you need to consider a second run leader. It is your decision how many you will take in a group and if there is no second leader, you can close the run as full up at the maximum limit you have set. It is National Policy to keep the size of groups low (6).

Cancellation You, as leader, have the right to cancel the run the night before or on the morning. It is for this reason that you listed names and telephone numbers as members booked in.

Reason for cancellation could be a personal domestic problem or possibly the weather, i.e. if in the 24 hours prior to the morning there has been exceptional rain and you consider that the run would damage the lanes due to the extreme wet, then cancellation is justified particularly if you know the type of going in the planned area.

Food Southern Group practice has been for each individual to carry food and drink for the day, so you will need to advise newcomers and visitors of this as they book in. There is nothing to stop you booking a four-course lunch at a Hotel if you choose but again, it will be necessary to advise members of your plans as they book in.

## RUN DAY

At the start, seek out new members and introduce yourself. Check those present against the list of names you have. Brief new members on run conduct. Hopefully they will have had a TRF handout but there are still a few points to emphasise:

1. Speed of the run The speed of the run is the speed of the slowest

member. A new member should only ride as fast as he feels comfortable at and does not have to keep up with the person in front.

2. When you get to any junction on and off-road check over your shoulder and make sure the next rider is in sight. If the rider is not in sight, wait until he appears before moving off. If this is correctly applied, no one should get lost.

3. If you arrive at a junction and are unsure which way to go, stop and wait. Do not ride off in either direction as the run should retrace to find you and will miss you if you have gone off in the wrong direction. No one should abandon the run without telling someone, preferably the run leader.

4. You are here to enjoy yourself. If you are not, something is wrong. Let your run leader know.

Back Marker Try and get one of the run members to act as a back marker. This will make your life as leader a little easier. There will be no need to count heads at the end of each lane - which gets to be a pain.

Noisy Bikes If a member turns up on a particularly noisy bike he will not be doing your run, or the TRF, any favours. TRF policy on noisy bikes is quite clear and you should ask the offender to not join the run.

On the Run you are the TRF PR Man Your position at the front of the run makes you very much the PR man. You will be the first person to meet the Horse Riders, Cyclists and Walkers. So besides the statutory requirement to slow down or stop in the case of horses, a cheerful Good Morning, or similar greeting, will not go amiss.

Speed The TRF nominated limit is 25mph. In the summer, lanes can be overgrown or hedges certainly in full leaf so visibility is very limited and 25mph is much too fast. You therefore ride to the conditions that prevail. Also there are many open routes with good surfaces where 25mph can seem rather slow. Whilst it may be safe to travel at a much greater speed, you never know when someone on an adjacent bridleway or footpath may cross your path, so exercise some discretion on speed at all times.

Notices Posted Stop and read all notices posted on lanes. If they are new and relevant, make a note and on completion of the run, contact someone on the club RoW Committee to make sure that they are aware of the published notice.

Blocked Lanes All blockages must be reported. Currently our group member responsible for action on Blocked Lanes is J. Sapsard. Make a note of where it

is, preferably with a map reference and OS sheet No., and our own lane number, plus the nature of the blockage.

Objections and Challenges Fortunately in Hampshire there are few but you should be prepared to face up to any challenge or objection made to your use of any particular lane. Our own marked up maps provide details of lanes with known vehicular rights and you should be safe to proceed on any of these.

In all cases stop and meet the objector, dismount, be polite and explain your rights and the known status of the lane. The status on the OS map may only be bridleway (particularly in Wiltshire) but if you have obtained your information through a group rep, then it should have higher rights and carry vehicular status.

You should be sure of your information so don't back down. Don't turn round and retrace as the objectors will have won.

A useful way of drawing a discussion to a close I have used is to say "I beg to differ but will double check on my information when I return home". Then proceed on my way. There should be no problem in giving your name and address if requested (this is not a legal requirement), but be sure to get the objectors name and address in return, and if possible, find out if they have an interest other than that of a user, i.e. Game Keeper, Tenant Farmer, Estate Warden.

Accidents They do happen occasionally, broken collar bones are the most prone item, so you need to be prepared for what action to take. In these situations, where it is necessary to call out an Ambulance, then the mobile phone can save a lot of time. If you don't know all the members out with you, ask if anyone has a mobile.

In calling out the Ambulance be prepared with a map ref for your current location, nearest tarmac road, (another map ref), and say if it is possible to walk out the patient to the tarmac road.

If your first aid knowledge is not of a very high standard, then the safe advice is not to move the patient unduly other than to get them into what is known as the recovery position. (If you don't know what that is, find out from your local St. Johns).

#### **RETURN HOME:**

Run Report Complete a Run Report giving lanes used by lane number and members out. Sign, date it and post it to your Group RoW Officer. Take any follow up actions, on items we have covered such as blocked lanes. Discuss serious objections with the appropriate Rights of Way (RoW) rep to the area you

were riding in. Take action to confirm that you were in fact in a legal lane when stopped.

Away Trips It is nice to break out of one's own local area to other parts of the country. Being a National Organisation belonging to the TRF can help greatly in setting up trips.

All Group Reps are listed on the back of the TRAIL magazine and this should be the first contact. Generally essential information such as marked up maps, accommodation available can be obtained and often a local run leader can be provided.

In setting up a run in a totally new area, it is probably best to limit numbers to one group of six. Maybe expand to two or more groups for a second visit when you have sorted out the detail.

When away from home there is very little difference from a local run. It is most important to remember that you are visiting what could be a sensitive area and therefore it is essential not to do anything stupid that could jeopardise riding for the local groups.

