

## 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.  
Straford 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

Alan Vincent, Tel: 0923 775263  
1st Wednesday, The Coach & Horses, Newgate Street  
Near Cuffly

### 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

Pete Boyce, Tel: 0305 783210  
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 Globe Inn, Somerton

### 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



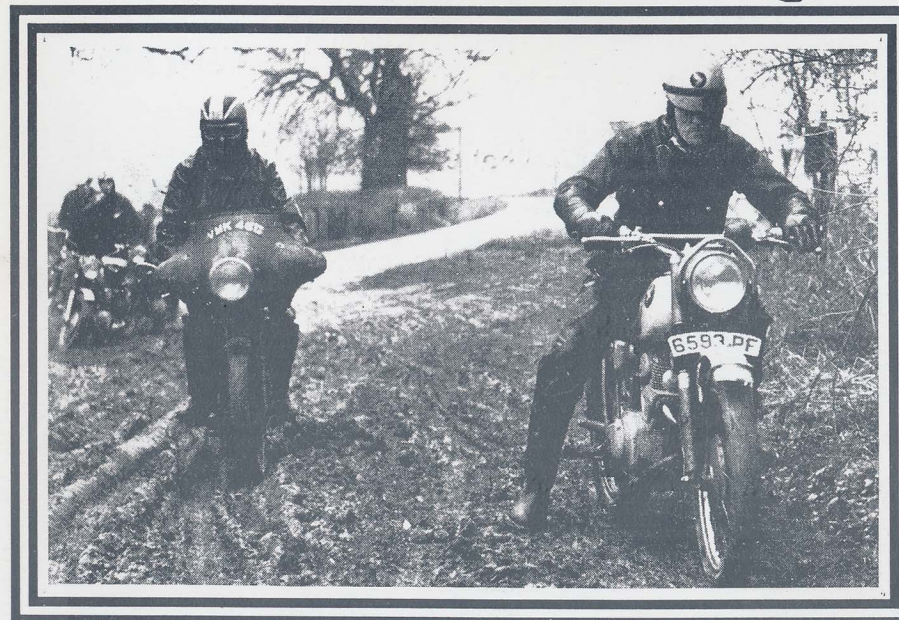
# TRAIL

DEC. 1990

No. 149

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

EDITOR: Mike "Nettlebed" Pedley.



Ron Pape, on a 250 cc Honda modified for cross-country work, leads up Bledlow Hill, on part of the Icknield Way green-roads run

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Try to make it interesting! . . . .

All contributions to the Editor



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**Art. 90/P** - Trousers made of Brematex, padded with 4 pockets. Folding on the bottom with reflecting 3M bands.

## EDITOR

Someone, the name escapes me, made a comment at the AGM to the effect that it is OK doing the bulletin at first, but by the fourth issue the novelty begins to wear off...

Well this is No. 4 from Lancashire Group and I can to some extent sympathise with that comment. During our six-month stint we have attempted to do three things:-

1. Produce a 'professional' magazine worthy of a major national motorcycle group.
2. Publish on a monthly basis.
3. Keep costs to a minimum.

Have we succeeded? Can it be improved? Is it worth the effort? Is it costing too much?

Yes, I think we have managed to produce a bulletin of at least 'quality' appearance. Can it be improved? Of course, mainly by better content - ie. information which concerns us rather than articles which merely entertain.

From my own point of view it has been worth the effort because I am fortunate to have such a strong team of willing helpers who type, write, print, sell advertising, lick envelopes etc., without complaint, plus of course the positive feedback from you the membership.

So that just leaves cost. To produce the magazine is expensive, here is how it breaks down for a sixteen page issue:

Typesetting and Artwork	125.00
Printing and Collation	400.00
Distribution (Envelopes and Postage)	300.00
<b>TOTAL</b>	<b>825.00</b>

This works out at around 55p per issue (rising to about 60p for 20 pages).

Is this too much - only you the membership can decide - but to help you make that decision consider the alternatives:

1. Produce less issues - say four a year.

This would obviously save money, only £2.40 out of your £12.00 subs rather than £7.20.

2. Produce less issues but fill in with say a few pages of a photocopied 'newsletter' in the months we do not publish a 'proper' bulletin. The cheapest rate I can find for photocopying is about 4p a side for A4 paper so four sheets of double side A4 would still cost about 52p per issue and it would mean someone collating, stapling and folding 6000 sheets of photocopy.

