

GROUPS

CHESHIRE

J. Johnson, Tel: 061 427 6963
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane,
Hazel Grove, Stockport

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688
2 & 4 Tuesday, The Old Crown Inn, Handsworth Road,
Sheffield

EAST MIDLANDS

Graham Chinnery Tel: 0332 882602
2 Wednesday, Three Horseshoes, Hemmington, Nr. M1
Junct. 24

NORTH MIDLANDS

Ray Morse, Tel: 0785 661543
1st Tuesday, Leek Area - Contact group rep (above)

SHROPSHIRE

Steve Rawlings, . Tel: 0952 244161
2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

WEST ANGLIA

David Knight, Tel: 0933 313816
1 & 3 Thursday, Scott Bader Clubhouse, Opp. Parish
Church, Woolaston, Wellingborough

WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550
1 & 3 Thursday, Wilmcote Mens Club, Wilmcote Nr.
Stratford on Avon

WEST YORKSHIRE

Charles King, Tel: 0484 686383
1 & 3 Monday, Frizinghall Con. Club, Lynthorn Road,
Frizinghall, Bradford

WYVERN

Gwyn James, Tel: 0902 763824
Every Thursday, Hill & Cakemore Ex-Servicemen's Club,
Victoria Road, Blackheath

CUMBRIA

Colin Thompson, Tel: 09666 494
2nd Wednesday, every other month, Albert Hotel, Bowness
on Windemere

LANCASHIRE

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

NORTHUMBERLAND

Dave Vaughan, Tel: 091 529 3202
3rd Tuesday, Ryton Rugby Club, Ryton

TEESIDE & NORTH YORKS

Leo Crone, Tel: 0325 380117
1st & 3rd Wednesday, Station Hotel, Stokesley

CAMBRIDGE

Howard Biddle, Tel: 0223 232879
1st Thursday, Golden Ball, Boxworth

NORFOLK & SUFFOLK

To be Advised
LINCOLNSHIRE

Alan Wilkinson, Tel: 0529 60793
4th Thursday, The Mall, Woodhall, Spar

HODDON VALE

Don Lewis, Tel: 0252 616359
2nd Thursday, The Lamb, Theale, Berkshire

SOUTHERN

Pete Wildsmith, . Tel: 0703 617582
3rd Wednesday, The Priory Inn, Bishops Waltham,
Hampshire

HERTFORDSHIRE
Roger Newark, Tel: 081 959 2386
1st Wednesday, The Coach & Horses, Newgate Street
Albans

KENT
Nick Moon, Tel: 0322 862855
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

ESSEX
Neil Gamble, Tel: 0245 461643
4th Tuesday, The White Bear, Stanford Rivers, Nr. Ongar

SOUTH LONDON & SURREY
Brian Wright, Tel: 081 669 4214
9pm Every Wednesday, Epsom & Ewell F.c., West Street,
Ewell

SUSSEX
Bevis Billingham, Tel: 0243 585128
Last Thursday of every month, Selsey Arms, Coolham,
junction A272, B2193

THAMES VALLEY
Bob Williams, Tel: 0990 24958
3rd Monday, District Arms, Woodthorpe Road, Ashford,
Middlesex

BRISTOL
Richard Tallon, Tel: 0249 715426
2nd Monday, Tennis Court Inn, Deanery Road (A420),
Kingswood

CORNWALL
Roger Fogg, Tel: 0726 67198
3rd Tuesday, London Inn, Summercourt (A30)

DEVON
Martin Cooper, Tel: 0752 337491
2nd Tuesday, The Welcome Stranger, Bickington, Nr.
Newton Abbott

DORSET
Norman Howard, Tel: 074788 615
1st Tuesday, The Royal Oak Bere Regis

GLOUCESTER
Ron Carter, Tel: 045 382 2707
1st Tuesday, Painswick Institute, Painswick, Glos.

SOMERSET
Nick Crocker, Tel: 093589 261
Last Thursday, The Ruishton Inn, Ruishton, Taunton

WILTSHIRE
Bill Riley, Tel: 02216 3811
1st Tuesday, The Toll House, Holt, Trowbridge

NORTH WALES
John Mills, Tel: 0477 34425
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley,
Chwydd

WEST WALES
G. Jones, 0239 810255
Meetings to be arranged

EAST SCOTLAND
Les Mollison, Tel: 0382 738530
2nd Wednesday, Glencarse Hotel, A85, Perth to Dundee
Road



TRAIL

NOV. 1990

No. 148

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

EDITOR: Mike "Nettlebed" Pedley.



Jack, repairing Cam Fell.

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Try to make it interesting!

All contributions to the Editor

GROUP NEWS

TEESIDE & NORTH YORKSHIRE RUNS LIST

DECEMBER 2ND, HAWES CAR PARK 9.30am. Leo Crone is in front on something big and heavy with a trials tyre on. If I can get it right we'll be using lanes north of Highway.

DECEMBER 16th, BANK FOOT NEAR INGLEBY GREENHOW 9.30am . A vintage bike run. I'll be on an SP400 underpowered, limited suspension low slung, and those are the good points. So come on all you B.S.A. Triumphs and old Jap trail bikes shake off the dust.

JANUARY 6th, STOKESLEY 9.00am. A morning run so no cissy lunch stops, we ride to the stroke of 1.00pm then all turn into pumpkins if we don't go home.

JANUARY 27th, RICHMOND 9.30am. All lights working. I'll be finishing about 4ish and intend to navigate as many fords as I can find so no non-swimmers.

