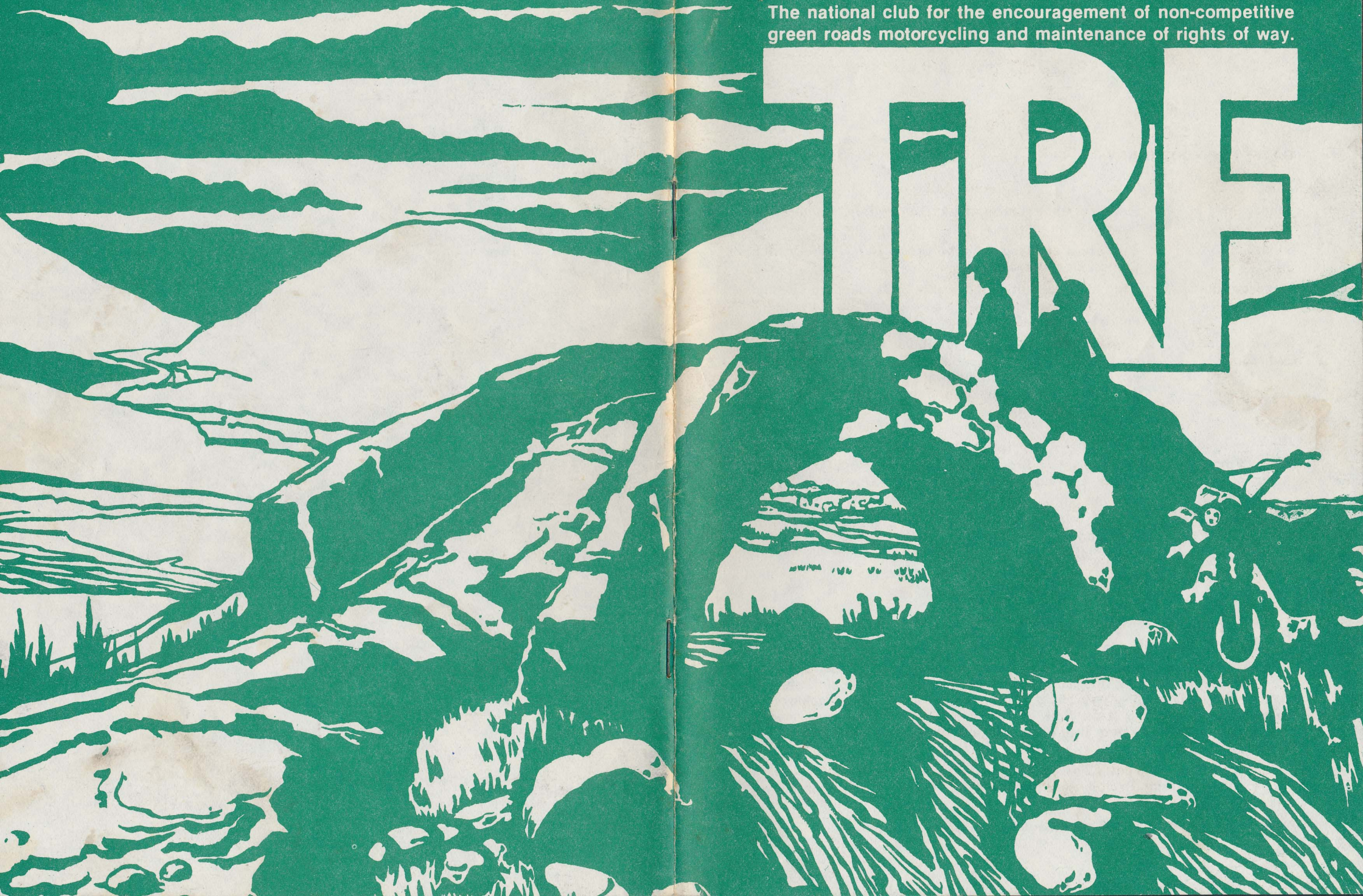


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

TRE



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 108

June/July 1985

DATES FOR YOUR DIARY

JUNE

- Sunday 9th West Yorkshire Group. Peak District Run. Contact Jim Souter.
- Sunday 16th Derbyshire and South Yorks Group Run. Peak District. Contact Dave Bonsall.
- Thursday 20th TRF Meeting during the Welsh 2 Day Enduro. Venue: Llanerch Inn, which is at the back of the Station, near the Police HQ. Contact John Higgin for details.
- Saturday/Sunday 29th/30th Durham/Northumberland Trail Riding Weekend. Any riders not attached to groups especially welcome. Accommodation can be arranged. Anyone interested please contact Alan Kind 3 Mitford Gardens, Wideopen, Tyne & Wear. Max. number 8 per run leader.

JULY

- Sunday 7th West Yorkshire Group. Yorkshire Dales Run. Contact Jim Souter. Telephone: Bradford 611789.

AUGUST

- Sunday 11th West Yorkshire Group. Richmond Run. Contact Jim Souter.