If cost rather than effort is the premium then we could generate some revenue by selling advertising space. Our current charge for ad space is £80.00 per page (£45.00 for half, £25.00 per quarter). At the present time the Lancashire Group are managing to sell about two pages PER ISSUE. If every group sold just one half page ad PER YEAR it would generate enough income to cover the cost of publishing two issues of the bulletin.

I think it was our Chariman, Dave Giles, who parodied the words of the late President Kennedy "Ask not what the TRF can do for you, but what you can do for the TRF".

Maybe you do not like pouring over old maps in record offices or arguing with landowners about vehicular rights, but perhaps you could scrounge a half page ad from your local bike shop. Come on Groups, show me you still exist, just one half page is all I ask!

From a content point of view I have had an excellent response with articles for publication but please, keep 'em coming and do not despair if I do not use your piece right away. An article on modifying a Z1300 for the trail would interest about 1% of the membership and would be used perhaps in desperation, whereas an article on how to double the life of 520 'O' ring chains would interest 95% of us - get the picture.

Finally a very Merry Christmas and a Happy New year to all our readers!

**NETTLEBED**

## EXECUTIVE MEETING

24th November 1990

**Membership** - now stands at 1430 - 868 renewals and 562 new. Members who do not renew for 1991 will still receive bulletins in January and February - therefore March will be the first month with a perceived drop in circulation - possibly to 1000.

**Trail** - comments "Excellent Format", "Very Tidy" and that possibly content is too precise - limiting response in following editions. Lancs group offered to continue from March until 1991 AGM if requested - Present and future 'Trail' costings were a surprise to the executive and both points were well received.

Precise membership numbers required to ensure adequate numbers of magazine, including extra copies for new members to be issued by the secretary.

Finally a need for extra revenue to be generated by increased advertising.

**Proposed 'Green Lane' publication** by Alan Kind of LARA. Glossy, quality publication covering TRF, horse and cycle interests, possibly issued quarterly or bi annually. Alan will compile sample issue for further discussion.

NEXT MEETING 19th January 1991



*Merry Christmas and  
Happy New Year from  
the production and packing team*

## TRF OFFICERS

**Chairman:** Dave Giles, 22 Ford Lane, Allestree, Derby DE3 2EW Tel: 0332 552288

**Press Officer:** Gwyn Thomas, Minories Cottage, Priddy, Wells BA5 3AU Tel: 0749 75294

**Membership Sec:** Peter Clark, 34 Oak Rd, Barton -U-Needwood, Burton on Trent DE13 8LR  
Tel: 0283 713209

**Secretary:** Ian Thompson, Glebe house, The Square, St. Columb Minor, Newquay TR7 3HD

**Rights of Way Officer:** Tim Stevens, 101 Square Lane, Ormskirk, Lancs. L40 7RG  
Tel: 0704 894136

**Treasurer:** Tim Ley, 17 Heigham Close, Sheldon Lock, Derby DE2 9QF

**Editor:** Mike Pedley, Nettlebed, Newsholme, Gisburn, Nr. Clitheroe BB7 4JF Tel: 0200 445657

## SHARING

It is nearly the time of year again when subscriptions are due for renewal and 100 or so keen members have already returned their forms and cheques. I'm the sort of person who always waits for the final reminder when bills have to be paid, but I am glad that some of you are not like me because the job of reviewing your memberships can be spread out from as early as October right up until March. Try to get yours posted before March though, because normally the Bulletin is not sent out that month to those who have not renewed. Renewing through your group rep. can save writing a cheque and postage but please make sure your rep. has your correct address and post code (and your bike details). Many thanks to all those members (52% of you) who contributed to the Fighting Fund in 1990.

When Brian Wright was Editor of the newsletter he gave a list of what he thought might be the most popular bikes used in the TRF. This prompted me to ask, on the renewal form, exactly what bikes are being ridden by members, so that I can produce an accurate summary later in the year. (Out of those 100 renewals so far, there is an even match between XL, XR, DT and KMXs). Another useful piece of information is whether you are a member of a local group, so that an accurate picture of group membership can be built up and hopefully the needs of non-group membership catered for through the Bulletin. Maybe some small new groups can be set up where there is a large expanse of country without a group.

My first year as membership Secretary has gone well and without any major problems, although I have spent less time riding my bike. The most time consuming job was typing every members name and address into the new computer last January/February but now it is just a matter of adding new members and updating existing members details. Once every month the Amstrad has taken about 35 minutes to print out nearly 1400 labels to send to the Editor. As the membership gradually increases this will take a little bit longer.