LAST WEEK IN JULY. The Stella Alpina Rally, Bardonecchia - Northern Italy. Perhaps one of the largest gathering of trail bikes in Europe, prepare for 10 days intensive riding there and back.

DERBYSHIRE & SOUTH YORKS

NEW VENUE, THE OLD CROWN INN, HANDSWORTH ROAD, SHEFFIELD 13
(on the A57)

Meetings are held on the 2nd and 4th Tuesday in EACH MONTH

THE INTERNATIONAL MOTOR CYCLE SHOW

National Exhibition Centre, Birmingham. HALL 5.

3rd to 9th December 1990

TRAIL RIDERS FELLOWSHIP

Schedule of Stand Personnel

SUNDAY 2nd Dec.	Set Up	Don R. Lewis	John R. Higgin
MONDAY 3rd Dec.	9am to 6pm	Don R. Lewis	John Higgin Press & Trade
TUESDAY 4th Dec.	10am to 6pm	A.J. Rose, R. Carter, A. Store	
WEDNESDAY 5th Dec.	10am to 6pm		
THURSDAY 6th Dec.	10am to 6pm	A.J. Rose, Seymour Moss	
FRIDAY 7th Dec.	10am to 6pm	David Clegg, Chris Hurworth, S. Moss	
SATURDAY 8th Dec.	10am to 6pm	Tony Rose, John R. Higgin	
SUNDAY 9th Dec.	10am to 6pm	Tony Rose, Mick Bradbury, Dave Bentley	

As you can see we are nearly there apart from Wednesday and Saturday. The weekends really are the heaviest when there is not only no time to leave the stands for meals but queues of half an hour if you do. So that it is advisable to bring your own sustenance.

We do not have any car parking tickets (near the hall) so allow 20 mins from arrival on site to reach the stand and although the show closes at 6.00pm there may be people on the stand for some time after.

I hope that local members and existing members will also help out on the stand for an hour if just passing, please make them welcome and allow them to leave coats, helmets etc. behind the display. **THANK YOU ALL IN ADVANCE FOR YOUR HELP WITHOUT WHICH WE COULD NOT MAN THE STAND AND SHOW THE WORLD WHAT THE FELLOWSHIP IS ABOUT.**

JOHN R. HIGGIN

P.S. Normal entrance is £5.00 but Advance booking is £4.00 you could organise advance booking for your group.

EDITOR

That motorcycling in general has a poor public image is indisputable. A trail rider, despite the fact that he is often past his prime, grey or balding and of sober (if scruffy!) dress, ranks about equal to a Hells Angel in the eyes of the general public!

But why is this? Well it's not so much what we do, as what 'they' think we do. If our bikes were whisper quiet, fitted with catalytic convertors and we all wore green wax cotton and ties would our image improve? It may improve amongst those we meet on the trail, but would the word get back to the populace at large? I doubt it - not for decades at any rate.

So how do the public who never see us form their impression of us?

The Answer of course is THE MEDIA. Two examples:

1. Prime time TV (14th September, 6.30pm, BBC and ITV North).

A Local Authority rights of way officer puts his point over about damage being caused to our 'fragile environment' (the Pennine Way) by motorcycles and 4WD vehicles. Do we see evidence of this, wheel tracks, deep ruts etc. . No, not a one. What we do see is the Greater Manchester Police Off Road Unit - suitably attired in jeans, leather jackets and full face helmets behaving in the most outrageous manner using their two stroke trail bikes to churn up as much mud as possible, pulling wheelies and even falling off for the cameras. So 10 million people who have never met us and never will now know just how we behave! As a follow up, the police helicopter would be used as a 'spotter' to help catch offenders.

2. Observer Colour Supplement, (30th September, "Under Threat" Feature).

It seems that none other than Bill Riley had discovered that vehicular rights exist on what had formerly been a footpath in Win Green, Dorset. Journalist, Jill Read quotes (prompts?) the local farmer: "The way will be clear for riders and drivers more interested in testing out the steeply inclined track than enjoying the countryside". Jill sounds ripe for a days trail riding - anyone care to oblige?

Fortunately the whole population does not consist of biased rambblers, journalists, T.V. presenters and misinformed members of the public. Following the Pennine Way T.V. spectacle a letter appeared in the local paper a couple of days later -

"Perhaps someone could explain the difference in the damage caused to the fragile environment by so called joyriders and the Greater Manchester Police Off Road Unit. It is a disgraceful waste of police resources to use a helicopter to catch a few people enjoying themselves in the great outdoors".

Well said Mr. Duncan Thompson - give that man a free subscription!

But seriously, (as Gwyn Thomas emphasised in his excellent AGM presentation), our image is undoubtedly our biggest problem, but how do we change it with those who will never see us?

(Video, cuttings available on request)

NETTLEBED

TRF OFFICERS

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Tel: 0332 552288

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Editor: Mike Pedley, Nettlebed, Newsholme, Gisburn, Nr.Clitheroe BB7 4JF

Tel: 0200 445657

We are "too academic", (which means that our sport is founded too firmly on legal principles). This claim, made at the AGM, has caused me to think real hard. It is certainly true that we do rely on our legal rights. That is what my job for you is all about, looking after your legal rights of way matters, based on principles which go back for so far into our history that they are "Common Law". But like any law, they can be changed at the stroke of a pen, at the nod of a judge. Then where would we be?

Yes, I agree, we are "too academic". We should not rely on our legal rights to the exclusion of all else. It is no use us saying "I have the law on my side; I have a right to do this" when we don't really have any other support. Have we got any of the Establishment on our side? The Councillors? The Farmers? The Naturalists? The Archaeologists? The Environmentalists? The Rangers and Wardens? The National Trust? The Forestry Commission? The National Parks? The Press? Public Opinion?