Therefore particular attention must be paid to the group size, speed, noise and legality of lanes. If your map reading is in error and you are challenged, it is the one time to back down and apologise.

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# TRAIL USERS ALLIANCE\*:

A Progress Report & Invitation to Members  
of the CCPR Access Focus Group: 16th July 2001

At the last meeting of the Access Forum Group on 10th May 2001 a background paper was presented which outlined the concept of an alliance between User Groups with an interest in the higher rights pertaining to the Rights of Way network of England and Wales. The paper spoke of the origin of our minor highways, their importance to the RoW network as a whole, and how the Countryside and Rights of Way Act 2000 presented a perceived threat to their correct status being recorded on the Definitive Map.

On the 7th July 2001 representatives of the equestrian world, cyclists and motorised users met in Derby to consider in greater depth the formation of such an alliance. There was common concern over the Countryside and Rights of Way Act 2000 (CROW) as proposed, and its implications for the correct inclusion of all highways before the cut off date of 2026: this was seen to be a mammoth task. A figure of 1000 Definitive Map Modification Orders (DMMOs) per County was thought to be a sensible projection by those present. And the necessity to record rights of way within the urban areas, which had not previously been recorded on Definitive Maps, was expected to approach a similar figure. Faced with a task of this magnitude there was agreement by everyone present that there was a need for some form of 'Organisation' to facilitate representation to the Government and its Agencies on behalf of the public. After all it was the public, as volunteers, who were now expected to complete this task.

\*It was agreed that such an 'organisation' be created and to be called either the 'Heritage Ways Trust' or the 'Heritage Ways Alliance': depending on wider consultation and further investigation into the implications of forming a Trust.

The immediate adopted Aims were:

- 'To influence Government and other bodies on legislation, law and policy with regard to Rights of Way and Minor Highways'
- 'To facilitate research into historic Right of Way and promote education, training and advice on RoW and the Definitive Map and Statement'

A working party has been created to investigate and recommend a suitable business plan in time for the next meeting: this is scheduled for 16th September 2001, at Derby.

A basic principal for all those involved is that the process is intended to be inclusive of others who share the aim of recording the full historical status of our highways: as such other members of the CCPR Access Focus Group are welcome. Further details can be gained from David Giles who is acting as temporary secretary to the group.

Telephone: 01332 552288. e-mail address: davidgiles@dlgtraining.freemove.co.uk.

*Sent in by Dave Tilbury*



## SUPPORT NEEDED FOR CHARLIE MORRISS - NEW PROPOSALS.

Charlie has announced that pressure of work in his day-job, will prevent him continuing as Rights of Way Officer next year. This will be a great loss to the TRF, because Charlie has a wealth of knowledge and experience on RoW matters. It was suggested at the last Executive meeting that we might make it possible for Charlie to continue, if assistance could be provided for him, to greatly reduce his TRF work-load.

There are various options we can consider:

- a. Having one or several Assistant RoW Officers.
- b. Having regional RoW "Co-ordinators", responsible for a specific region, and working under Charlie's guidance, covering the RoW matters in that region that Charlie is currently covering.

The national workload for RoW Officer, is now so large, that we have an inevitable repeat of the crisis we all faced last year, in finding a National RoW Officer. It was agreed then that the roles have to be shared, and supported by paid staff, where possible.

My personal suggestion is that members who are able to volunteer for either of the two proposed new roles, should please come forward to discuss it with other Officers. I suggest not with Charlie initially, as it will further increase his burden.

I don't think we should establish fixed new Regions, I believe it will be better if anyone has an interest, or detailed knowledge, in a particular area, he/she should volunteer to cover that area. This will mean that there will be a beneficial amalgamation of local and national work-load. Those people who like myself, would like to help at a national level, but see such a huge work-load in their own area that they can't do both, can perhaps manage to give some really useful help at a National level, and combine it with their local work.

I would like to start the ball rolling by volunteering to cover the North Wales area, centering on "The Berwyns", which is my particular speciality area. The workload in any area should be low, most of the time, but if there are enough of us, it will make a massive difference to Charlie's (or his successor's) work-load.

Please come forward, we need you.

If it all works we could even consider a RoW National Sub-Committee, which does it's business mainly by e-mail and phone, but could meet when considered necessary, to face some crisis.

This level of support should encourage able but busy people to come forward for National RoW posts.

Can we have an e-mail discussion on this vitally important issue?

*Ted Scott, E-Mail: tedscott @cwcom.net or Tel: 01829 733519*

## THREATENED - But the worm has had enough

I am in total agreement with Julian's letter in last months trail. We are a minority and as far as the government or most other official bodies ie national parks, local councils and the police are concerned we are an irritation that they want to ignore or wipe out all together. I also take part in country pursuits and I realise that not all trail riders are in favour of hunting. It is the larger picture I am looking at. A lot of you may have had 20-25 years of trail riding so maybe you are not that bothered if a trail or two is lost as you probably are members more for the social side of things i.e. the meetings in the pub, but what about the continuation of trail riding. What is being done to bring youth into it, youth that can carry on the work that has been and still is being done. I find it harder and harder to enjoy my interests because of spineless people who use rules to tell you how to live your, yes, YOUR life. If you are apathetic and take all the crap they spout at you then you will think I am some sort of anarchist which I'm not. All I want to do is what I'm legally entitled to do without feeling like a criminal. So as Julian says get off your backsides get to London and be seen on the march standing up for what is your right. I'll be there not for support of hunting or trailriding but for freedom to do what I want. If not then don't blame anyone but yourselves when you are no longer able to do any form of off road motorcycle sport because it WILL happen and it won't be too long down the road (and it won't be a green one)

H. M. Moore, Cumbria

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