HISTORY OF THE TRF

Alan Kind has just completed the first 'chapter' of the reprints of past Bulletins. The reprints are, basically, the good bits of each Bulletin, overwhelmingly run reports, with some machine tests and a brief commentary on what was going on in the world of greenlaning at the time. All fascinating stuff and will give anyone interested in riding away from their home areas a good picture of what most of the country is really like.

A copy of Chapter 2 will cost £2 or, because the print is so small, £3.50 if you want a copy with larger print. In either case, please enclose a large SAE with your cheque, made payable to "TRF".

Available from Alan Kind, 3 Mitford Gardens, Wideopen, Tyne and Wear.

Editor & Distribution
Rosemary Swindells
87 Whiteways Road
Sheffield S4 8EW
Tel: (0742) 389237

National Secretary
John Higgin
11 Askew Drive
Reading, Berks. RG7 1HG
Tel: (0734) 882781

Membership Secretary
Ian Thompson
Glebe House, The Square
St Columb Minor
Newquay, Cornwall, TR7 3HD
Tel: (06373) 2813

EDITOR'S RAMBLINGS

The main issue bringing trail riding to the attention of the national motorcycle press over the past couple of months has been Berkshire County Council's decision to once again try and slap a TRO on the Ridgeway. Valiant efforts are being made by the various TRF Rights of Way Officers and other interested bodies, but it looks as though it may result in an expensive court case. I know many will just groan and say "not the Ridgeway *again*", but just stop and think, lose the Ridgeway and where will it all end?

Alan Kind and Brian Thompson have also kept the TRF in the public eye with regard to TRF support or otherwise of trail parks. Personally, I thought the 'official TRF policy' was quite clear and I still can't see what trail parks have to do with saving green lanes.

But, on a more pro-TRF publicity note, the Wyvern and Shropshire TRF Groups made front page news in TMX in April with their "good deed" story. For those who don't read all the motorcycle papers, Ian Hingley, Wyvern Group Secretary, says:

On Sunday, 10th March a party of six riders from Wyvern Group TRF were on a run round Powys led by Lyn Powell of Shropshire TRF. As we crossed the Berwyn Mountains on the old Wayfarers road above Corwen we ran into thick fog and drizzle, reducing visibility to only a few yards. We were stopped by two people in hiking gear, who turned out to be Scout leaders in charge of 50 Scouts on an orienteering exercise on the mountain. One of the Scouts was suffering from hypothermia and the two leaders were trying to rescue him. However, their Land Rover was stuck in a snow drift a couple of miles further down the track and their CB radio would only receive and not transmit.

We were able to carry the two leaders back down to their Land Rover where they picked up an operational CB, and then carry them back up to a base they had established further up the mountain. This only took a matter of minutes, whereas if they had been forced to continue on foot it would have taken them over an hour.

As nothing was heard on the national news about missing Scouts, I assume their rescue mission was successful."

A similar rescue exercise took place somewhere in Derbyshire over the winter months and received some publicity locally, but I don't think the riders involved in that incident were TRF members.

TRF GROUP CENSUS

A survey has been recently carried out of TRF Groups. This was mainly to update information regarding Group Reps. and Rights of Way Officers, but other useful information was gleaned which may be of interest to you.

Every Group questioned is willing to assist branches of the TRF who wish to ride in their area. This is to be on a reciprocal basis and can be in the form of providing leaders and/or marked up maps.

Average meeting attendance runs at about 15, although some groups have as many as 30 folk attending regularly; others, struggling along with only two or three. A band across the Midlands seems to boast the higher group attendances. Only one-third of groups charge for meetings — an average of 25p a time. However, it was not stated whether this was just a way of boosting funds or to pay for the hire of a room.

When it comes to turning out on a cold Sunday morning for a ride, average turnout seems to be around 8. Again, only about one-third charge a run fee, around 50p being the average, with most charging more for non-members attending.

Group activities seem pretty standard throughout the country with film shows, treasure hunts, trials events, helping marshall horse/walking events, bar-b-ques, featuring on most forms.

Not surprisingly, the almost unanimous reason for not attending the Executive Committee Meetings is the cost of travel. With petrol at about £2 a gallon, this is to be expected. A couple of Groups suggested a meeting further north, whilst another idea was to rotate the meeting place.

Nearly all the questionnaires sent out have been returned to John Higgin. Those who have not sent them back please do so as soon as possible so that we can ascertain whether your Group is still functioning or not. If nothing is heard by next copy date then we shall assume your group no longer meets. If you think you should have received a questionnaire, but for some reason have not, please contact John Higgin.

LETTERS

There's a real need for a TRF Group in Devon. This County has no RUPPs! They were all downgraded to Bridleway under the 1968 C.A. Limited Special Review and I understand that the then ACU representative withdrew his objections and we in the TRF were not properly organised at the time.

So it means that to ride these Bridleways now, we have to go back to square one and research all the available evidence!