Go on, name one famous person, one well known body, that is known to be in favour of what we do. . .

So who does support us? Well, there's the BMF, and LARA, and some of the time the B&BT, and, well, that is three bodies for a start. Why do they support us, do you think? I can give you one outstanding reason: WE PAY THEM.

Is it really true that we can only get the support of others by paying for it? And if so is it not also true that we rely too much on our tenuous legal rights?

I am not keen to give you problems without suggesting answers, so here is my answer to this one: What we need to achieve, whenever our activities are threatened, is a good reaction from those in charge. We need them to say "Just a minute, that wouldn't be right, because. . ." and why?

Because they help us.

Because they help others.

Because they have supported us.

Because they do a lot of good work.

Because they are nice chaps, always holding gates open and so cheerful.

Because they cause no problems, no noise, no danger.

Because everybody gets on with them.

Because, well, you get the idea I am sure. . .

And how do we produce these favourable reactions? We must help, and do good work, and we must tell them what we do to help, what good work we do. We must get to know them, go to their meetings, write to them, invite them to our events, take them out for a drink, or for a meal. Whose job is it to do this, do you think? What do the Chairman and Secretary and Press Officer and RoW Officer do on your behalf but all these things? It's not your job, after all, or is it?

Now a quote from my AGM pronouncements:

When there is a cry for help we all rely on the THREE Rs. Our case is supported on a tripod, just like this visual aid I happen to have with me. (Wave Camera Tripod to rapturous applause)

The three legs which we rely on are:

RIDING, RECORDING & RESEARCH.

Riding, there's lots of that,

But what of the other two vital ingredients?

I had a worried TRF member on the phone the other day. What could we do about a local lane they all use that is threatened with a TRO? It goes through a local beauty spot and the council want to keep motors out. I asked several questions to help get the full picture.

Who is there on the Council who might say something in our favour?

Have we got any contacts on the District Council, or the Parish Council?

CONTINUED:

How do the local Police feel about it?

What is the feeling in the Highways Department?

How do the local Ramblers and Horse-riders feel about it?

Might any of them say a good word for us?

Is there a Regional Motor Sports Federation, and are you on it?

How about a Local Users Forum?

Do the Council know about LARA?

Are you in touch with LARA or the B&BT?

Are you part of the Sports Council set-up in your area?

Is there a local Federation for Sport and Recreation, and are you on it?

The replies I got were not hopeful, in fact he said "I don't know, I don't have a lot of time for committees."

"But surely you have other members in your local group who could do this sort of groundwork?"

"They would rather go out riding than put ties on and go to meetings." So would we all, mate, so would we all.

I would like to add a section to our Code of Conduct in an attempt to get through to all of you how vital this work is. It would say: *For every day you go riding, give up an hour of your time to helping behind the scenes.*

No excuses. No "Got to adjust the chain". Pay a Dealer to do it. No "Got to take the missus shopping". Pay for her taxi. No "That's your job". Pay me to do it. Don't think of electing the officers so that they can do the work for you. Elect the people who you most want to help. And then help.

TIM STEVENS

SHARING

"Perception is the Name of the Game"

A number of 'Planning Conferences have taken up the energy and holidays of TRF Officers in the last year or so; Winchester, Leamington Spa and most recently, Grantham.

What are these events? Why are they held and why do we bother to participate? Put most simply they are about the perceived intrusion of the motor vehicle into the Countryside and what the 'Authorities' can do or should do about it. They are I believe sincere attempts by the hosting body to address a problem they think they have, a good day out on expenses for the boys from County Hall, and a great potential threat to our interests if we are not there to attempt to create a rational perspective through reasoned argument backed by facts.

How successful are we? That is harder to answer, but I think we are an influencing factor and I believe things would be very different if we were not there as a check or balance to speak against prejudice and misinformation.

Whatever the official title and the make-up of the programme or questions for discussion during workshops sessions such conferences are invariably about official and public perceptions.

Perception is the name of the game, we have to deal not with facts or a balanced overview but with second hand accounts projected by over active imaginations into a 'global' fear, frequently fueled by emotive language, like: "It might be a historical right of way but if we make it into a BOAT must put a TRO on it or we will have hordes of scrambler/FWD screaming up and down carving up the surface". The bulk of the delegates could be broadly described as "planners" and they would just love to dictate a solution if we were not there injecting facts and projecting the positive image of the TRF. Our strongest cards are: our wide first hand knowledge of what is happening on the Green Lanes of England, our standards of behaviour (code of conduct), and our preservation activities through research and working parties. I'll write further on these topics in future contributions together with a fuller report of the Sports Council's Grantham Conference which was called "Motorised Sports in the Countryside - Overcoming the Challenges".

Dave Giles - National Chairman

Last year I discovered that Greece can be a great place for trail riding, but a little difficult to get to with your own bike (not impossible though...). In the autumn, I booked a cheap holiday with Golden Sun Holidays (I saw the ad on Teletext about a week before we went) taking my current girlfriend (I used to go out with a raisin, but she gave me the pip) for the rather amazing sum of £235 each, for a fortnight, flying from Gatwick Airport. As we live in Scotland, this was less than handy, however, we arrived bleary eyed after a night flight to Athens, then after a 2 hour ferry journey on an ex-cross Channel steamer packed with elderly Greek ladies all off on a pilgrimage (honest!). We poured ourselves off the coach at our accommodation, a new apartment high up in the village of Batsi, on the island of Andros, where the toilet rolls come from.... After a couple of days settling in, we walked to the next village, at midday. This was a mistake. At noon, the pong from the donkey crap when we finally got there was pretty grim, and there wasn't much else to look at anyway. Obviously, some form of transport was required, if the whole fortnight wasn't to be spent playing Scrabble, and other similar sounding pastimes, (you figure it out!). One of the 2 bike hire shops had trail bikes, and I learned that if you got there early enough, you got the pick of them so bright and surly next morning, I collected the beast, after handing over my passport and a declaration signed in blood (mine) that I return the bike in one piece (they didn't say which piece, though) later that day.