Earlier in the year I thought the membership figures were going to suffer because of the increase in subscriptions but we now have only 50 members less than this time last year. There have been 560 new members joined in 1990 and nearly 60% of last years members have renewed, making a total of 1420 so far this year. There were 150 new members from the Bike Show at the NEC last year and nearly the same amount joined through the efforts of local groups. Maybe we can improve on those figures in 1991.

As it is nearly 21 years since the foundation of the TRF, I found it interesting to look through the old membership records. The first meeting to be held was at Aldbury in Hertfordshire on 18th January 1970. There were 62 founder members recorded and this rose to 132 by the end of 1970. By 1975 there were nearly 500 and by 1983 there were 1000. This figure remained steady until 1986 when there was a sudden increase to around 1600 where it has roughly remained ever since. Our present total will no doubt rise by the end of the year and I will then look forward to receiving your renewals for 1991.

A quick look at this year's details has shown that half our present members joined the TRF in 1989 or 1990, a quarter joined between 1986 and 1988 and the other quarter (the veterans) joined between 1970 and 1985. hopefully, our more recently enrolled members will stay with us for a while and make their contribution to the running of the Fellowship in the future.

Peter Clark

# LANCS/ESSEX TRF WEEKEND

Isle of  
Man

October 27th and 28th 1990

Several Lancs and Essex T.R.F. had a joint venture to the Isle of Man for a trail riding weekend. The Lancs group met part of the Essex group at Heysham dock, but unfortunately Bob from Essex couldn't make it as he was riding at Weston-Super-Mare the same week-end.

The crossing from Heysham was largely uneventful except for Dinsdale who was ill, not with sea sickness but over dosing on sea sick tablets.

On arrival at Douglas the motly crew found digs and were met by Pat Bergazzi a former I.O.M. I.S. D.E. Rider who was to be their guide for the weekend. The rest of the night was spent visiting a few, no several drinking establishments, which resulted with one or two members doing some brilliant farm-yard animal impersonations, particularly Billy who we think must have been a pig.

Saturday dawned as usual, wet, but with several paracetomols later, we met Pat who led us to the first lane of the day. Disaster soon struck the Author when I attempted a deep water crossing. You all know the feeling, half way across the water, engine dies, feet down in 4 feet of wet, muddy water. Oh dear (or words to that effect) I thought, I'll have to push it out, as my feet struggled to find grip amongst the mud and rocks. A quick spray of WD40 (great stuff) and a new plug we were soon on our way, wet feet and all.

The next few trails led us to the Mountain and Millennium way. As we expected several bogs we decided to send Baldrick, the bog finder, out first and sure enough within 200 yards, Baldrick was up to his knees in a bog. Despite protests, Baldrick was extracted from the bog and was made to ride at the back of the group for the rest of the day or have a shower which ever came first.

The next event was to try and climb a hill which was as steep as the price of a bottle of champagne in a seedy Soho night club (I know ...Ed.). Hot House, one of the I.O.M. team made it to the top but the rest of the group had to leave and circle to the summit from the bottom. Looking up it was like a Red Arrows display team with bikes going in different directions just to maintain forward motion.

The remainder of the day was spent on different trails from 1st gear plods and fords to open moorland going and even a trip along the beach.



Saturday Nights entertainment was a fancy dress trip to Ramsey organised by Pat and his friends. Imagine the scene, a coach full of people all dressed as Quasi-modo (aah, the bells). After a re-fueling stop at Laxey for 26 Vodkas and coke, the Party finally arrived at Ramsey in good voice (thats an under statement) where the rest of the night was spent humping away at the local disco.

Sunday dawned and again it was raining as we headed out of Douglas towards the South of the Island. Several excellent lanes later we arrived at what's known as the slabs. One slippery wet rock slab with various rocks set at various different angles, great, just the sort of terrain for a high-rewing two stroke. After several attempts of going nowhere fast I finally conceded defeat and allowed Barry Barlow to help me up the incline. Well I thought it can't get much worse but I was wrong. Going up is no problem compared to going down, even steeper rock slabs with a torrent of water thrown in for good measure. Eventually after much cursing and sweating we arrived at the bottom with no injuries except a cut lip for plonker John, one of the Essex contingent.

The next lane was known as the pipe-line which again comprised of another rock slab but this time not just as steep. Phil Smithson one of the Lancs. Group amazed the local I.O.M. lads by sailing straight up the middle to the top with Pat saying he'd never seen that done before.

On we went, mile after mile, of excellent lanes, some of the best I've ever ridden. One thing about the Isle of Man, the lanes have so much variation with all kinds of trails which should suit all sorts of riders.