It was a Montesa 250H6, when it left the factory, at any rate. It was well used and abused (like the girlfriend...) but had all the important bits, and had as much acceleration as a double decker bus. After calling for herself at the apartment, we took off, heading for Andros town, over the centre of the island.

Andros is almost unspoilt, because nowhere is the place flat enough to build an airport! It's about 10 miles wide by 25 miles long, and we were going diagonally across the island. We had a rough map, as it turned out, VERY rough! The main problem was that there were a myriad of tracks, and no signposts! Our next door neighbours had already done the journey, and we knew that we went over the highest hill on the island, so we just kept going up and after a few wrong turns, found our way. The tracks are easily negotiated, but having a passenger gave me a few sticky moments on tight uphill turns. The villages we went through were like stepping back a century, very few cars, old boys on older donkeys and chickens and goats milling around. The track took us into the clouds, and we were warned about a herd of wild goats, as the head goat would charge if you stopped. We saw him and didn't! The scenery was quite spectacular, as was the wind, which threatened to blow us off a couple of tracks. The island seemed perpetually windy, and up on that mountain track it was almost a gale. We got to Andros town, refuelled and went shopping, but nothing appealed much. The clothes were very expensive, even by our standards, but the food was very cheap. The girl at the petrol station spoke excellent English and didn't have to be told about the premix, bikes being quite common. There was so little traffic, even in the main town of Andros, to make you worry about kamikaze local drivers. The Montesa cost about £15 for the day, and we took it all over the island in 2 days, we drove every paved road, but many more miles of trails. We went in September, which was ideal for me, not liking excessive heat.

This August I went to Crete alone, and was going to hire bikes again, but I went down with sunstroke, Montezumas revenge and was totally out of it for the whole trip, but I was up long enough to find several bike hire shops, mostly rubbishy, but I found a shop hiring brand new Yamaha 250's, so the good bikes are around if you look. There was much more traffic of course, but again, once off the main tarmac, the island was criss-crossed with hundreds of miles of tracks. My main worry about hiring was breaking down or having a puncture, or falling off and injuring myself ALONE. It would be bad enough breaking down and trying to summon assistance, unless you are fluent in Greek and have a Greek vodaphone, of course..., so I would advise going with a mate who is on another bike, pick a little known island, as it should be quieter - you will no doubt

CONTINUED:

be able to get a ferry to another island if you wear out one, go early or late in the season, 'cos it's cheaper and the weather won't toast your rocks off, AND it's more comfortable to wear a helmet, which you should take with you. Just because the Greeks tear around in shorts and a 'T' shirt doesn't mean it's smart to, even if it is 100 degrees in the shade. I always cringe when I see someone on a bike without gloves, let alone the rest of the gear. Also pack a puncture kit and pump, water bottle and coins for the phone. The better hire shops have a pick-up, so find out how to contact them if you break down. Five years ago in Corfu I was warned against hiring as the car drivers regard bikes, especially those with tourists on, as fair game. Lastly, check that you and the BIKE are insured. On Andros I heard of a guy literally dripping blood after coming off a bike, and refusing to pay for the damage to it, being worked over by the hire shop owner and his brother. He was a hospital case before the fight, too. So, pick a reputable shop, not the cheapest. Another reason for not going alone!

I would like to hear from anyone interested in a 2 to 3 weeks tour of northern Spain and Portugal, sometime next spring, via the Plymouth/Santander ferry. I have an R80GS, which I would take solo, or on a trailer with the car. I would be taking the car and trailer to the Plymouth area anyway, as I live 700 miles north of Plymouth, and do not relish the idea of 1400 miles on British motorways there and back.

EDDIE FREEMAN, BOAT OF GARTEN, SCOTLAND

Telephone: 047 983 220

Support the T.R.F. and Display the Logo on a SWEATSHIRT OR TEESHIRT

The T.R.F. roundel, as depicted on the front cover of our national magazine, can be printed in either 2 3/4" dia or 6" dia on Sweatshirts or Teeshirts.

The Superior Sweatshirt with Raglan sleeve is available in navy, sky, white, black, red, yellow, royal, grey, bottle, burgundy or pink. Printed in any colour in one place costs;- Sml, Med, Lge, £9.95. X Lge, £10.45. XX Lge, £11.45.

The Quality Teeshirt is available in a choice of 25 colours (subject to availability). Printed in any colour in one place, Sml, Med, Lge, £4.95. X Lge, £5.20. XX Lge, £5.70.

For a snug fit Sml=34" - 36", Med=38", Lge=40", X Lge=42" - 44", XX Lge=46" - 48".

On either garment an extra print of the same size will add 50p.

On either garment an extra print of the different size add 75p.

Add 15% VAT to the above prices. Add £1.00 for post and packing.

For example; the green sweatshirt as modeled by our chairman at the AGM, featured a 2 3/4" logo on the left chest and a 6" logo on the back in white. A large size would cost;- £9.95+0.75p (for extra print) = £10.70+VAT = £12.30 + P & P = £13.30.

These prices are what you would pay for single items direct from the supplier. A discount will be received if our order exceeds 12 items and this will be donated to club funds. The more that are ordered the bigger the discount;-

50 Sweatshirts will boost funds by approx. £155.

100 Sweatshirts will boost funds by approx. £368.

I intend submitting all orders received by 1st January 1991.

Send details of requirements etc. and cheques (made payable to the Trail Riders Fellowship) to me; Peter R. Banks, Quaker House, Ditchat, Shepton Mallet, Somerset, BA4 6QR. Or phone for more details; 0749 86. 396.

Group orders would be appreciated as it will save me work and any postage savings will also be added to club funds.

It was only after leading 2 groups of TRF members, one from Stockport the other from Northampton, that I realised the diversity and richness of green lanes in the North Yorkshire moors area.

I've been riding the area for almost 11 years and so know nearly every legal lane as well as some established lanes which have disappeared from the definitive map at county hall. To give you an idea of the type and length of lane encountered on a typical Sunday run I'll attempt to describe a few representative lanes.

Crathorne to Hutton Rudly is like most Unclassified County Roads in North Yorkshire neither signposted or waymarked as a vehicular right of way. The tarmac finishes as you enter the farm yard at the northern end of the lane, once through the yard you approach 2 gates, one in front, the other to the left. Open the left gate (not forgetting to close it again once through, quite often horses are kept in the field). A steepish rutted climb leads to the only other gate on the lane regularly closed and in an unusually good state of repair. From this point the lane splits a number of fields, but has to date escaped ploughing, 3/4 of the way along its length the lane is enclosed by hedgerows ending in a tricky brick strewn 200 yards. Total length about 1 1/4 miles.

Potto pass a short but demanding lane. Totally concealed in summer by bushes, the start in Potto is between a house and thorn hedge and is little more than 5 feet wide. In summer it's a struggle through thorn bush and dense undergrowth. While in winter, when wet, the first 30 foot is deep water followed by soft mud for 80 yards after which it widens out to a gentle green lane for the remainder. One note of warning, brace yourself when passing the farm near the end of the lane, a couple of peacocks live on the farm and quite often are roused to call out on anything passing by. Very noisy and very unexpected. Length about 1/2 mile.

Brawth House just outside Stokesley is a favourite of mine because of the deep ford in the middle of the lane. The entrance at the northern end was a gate, but since it fell apart is now a gap in the hedgerow. A gentle ride through 3 gated fields leads to the ford. I suspect one of the farmers adjoining the ford of deliberately deepening the ford by putting a weir of large stones downstream to drop down to the waters edge, so once down there is no turning back. Once through the flat bottom ford a steep muddy climb brings you to a small gate. This gate opens into a flat featureless field which joins a well maintained farm track. Tarmac resumes in the front drive of the 3 storey Brawth house. Length about 1 1/2 miles.

The Rudland Rigg is almost 12 miles long all unsurfaced and most of it stone. It splits two large dales along its course with trails branching off from the Rigg into Bransdale and Farnedale. But back to the beginning, the northern end is signposted a dead-end just outside Ingleby Greenhow (thanks North Yorkshire County Council) and the tarmac finishes just past the farmhouse some 20 yards from one of the two gates on the Rigg. The first 1/2 mile is all up hill most of it steep but all of it rocky. When through the second gate a brief climb brings you to the first of many viewing points on the Rigg. A stop here yields the view of North-East Cleveland layed out like a large map. From here the gradient slackens and the stones become bigger. About 4 miles along the Rigg the course of the old railway line from Rosedale mine crosses, but neither spur is legal. The 2 legal off shoots are a further 4 stoney miles South. The Eastern branch drops into Farnedale, the lane is called Monket bank and is suffering from erosion at its steepest point leading to deep washouts running the length of the lane. The West branch is a well graded gentle drop into Bransdale exiting opposite Cow Sike Farm. Back on the Rigg, easing back on the pace yields some wonderful views of the many dales in and around the Rigg before the lane ends at its junction with Bransdale road.

Battersby Wood is best tackled at the start of the day if one intends going up the bank or last trail of the day (dusk makes it interesting) going down the bank. The lane cuts through a plantation of firs. Steep and muddy the passage of tractors and 4 W.D. makes it a long uphill struggle in one of

CONTINUED:

the two ruts. A further delight is the 2 rock steps perfectly placed to rob you of any momentum going up, and are still quite imposing on the way down. At the Eastern end of the lane the tarmac resumes with the road bringing you out near the village of Kildale but not before going past some more great views of Cleveland. Length off road 1 1/2 miles.

New Row is exactly that, a new row of houses about 1 1/2 miles East of Kildale. The lane passes the small church and allotments at the Southern end in the village of New Row. The climb is interrupted by a single gate on its way up to Commandale moor. A predominantly grass lane it has a single wall running its entire length of about 3/4 mile.

The mill near Scaling Dam is perhaps one of the best concealed lanes in the area. Approaching from the minor B road leading to its Western end the entrance is neither wide nor waymarked, but once discovered the gentle slope down to the ford is easily followed. The ford itself is a mere shadow of what it must have once been. At one time it serviced the mill, now in ruins, built into the natural contours of the land. After the first gate, by the mill, you pass through a little used field, over a bridge and onto the start of a steep, rocky, muddy climb. The last 300 yards is supposed to be taken in a straight line to a gate in the opposite hedgerow of a large field, but ploughing and a regular field of shoulder high wheat means we skirt the edge of the field to the final gate and tarmac. Like many of the less well known Unclassified County Roads, I can't recall meeting a walker on the lane the entire time I've used it.