At last, we arrived back at Douglas, the rain had ceased, the week-end over and only the daunting prospect of the ferry-crossing left. The radio had been forecasting gales and the crossing was relished as much as a wet Friday night in during a power cut, with only a Leonard Cohen tape for your walkman.

We need not have feared as Monday arrived fine and bright, no wind, no rain, not even a breeze as we boarded the ferry. The weather forecasters had got it wrong again.

As the ferry left Douglas Harbour I could only reflect on the week-ends excellent riding, good company and despite the ferry crossings, I can certainly recommend the Isle of Man for a Trail-Riding weekend.

I would also like to take this opportunity to thank Pat and his friends for a thoroughly enjoyable weekend and we're glad Nettlebed was feeling his age and couldn't go. (bet this bit is edited out).

P.S. hope Don's leg gets better soon!!

Brian Crabtree, Lancs. T.R.F.

## THE GROUP CONSISTED OF;

Brian Crabtree	KDX 200	Lancs
Anthony Dinsdale	GORI 175	Lancs
Billy Dent	HUSQVARNA 510	Lancs
Chris Marsden	KDX 200	Lancs
Barry Sykes	XR 250	Lancs
Richard Dugdale	DR 200	Lancs
Andrew Teesdale	KDX 200	Lancs
Phil Smithson	HUSQVARNA 250	Lancs
Don Stebbends	XR 250	Essex
John Fowler	DR 200	Essex



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Where can you ride legally?

There are three major sources of information for England and Wales - the OS Map, County Hall and Research. One at a time, then:

#### ORDNANCE SURVEY MAPS

The Landranger 1:50 000 and Pathfinder 1:25 000 maps show some vehicular rights of way, fairly clearly. But only some RoW. That's the maps with magenta, green, and yellow covers. For initial planning the 1:50 000 is perfectly adequate, but when you get well into your area you will need the bigger scale because they show extra detail, especially field boundaries.

In the key panel on the map, you will see symbols for rights of way, and the ones you want are Roads Used as Public Paths, and Byways open to all traffic. Byways are certainly O.K. for you to use. As regards RUPPs, there is a certain amount of doubt over one or two of them, but in over twenty years of riding them I have never been summonsed, let alone prosecuted, for riding a motor vehicle other than on a public road. (Lots of other offences, mind, but that's another story). In any case, even if the evidence is a bit vague, most RUPPs have by now been on the map for more than 20 years and therefore a body of user evidence should have been accumulated since then. That, after all, was one reason for founding the TRF all those years ago.

Two problems you might find with OS Maps: they tend to be rather out of date, so the RoW details may have changed, and there isn't always a lot of information about RUPPs or Byways, simply because there aren't any.

#### COUNTY HALL

Next step should help solve both these problems - take your maps and marker pens along to the local Highways office. Find it in the phone book under Yorkshire County Council, Highways dept. or Surveyors office, and give them a ring to check where and when you can see the Definitive Map and the Highways map.

First check the so-called Definitive Map - the one the O.S. got their details from - for any changes. Main changes should be that Byways may have been added, and RUPPs may have been changed to Byway or Bridleway (and undoubtedly footpaths will have been modified, but they are for ramblers, not riders). Note all these carefully on your maps for future reference - it may also be useful to note the numbers allocated by the council. It can be very helpful when accosted by one of the blue rinse brigade to say "Not only do I know this is a public road, but I can tell you that it is Byway number 19 and you can check at County hall if you like". It also helps to have the numbers when you write to the council or anyone else about any problems you might encounter.

Once you have your map updated with "Definitive" information, ask to see the map of public roads, or the list of Streets. This may well be held in a separate office, but be persistent. There must be information somewhere telling the Surveyors, Planners and all that merry tribe of public servants where the roads are and how they are classified. You have a right to see the list of Streets, in whatever form it may exist. There are 5 classes of road - Motorways, A roads, and B roads are familiar to us all - the rest are divided into C roads and Unclassified Roads, and only the last are of real interest to us. All the rest are certain to be tarmac or concrete.

You need to sit down with your map and the official one, checking every unclassified road one by one to see which is not shown on the OS map as tarmac. In some areas, such as Surrey, they will be few and far between, but do have a look anyway. At the end of the day you will have at least a few of the white roads on the map marked up as UCRs (see next page)

#### DEFINITION TIME

These are not legal terms like Byway, but in general use in RoW Circles.

**GREEN ROAD:** Any lane or track wide enough for vehicles, but not given a waterproof tarmac or concrete surface. Often but not always open to public use of some sort. Green roads can be

green, or brown, or grey, or white, and often stripes on the ground. Green means unripe, undeveloped, raw, fresh, as in green timber, green ham, greenhorn, etc.

**WHITE ROAD:** A road not coloured in yellow, orange, brown, red etc. on Ordnance Survey maps, and therefore worth checking for status. Until very recently, a road which was uncoloured on the map indicated that it was not surfaced with tar or concrete, but this indication is now omitted from the conventional signs, and the name has stuck. In other words, a Green road looks interesting on the ground, and a white road looks interesting on the map, but both require checking for legal status before you ride them. One clue that a white road is worth checking is if a footpath or bridleway stops at it; look hard, you will find them.

**UCR:** Stands for Unclassified County Road - Unclassified by the county surveyor, County as opposed to Trunk road, and therefore the responsibility of the County Council rather than the Ministry of Transport in the old days when we had such things. An obsolete term, but used a lot. There are a few counties such as Cumbria where the officials claim that not all UCRs are open to vehicles, but even if this is true it can only apply to a few of them, not all.

More on Research in a later column; now to a problem which we all meet too often.

#### OBSTRUCTION

There are several ways of sorting an obstruction -

A. Any traveller who comes across an obstruction which prevents him continuing his journey may remove enough of the obstruction to allow him to continue, but he must not go out especially to remove the obstruction. In practical terms it will depend on the circumstances. I think it would be reasonable to carry a pruning saw and fencing pliers on any journey when you might find a fallen tree, or get wire caught in your wheels. It happens too often! But the courts may not agree. If the obstruction is not able to be removed, then you have a right to divert around it. "If the usual tract is impassable, it is for the general good that people should be entitled to pass into another line" was the original judgement in 1781.

B. The council have a duty to keep all highways open - "to protect and assert the rights of the public" - and they have lots of power to enable them to act. Sometimes, though, they lack the will, more often they claim to lack the money. Do not despair, you can get them to act. What you should do is this:

Write to the council, saying

"HA80s56 I require you to state whether you admit that the way detailed below is a highway and that you are liable to maintain it:- Byway 42 Map refs 675192 - 673188. Yours faithfully..."

That's enough. Date the letter keep a copy and send it recorded delivery - within one month they should reply saying yes and yes. When this arrives, write back reminding them of your original complaint, and add any comment about the state of the byway now. Tell them that you don't want to bother the courts but that you are prepared to act if they won't. You should find this has the desired effect. If nothing happens within about another month, you should write to the local Magistrates Court (local to the problem, not to your home) telling them what you have done, asking them what information they need to start proceedings under Section 56 of the Highways Act 1980. The Court can issue an order to the council telling them to get on with it, and if they don't they can give you authority to get the work done by a contractor and send the bill to the council. I don't think it will get that far. If all does not go to plan, get hold of a copy of the Act from your local bookshop or library, and follow the instructions in Section 56. You can, of course, get the help of a solicitor, and you may be entitled to free or cheap legal aid. Easier, though, and better for everyone, would be to contact your local TRF group, and enlist their assistance.

C. There is another way, contained in HA80s137, which makes it an offence wilfully to obstruct the free passage along a highway. You may bring a private prosecution under this act (expensive) but as this is a criminal offence the police ought to take action on your behalf. (cont)

Especially if you write to the Chief Constable and send him a copy of the letter from the council confirming that the byway is a public highway, along with your evidence of blockage. It is best if you know who is responsible for the obstruction - sometimes it can be very difficult for you or me to find out who owns the land, or who is responsible. There is a separate offence of placing a rope, wire or other apparatus across the highway, too, and this may also prompt the police to act (HA80s 162).

D. Finally, obstruction is a Public Nuisance in common law, and you can apply to the Attorney General to see if he will sue on your behalf. you can only act on your own behalf if you suffer some special damage, such as ripping your coat while struggling to clear a way through, but then you can claim damages (compensation) as well as getting an injunction (instruction to the person responsible to cease obstruction the highway; if he carries on he is in contempt of court).

Tim Stevens - RIGHTS OF WAY OFFICER

## BRIDLEWAY AT MALHAM TARN

*Letter from the Yorkshire Dales National Park - 27th September 1990.*

I have received a copy of your letter to the North Yorkshire County Highways Department concerning the obstruction of a bridleway at Malham Moor.

There appears to be an inherent conflict on the definitive map in that stiles are recorded along the route of this bridleway and therefore might be construed as being 'legal obstruction'.