One of the lanes which "disappeared" from the definitive map after the last review lies near the village of **Hutton Mulgrave**, just outside Whitby. The Western end is a gate into a field whose Northern boundary looks like an 8 foot wide fenced hedgerow. This fenced hedgerow is in fact the correct course of the lane. The farmer has erected an unusual system of sliding lattices as a means of access to the lane, but once in, its impossible to lose your way for at least the first 1/4 mile. Once through the dense foliage the lane drops down a rock gully to a small ford with the climb out steep, grassy and overgrown. The lane flattens out into a 15 foot wide alley of nettles, a stone wall on one side and wire fence on the other keeps you on the straight and narrow until the lane opens out into the forecourt of a small farm. Immediately you leave the lane, there is a gate on the right leading to a very muddy field usually full of pigs. When wet it's a long slog of deep mud and pig muck, when dry it's a bone hard, pocked marked shake to the small ford at the Southern corner of the field. The climb out of the field, once through the gate is fairly easy in Summer, but not so in Winter where the grass turns to grease but then at least the ferns are not quite as dense. At the top of the climb you thread your weary way through a small copse before the lane opens out into the final field where the course of the old road is quite clear and very wide. A right turn in the farmers yard and you're back onto the Whitby - Gainsborough road. 2 miles long.

Danby Rigg (A.K.a. North End Farm) is one of my favourites, not really difficult its about 1 mile long and it all seems to be either up or down. Approached from Little Fryup Dale the start is easy to find (4 W.D. and tractors have about a 10 foot wide swathe through the moor side) it's also easy to follow but not easy to ride, when wet. Greasy mud soon sorts the trials from moto-cross tyred bikes, but it all evens up about 300 yards on when the rocks start. Once at the top of the climb its worth a stop for the view back into Little Fryup Dale. Pressing on Eastwards you pass two trig points, one old, one new before starting the descent into Danby Dale. About 1/3rd of the way down the legal right of way takes a left where it looks like straight ahead is the sensible route. This left brings you to a collection of string and wood masquerading as a gate. The field you enter is on a 1 in 4 hill so the next gate is usually reached about 10 mph faster than you had intended. This last gate is five foot above the level of the road, with the drop consisting of 4 rock steps down it looks daunting but once over the edge its not so fearsome. I've checked with County Hall and its the legal course as far as they are concerned, so who am I to argue?

Well, have you got a taste of the type of lane we regularly explore in North Yorkshire? Give it a go, we have a run November 25th, get in contact and have the most fun possible with your clothes on.

LEO CRONE - DARLINGTON

J.R. Higgin writes:

I often hear Tim Stevens and Alan Kind refer to "Natural Justice" and "Common Law", where can I get a book explaining what these are and how they differ from law enacted in parliament?

I have also written to James Lansdowne with the same question, just to see if I get the same answer! But forewarned is forearmed, so they may like to confer (they can't get you for it - not in common law!)

REPLY :

There are whole books written about each of these topics, John, but in very brief terms it goes something like this:

Common Law:

That grand conglomeration of old customs, and ancient unwritten laws, which was made common (or universal) to the whole of England and Wales after the Norman Conquest. Trespass, the direct interference with the person, goods or land of someone else, is one of the oldest offences of common law.

The Law applying to Commons is a different thing altogether, although there is in both a strong element of tradition.

Acts of Parliament are not Common, but Statute, Law

Natural Justice:

Officials who make decisions affecting the rights of the public are required to follow a sort of Fairness Code. This includes acting in good faith, without bias, and fairly, giving each side a chance to say their bit and to hear the other sides points. It also requires them to declare any interest in the case, and not to act as judges in their own cases. Justice should thus be done - and be seen to be done.

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"THE TRF, HA, just a bunch of old men who roam the countryside at about 5 miles per hour, spending more time talking than riding, what do I want to join them for?"

Maybe I can give you a few good reason, but before I do, a little bit of my background. I have been riding Trail bikes for ten years now, starting on a DT175 MX (the old favourite) and progressing on up to numerous competition bikes, IT's, KTM's etc. and I have raced Enduro bikes for six years, collecting quite a nice shelf of medals (he added)! So I know what it is like to go fast and charge through Welsh Forests. The funny thing is, it I was asked to recall the surrounding countryside or anything else for that matter, I would find it very difficult. Having said all this, I still ride in Enduros and still like to go fast, but there must be another side to it.

Just over 12 months ago I was out for a road ride and met three lads crossing over the main A57 snake road. They were about to disappear into the forests below. Having stopped them I was amazed to find that they were riding on a legal track, well that was it, I had to find out more. The TRF is as good as you make it. When I first joined the Cheshire Group I was lucky enough to go out on my first run with Jim Lovell, an excellent run into Derbyshire but anybody who knows Jim will tell you "you get more bloody coffee breaks at work", never mind Jim, we had a good lunch. Since then I must have been on about 20 club runs, having covered about 2,000 miles so far I feel I have only just started.

If you are lucky enough to be able to escape from the wife/husband for more than one day then I must recommend a two or three day trail ride. Having completed a 650 mile run in summer from Jedburgh to home all I can say is that it is an experience I will never forget. We travelled down from Jedburgh following Dere Street and Clennel Street and then on down through Hexhamshire across to Alston, Cumbria, taking in Cross Fell and the Maiden Way. Then on through the lakes, Gatesgarth, Walna etc. and finally, spending two days in the Yorkshire Dales. A total of more than 450 green miles and seven good days. All this from somebody who thought the TRF was God's Waiting Room for Retired Motor Cyclists.

A special thanks must go to Dave Vaughan without whose help map marking, this trip would never have been possible and to Ian Thompson whose book gave me the idea.

As I said, the TRF is as good as you make it, depending upon how deeply you want to get involved.

The lads in the Cheshire Group are a great bunch and we try to keep things as interesting and plan as many runs as possible. You might be a member, but if you don't go to the meetings, you miss half the fun (and I don't get my extra subs).

I have personally got involved, and I think it is fair to say, more than the average TRF member, studying the lanes themselves and learning to distinguish between a R.U.P.P. and a U.C.R. (did I hear someone say what is a U.C.R.) Byways and Bridleways, because there is a very serious side to the TRF, one that not everyone sees or wants to see. There is a lot of hard work being done to keep all of these lanes open and if new people do not start to learn more, then eventually they will be lost forever. I think it has been said before, but there are definitely two types of rider within the TRF, the green laner and the trail rider. Whichever you are there is always something you can do to help your Club, because I believe it is something worth fighting for. One thing that did surprise me was the poor attendance at the A.G.M. Out of 1600 riders, only 50+ turned up! "COME ON LADS/LASSES, YOU WILL BE THE FIRST TO COMPLAIN IF YOUR FAVOURITE LANE IS LOST". Poor attendance is something we do not tend to suffer from in the Cheshire Group and we are pretty well organised - "THERE YOU ARE CHAPS I KNEW I WOULD GET A PLUG IN SOMEWHERE".

I suppose if there is a moral to the whole story it must be - DO NOT KNOCK IT UNTIL YOU HAVE TRIED IT, AND WHEN YOU HAVE TRIED IT, YOU WILL LOVE IT. I challenge anybody to go out on a run and not enjoy it.

DAVID BENTLEY - CHESHIRE GROUP

TRF Survey of Green Lanes

Yes, this is our survey and after a year of hard work by members throughout the land it is now finished. Information was requested for a 10 x 10km square on each of thirty three 1:50,000 Landranger series maps. Of these thirty two were surveyed with the information being returned to enable the successful completion of the survey. To all of you that responded as requested in the execution of this survey, thank you.

The purpose of undertaking the survey was to determine the state and extent of our Green Lanes. As the Countryside Commission had recently completed a survey of footpaths and bridleways it was decided that our survey would be done on a similar basis. This would then enable a relative comparison between the states of various non-metalead rights of way in addition to the primary aim. Achieving this required that our survey cover some 10% of the land area of England and Wales. Recognising the constraint of the TRF membership numbers the conclusion was that thirty three separate 10 x 10km squares should be surveyed to give the required coverage. The location of each of these squares was determined by the random selection of Landranger O.S. map numbers. Help was enlisted by contacting members believed to have knowledge of the relevant areas to manage the survey in their area.

In summary the analysis shows:-

Total Area Covered: 3200km²
 Total Length of Links: 521km (325 miles)
 Total Number of Links: 408

SURFACE CONDITION REPORTED:

Satisfactory throughout on 72% of links
 Poor in parts but usable on 23%
 Impassable or only with difficulty on 5%

EASE OF USE REPORTED:

Satisfactory on 79% of links
 Poor, usable but with some inconvenience on 13%
 Unusable or only with great difficulty on 8%

LINKS REPORTED TO HAVE OBSTACLES:

35% (142)

Most common were:

Difficult Gate:	8%	(34)
Vegetation:	6%	(23)
Muddy:	5%	(21)
Ploughed:	5%	(20)
Fallen Tree:	4%	(15)
Fence:	3%	(11)
Stile:	2%	(10)

EROSION REPORTED:

18% (72) of the links

Most common causes were:

Water:	7%	(27)
Farm Vehicles:	4%	(18)

CONTINUED:

In addition the assessment against the Countryside Commission Footpath and Bridleway survey gives:-

	F	B	GL
Ease of Use Reported:			
Satisfactory	66	75	79
Poor but Usable	20	17	13
Unusable or only with great difficulty	14	8	8
% of Reported Obstacles			
Difficult Gate	2	7	24
Natural Vegetation	30	33	16
Muddy/Boggy	5	20	15
Ploughed/Crops	40	25	14
Fallen Tree	-	-	11
Fence/Wall/Hedge	17	6	8
Stile	-	-	7
Other	6	9	5

Looking at these results the conclusion is that Green Lanes are in good condition and possibly more accessible to us than footpaths to walkers. In examining the obstacles there is however quite a divergence. For footpaths and bridleways it appears that difficulties come mainly from the effects of nature and normal agricultural practices. Whilst on Green Lanes there is a significant problem with deliberate and illegal blocking of rights of way, to all users.

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DAVE GILES 0332 552288

(Motorised Sport in the Countryside: Overcoming the challenges) Organised by the East Midlands Sports Council

Having had some time to reflect on this conference I feel that if we take notice of several salient points it may well have been a useful pointer for TRF policy thinking.

For a start the Sports Council have entered the arena with this very high level public conference and if we follow it up by reasoned and helpful proposals for a forward looking discussion agenda I feel we could create a powerful ally.

By far the most encouraging main speaker was Peter Yarranton, Chairman of the Sports Council, a pilot and motorist, who declared unequivocally that motor sport was here to stay (the Sports Council is about sport for all) and that there was a place for motor sport in the countryside. In case anyone is concerned over the words used, non competitive recreation - like trailriding - is classed as a sport.