This is obviously a case which needs to be looked into when our work on the review of the definitive map reaches Malham Moor parish. In the meantime, if you have any evidence to prove that this route was a monastic road or cartway, I should be pleased to receive details.

NATIONAL PARK OFFICER

PS Comments on routes in the Otley area should be addressed to Leeds City Council.

*Track is SQ 857673 to SQ 884691 (Map 98) over Knowle Fell, on road from Langcliffe to Arncliffe. It's blocked by 2 stone walls, but sunken track is visible each side of hills.*

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## Do you want to make something of it?

*From Somerset Trust for Nature Conservation NEWS September 1990!*

Every so often, some powerful organisation announces plans for a new project that seriously threatens something you care deeply about. But how can the private citizen or the small voluntary group influence (or alter) the decisions of huge government departments or rich and powerful corporations?

The answer is that it is difficult. The odds are stacked against you. Nevertheless you can shorten those odds drastically if you follow a few rules for successful campaign correspondence.

### 1. Move quickly

Don't wait for public announcements or official confirmation. The best time to get plans changed is before they are finalised. So act on suspicion, hearsay and rumour. Little is lost if the rumour is false, and much may be gained if it is true.

### 2. Write to the top person

Of course it is unlikely that the Secretary of State, Chairman, Director or Chief Executive will ever actually see your letter, but they will be unable to plead ignorance of the matter later. And the fact that it has come down from the boss's office means that the subordinate who replies to you will think a little more carefully.

### 3. Use their name

The switchboard will give it to you (and check titles, honours etc). And if they're listed in Who's Who, use any personal information that may work for you. ("As a member of the Council of the National Trust you will, I am sure ...")

### 4. Do not antagonise them

It is a great mistake (especially in the early stages) to get their backs up by gratuitous hostility. Phrases like "Typical of the insensitive, profit-dominated behaviour we have come to expect from multinationals" will get you nowhere.

Much better to present yourself as someone whose goodwill is not (yet) lost. "In the past we have always found International Petroleum to be enlightened and helpful on environmental issues..."

But be firm about your specific anxiety: "We cannot believe that a company with your proclaimed care for the environment can be seriously considering laying a pipeline through one of the last remaining wetlands..."

### 5. Make them answer questions

The reply they want to write is "We will bear your letter in mind"; so make sure they can't. Questions - especially ones seeking factual answers - are the best way. If they answer them you have material for your next letter; if they don't your next letter expresses slightly pained surprise that they haven't, and puts you fifteen love up.

### 6. Use copy addresses ruthlessly

Copy your letter (and let them know you have) to your MP, the Lord Lieutenant, large bodies like the National Trust, English Heritage and the CPRE, and even members of the Royal Family (in their capacities as Patrons or Life Presidents of such bodies).

Of course the Chairman knows they won't read it; on the other hand he may be desperate for his knighthood, and you can't be too careful...

### 7. Don't try to make them change their policies

It is hard for large bodies to go back on published policies or principles. So look for every opportunity to present yourself as a special case.

### 8. Always leave them a loophole

You have a much better chance of winning if they do not have to admit defeat. The best loophole is usually a misunderstanding, for which you will generously accept responsibility.

## PRIVILEGES

Consider the middle-aged motor-cyclist. R.U.B.? (Rich urban Biker). Re-cycled teenager? or bloody old fool!

I consider myself privileged. Privileged to enjoy long walks in the Lake District where I'm fortunate enough to live.

Privileged also to have many good friends who ride motor-cycles for recreation.

Sometimes we ride old British bike's, many now in better condition than they were 30 years ago when they were our only means of transport.

Privileged to be able to compare the old bikes with the sheer technical brilliance of the latest oriental offering.

Privileged when the members of my local V.M.C.C. section accompanied me on a Green Lane run one Sunday in September.

David, our hero, rode his 1955 B 33 B.S.A. (B 31 Engine sproket to lower gearing, speedway trail tyre). Tim, Can Am Bombadier, complete with iclandic mud, just back from a two week camping motor cycling tour of that Barren Island. Mike on his Missus's 1978 TL 125, under 1,300 miles from new. Myself, KMX 200.

The previous Sunday, Mike won the Beamish Trial on his model 18 Norton (1937). Dave's B 33 dropped a valve soon after the start, but he re-built the engine for my run.

We went via Crosby-Ravensworth Fall, Fawcett Hill, Snardale Fell. The highway to Hawes.

We stopped on Cam Fell to watch a steam train travel up the valley from Horton in Ribblesdale.

Totally amazed by the number of cars and spectators watching train with huge billowing clouds of smoke crossing Ribbleshead viaduct, we struggled through the crowd towards the Great Wold.