However, whether that place is in the National Parks or on other specific routes like Countryside Commission National Trails such as the Ridgeway remains to be seen. John Vaughan speaking for the D of E in place of the Sports Minister indicated this when he said that the 'paperwork' for a TRO on the Ridgeway was in preparation. The D of E was looking to 'fine tuning' of the existing Countryside Act rather than fundamental change and that vehicles have a place in the countryside. My translation of this was that we might expect selective rather than blanket exclusion.

Roger Clarke, Director of Policy for the Countryside Commission, similarly recognised that there is a legitimate place for motor sport in the countryside but that it requires management to avoid or resolve conflict of interest. quiet not noisy was seen as being in keeping with the countryside; conservation for future generations was of the highest priority; and that an approach by user groups based on 'rights' alone was unhelpful because conflict between disparate interest groups was inevitable. Of the Ridgeway he opined 'an inquiry is likely', we shall see. Helpful hints included motor sports seeking to involve themselves in liaison groups which affect policy and management decisions - like County Council or similar strategy planning and/or contributing to conservation work with the Ranger service or Conservation Corps. Facilities for motorsport could be included into the three new national forests currently being planned.

Lunchtime was time for lobbying and an interview with Yorkshire TV, but I haven't heard of it being used.

Two further speakers representing County Council/National Park planning and a view from British Waterways (remember air and water motor sports were included too) added little in my opinion that was constructive other than they demonstrated their perception rather than facts of the inappropriateness - particularly of noise - of motors in the countryside. The significant point as I said in my last 'sharing' column, is that we must recognise that we have to deal with such influential perceptions plus that of the general public, rather than our own.

We then broke into four discussion groups with the TRF covered by having a member in each group.

Reported headlines relevant to the TRF were:-

- We must talk to everyone affected by our activity: governing bodies, other users, counselors, environmentalists and conservation workers.
- We must influence through co-operation • Publicise, educate and apply our case of practice.
- Liaise better with sports authorities. • Tackle the perceived noise problem.
- Minimise ground damage. • See to influence the manufacturers on matters green.

Such conferences do have the advantage of bringing a wide body of people, who may be of use to our cause, into one place. So I took the opportunity to speak with representatives of the NFU, RA, ACU, Sports Council, Countryside Commission, Kawasaki UK and the magazine "The Great Outdoors". I am hopeful that something constructive will come from all of this.

DAVE GILES,

Sir,

Some members may be interested to know that I am available to lead or guide individuals and groups and for those from other areas that the flat is big enough for overnight stays and that the shower never runs out of hot water. I like to encourage the use of that part of the Yorkshire Dales which is outside of the National park also the use of less competition orientated motorcycles. The variety of terrain in our area is such that runs can be organised to suit anyone on anything except for a poorly maintained motorcycle.

GORDON THACKRAY, 87 Valley Drive, Ikley LS29 8PF
Yorkshire's number one Trail Rider (probably).

(Any Comments ? Ed.)

Sir,

Your recent correspondent Steven Staley, who rides a TY250 which uses too many spark plugs may be experiencing a similar set of circumstances to mine of a few years ago.

Riding a TS100 two-up with the Mid-Wales Trail Riders, plugs seemed to average one per gallon of fuel. One did a mere 12 miles! All the avenues were talked over and plugs and fuel settings varied - all to no avail.

The manufacturers' confirmed that the oil I was using was suitable for the bike.

At about 8,000 miles, against all advice, I changed from Duckhams to Shell 2T and used one plug in the next 4,000 miles. Is it worth trying a change? Yours in Hope, ROGER EVANS, Oxon

Sir,

An extract from the South Somerset Bridleway Association BRIDLEWAY NEWS October 1990.

"On 8th July last, we had a fun afternoon when the Trail Riders Fellowship members, and we horse riders exchanged steeds. I don't know who had more bruises! I did learn that a motorbike does not just stand there when you say whoa - it falls over on you! Hopefully we shall be able to repeat such events. The TRF are keen to set up a "Green Lane Group", and believe that there is strength in numbers. As we are all aiming for the same thing i.e. the opening up of new routes, and the protection of existing green lanes, it does seem sensible. More information on this at the AGM. - Hon. Sec."

PETER R. BANKS, Somerset

Sir,

Further to the letter from Steven Staley, my own experiences with small Yam 2 strokes may be useful to other riders. For a few years I used a twin-shock DT175 for Trail Riding. During this period, quite a few TRF Riders were using TY175 and TY250 Trail Bikes for Trail Riding.

My own DT175 developed a habit, usually after opening a gate, or having a fag, or stopping to look at the map, of being reluctant to start. A friend of mine sussed this out as follows:-

"Its when the engine is hot, and the bike has been standing a few minutes"

"The coil is on top of a hot cylinder head, and at the side of a hot exhaust pipe"

So I moved the coil to a position under the rear of the saddle. Problem solved! Later the coil was returned to the original position, with a U-shaped piece of sheet aluminium between it and the hot head and exhaust. The same cure works equally well on the TY175 and TY250.

Just in case, a similar shield is now fitted to my present XR200, which acted the fool on the hottest day this year, although this never ever happened to an XL185 in nine years. A beer or coke can will probably do the job and is a lot cheaper than a new coil.

I have also noticed that fitting a trials type mudguard close to the wheel (using a home-made copy of the Sammy Miller bracket) allows air to pass over the top of the mudguard, straight onto the cylinder head. On a very hot day my companions with enduro-type mudguards were complaining that their engines were running very hot, where my own engine appeared normal. This type of mudguard also makes the bike look a bit less like a dreaded "Scrambler". As a last thought, should we re-name the TRF as "The Motorcycle(s) Ramblers Association". E. WILKINSON, Bradford