As we approached Blea Fell Tunnel we were confronted by a mass of camera clad humanity returning to their parked cars.

One gent attempted the "Kamikaze Quickstep" i.e. no matter what avoiding action the riders took, he sidestepped so as to create a confrontation.

One of the objections he raised about our presence on that track was the pollution created by four motor-cycles. He was unimpressed when I pointed out the steam train which had recently passed, plus the hundred's of cars in the area because of it.

Following the B 33 at a steady 60 m.p.h. as we headed home up the M6, I pondered why anyone, while taking his recreation in the open country should object to others doing the same.

Only one person out of a very large crowd voiced his objection. In a democracy, that is his privilege. Our presence on that road, is still our constitutional right.

What kind of democracy would deny us that privilege.

Steve, Penrith, Cumbria

## MAGAZINE ADVERTISING

### HELP!

Although we are contacting a great many well known suppliers for consumables for our bikes, clothing for our backs and maps for our guidance we still need your help.

Take a copy of 'Trail' to your local dealer/stockist, quote the advertising rates below and help earn the TRF some more income and produce a better publication.

FULL PAGE £80 / issue    1/2 PAGE £45 / issue    1/4 PAGE £25 / issue

Negotiable for regular insertions.

P.J. BALLARD, "Cardrona", Runshaw Lane, Euxton, Lancashire, PR7 6HB

Telephone: DAY (0253) 45591 x 354    EVENING (02572) 70655

## Some Trail Alternatives

Many riders consider that only the Japanese make bikes that are suitable for green laning. Some stick religiously to purpose built trail or enduro bikes from Kawasaki, Yamaha, Suzuki and Honda, others swear by (at) traditional British iron.

Bear in mind that Japan is now or will be very shortly only the third largest producer of motorcycles in the world. India being number one and the USSR number two. OK India produce the 350cc and 500cc Enfield India four stroke singles and a multitude of two strokes, but the Soviet Union build a huge range of machines from mopeds to racing bikes.

Just to tempt you Yamaha are close to starting production in Moscow of their 500cc/600cc four stroke valve singles in a Russian frame; these will be very good value for money and no doubt very rugged.

However, there are a couple of bikes that are very rare over here, if not unknown by most, but could be of interest on the lanes. Lets face it, I'll ride anything; from a 750cc side valve twin wheel drive Diepner outfit to a DT100, just to be different.

### THE TULA TMZ-5.951

#### Specifications

200cc single cylinder 2 stroke. 10.5kw (14 bhp).

12 volt electrics with electric start.

Fan assisted cooling.

Tyres 6.50 x 10 (low pressure) 140kg (308lbs).

This is a super little machine that is in a way similar to the fat tyred Suzukis of a few years ago. The tyres give good grip on vegetation and secure rocks, but I wonder what it is like on loose surfaces; a bit like riding on marbles?

I would like to try one on really soft and boggy going where the wide soft tyres should float on the surface.

The exhaust is very well silenced, and together with electric start and fan assisted cooling, it is a sophisticated machine for gentle exploring.



### VOSKHOD ZDK-4.901

#### Specifications

175cc two stroke single cylinder. 11.0kw (15 bhp).

Tyres 3.75 x 18 rear and 3.00 x 21 (trail tyres).

Weight 135kg (297 lbs).

I have never seen one of these bikes from the Voskhod factory in the UK.

At first glance it looks Ok, but at nearly 300lbs weight and 15bhp it could be a bit underpowered. Maybe with plastic guards and alloy rims it could be lightened, but there is a long way to go.

The fully enclosed chain is however a very good point in terms of chain life; but no doubt adds a few kgs to the all-up weight.

So why not treat your green laning as not only a way of exploring the ancient roads of Britain, but also as an excursion into different technology. It will certainly make you appreciate your KMX200 or XL185 when you come to your senses, until you need to buy some spare parts that is!

Peter J. Ballard



## COLDHARBOUR - SURREY

A Lane is  
Saved

A 2 1/2 miles favourite in Surrey is saved. It MAY be necessary to leave the voluntary restraint in place because of repairs and maintenance.

It may be of interest to summarise how and why this decision was taken. Briefly, 2 years ago the Parish Council received complaints of overuse and "damage".

Notices were posted and a T.R.O. advertised. Being forewarned I already had over 500 objections signed.

At the subsequent Committee meeting it was proposed to drop motorcycles from the order as a result of the "high number of objections".

Unfortunately the landowner was permitted to speak and he effectively swayed the committee against motorcycles. Therefore a new order had to be published to include motorcycles as well as cars.

At the meeting last month it was decided NOT to publish another T.R.O. - WHY?

Officially: because of the work both the T.R.F. and the A.W.D.C. have done elsewhere - specifically Walliswood nearby.

To sum up then, this could be the way to save a lane at a much cheaper cost than litigation and to some extent would seem to justify taking the action we did on the S.D.W.

Brian Wright

### Classified Ads

**Yamaha XTZ 750 Super Tenere.** August 1989 "G" Reg. 3,400 miles. Touring/Holiday use only. Givi Luggage. **£3300.00 o.n.o.** Also Kawasaki KMX 200 "F" Reg. 7,500 road miles. Red/Black. **£1200.00 o.n.o.** Telephone: Steve on 0768 65583 Cumbria.

**SHOCK PROBLEMS? REPAIRS, SERVICING & DAMPING RATE ADJUSTMENTS. ROAD, TRIAL, TRAIL & MOTORCROSS. Tel: Joe Pitt on 0642 675846.**

Change of plans forces sale of honda XL 125S. Completely rebuilt X.R. Style. **£475.00.** Too many mods and new parts to list. Please ring me for a chat - Steve, Chippenham (0249) 656663.

**CHRISTMAS BREAK in beautiful MID-WALES.** Whether you want to trail ride, tour, walk or just relax, a welcome awaits you at Pen-Rochell hill farm, Dolau. A tour/trail guide available to suit your needs. Dates flexible. Charges around £20 per person per day. Telephone: 0597 87200 (Penybont 200).

Anyone interested in Joining the North African Bike Trail - Spring 1991. please contact Brian on 0784 257469 Evening Only.

**TRF LOGO STICKERS - Self Adhesive** 60mm dia. Ideal for Helmets, Side Panels, Car Windows and covering holes in mudguards - 10p each. **TRF VISITING CARDS - Explains** in simple terms about the TRF, trail riding and our Code of Conduct. Ideal for placating irate farmers and walkers. Printed on stiff card 150 x 72mm - 20p each. Send SAE with remittance to:- **R. Marshall**, 1 Burlington Close, Breaston, Derby DE7 3UB.

6 + litres Castrol Super TT 2-stroke oil **£12.00** + carriage. Answer M/C helmet, White/Blue, size 58 (medium), Gold ACU sticker, detachable peak and chinguard, little used **£50.00.** Ring Charlie Morriss on 0594 530152. **FARMHOUSE ACCOMMODATION.** Mid-Wales. £11.50 B&B - £18 with Evening meal. Guided Tours by TRF Founder Member. Workshop facilities. Plenty of trailer space. Undercover area for bikes. Phone Dick or Ann on Pennybont 200 **PEN-ROCHELL FARM. LLANFIHANGEL RHYDITHON. DOLAU. LLANDRINDOD WELLS. RADNORSHIRE.**

## TRAIL & TRIBULATION

AUNT MARYS  
PROBLEM PAGE

Some common abbreviations:

ACU	Auto-Cycle Union
AK	Alan Kind
AWDC	All Wheel Drive Club
BBT,B & BT	Byways & Bridleways Trust
BDS	British Driving Society (horses)
BGT	Brian Thompson
BHS	British Horse Society
BMF	British Motorcyclists Federation
BOAT	Byway open to all traffic
BTCV	British Trust For Conservation Volunteers
CA68	Countryside Act 1968
CC	Countryside Commission
CC	County Council
CLA	Country landowners Association
CROWC	Central Rights of Way Committee (parliament)
DG	Dave Giles
DoE	Department of the Environment
FC	Forestry Commission
HA80	Highways Act 1980 (& various other dates)
LARA	Land Access & Recreation Association (was ..Rights..)
LGA72	Local Government Act 1972
MAG	Motorcycles Action Group
MOLARA	Same as LARA (Motoring Organisations...)
NPACA49	National Parks & Access to the Countryside Act 1949
NFU	National Farmers Union
NT	National Trust
OS	Ordnance Survey
OSS	Open Spaces Society
RA	Ramblers Association
ROW	Right of Way
RTA	Road Traffic Act (various dates)
RTRA67	Road Traffic Regulation Act 1967
RUPP	Road used as a Public Path
R v Smith	Rex versus Smith (or Regina..) - Court case
SoS	Secretary of State
TRO	Traffic Regulation Order
UCR	Unclassified County Road
WCA81	Wildlife & Countryside Act 1981
WTRA	Welsh Trail Riders Association