There are some green lane trail riders in Devon. One is my son Paul who lives in Kingsbridge, others who live around Exeter. It is essential to keep an eye on what is going on. Fortunately, there would appear to be many UCRs in the County and Paul and I have recently ridden some in the South Hams. This beautiful region was one of the three study areas for the 1979 DART Report on Green Lanes. The MSC through their Bridge Community Programme Agency are doing a really excellent job in surveying, recording and clearing all green lanes (irrespective of legal status) in Devon. I have plans to invite their Project Officer to come and talk to us in Bristol some time this year.

Changing the subject, I was idly re-reading Issue No.102 the other day and noticed that member P. Wildsmith was somewhat peeved at a reference Brian Thompson had allegedly made concerning Trades Unions. He asked "What connection has the Unions with trail riding?"

I can tell him!



A THUMPER WITH MORE PUNCH.

For years our four-stroke trail bikes have been some of the hardest-hitting sluggers on tarmac or dust. This year though, two of them have been on a special tonic: RFVC (Radial Four Valve Combustion chamber).

RFVC, with its four massive, radially disposed valves and twin carburetors (one for good low and mid-range power; the other for increased top-end) has given the XL600R and XL250R more punch than ever.

All three of our four-stroke trail bikes,

FOR BROCHURES, NEAREST DEALER AND FURTHER DETAILS PHONE HONDA HOTLINE ON 01-409 3189.

the XL125R, XL250R and XL600R, feature an overhead camshaft single cylinder engine, the 600 and 250 having RFVC.

Output of the XL600R is a mighty 44 PS with a whopping 5kg-m of torque. The 250 pumps out 25 PS and the 125 complies with the latest learner legislation, producing the obligatory 12 PS (9kW).

All three bikes have long-travel, single-shock Pro-link rear suspension and long-travel air-assisted forks for outstanding traction, whatever the surface.

Front brake of the XL600R is a single disc unit, while brakes on the other models are all leading/trailing drums.



ENGINEERING THE FUTURE

I asked Somerset County Council recently to engage the Manpower Services Commission, through their Community Programme Agencies, to clear a 2km overgrown RUPP near the villages of Middlezoy and Westonzoyland (the area of the 1685 Battle of Sedgemoor, for TRF historians!) The answer was that it was not possible to use the MSC because the Unions had objected that their members were being done out of employment.

In Devon, a really first-class job is under way by the MSC's "Green Lanes in Devon" project. All the County's green lanes are in the process of being cleared, surveyed and marked up on Devon's maps by the Bridge Community Programme Agency, irrespective of status.

The attitude of the Unions has a direct effect on our interest in some areas, as I have found out.

Gwyn Thomas, Priddy, Wells, Somerset

I refer to the chain article in Bulletin No.105 under the title "What to Buy". 'O' ring chains are size 428 (XL125-185, etc.) are available from:

*J.T. Morgan Motorcycles, 6 Castle Square, Swansea, West Glamorgan SA1 10W.
Telephone: 0792 461776*

For my XL185 I obtained a 428 'O' ring chain at 126 rollers, plus two 'O' ring split links (all D.I.D.) for £20.00 including postage. I was asked to pay £48.00 for another make.

Mick Moss has had his XR350 for some eight months and has used it on no end of trail runs, used it to get to the start of the runs and back, and used it as his only transport. His 520 'O' ring chain has not yet needed adjusting. In the same time I have shot out 1½ rear chains on my XL185. Moral: Obtain an 'O' ring chain!

John Gillett, Ansdell, Lytham St Annes

*Near the start of our Boxing Day Run we were stopped by an irate gentleman on a wooded County Highway. The usual greeting "What the **** hell are you doing riding on private land" and the order "Don't return without permission" are all common you may say, but in this case he had a loaded double barrelled shotgun cradled across his arms. It was suggested that it was illegal to carry an uncovered firearm in a public place. He quickly backed down leaving us to carry on our proposed route. (Thanks to Ken, Norman and Pete for extracting an expired XR off Cross Fell.)*

One weekend in February I was exploring a RUPP in County Durham when I met a bloke with a bagged hare and shotgun. I stopped and chatted for a few minutes. He volunteered that the farmer had given him permission to shoot in the lane!

A lot of trails up here cross grouse moors. Many start long shooting tracks and pass close to the shooting butts. I have never ridden past during a shoot, but I think I would back down.

I can remember Leo Crone being pushed off his bike by an angry gamekeeper whilst riding along a moorland trail - Pikestone Lane in Weardale. The moor adjoining this road (Bollihope Common) has received widespread press coverage - this is where the Deputy Leader of the Tories shot his friend and a beater! and more recently due to be sold to some Arabs for a couple of million.

*So a word of warning - Arabs (and politicians) shoot at anything
Moving targets are more sporting
If you are hit they may claim diplomatic immunity!*

Dave Vaughan, Sunderland

THE SAGA OF THE KAWASAKI KLR600 by R.P. Kennard

In the unlikely event that a TRF member is contemplating the purchase of a KLR600 Kawasaki, it may be of interest to him or her to hear of my own experience with this model.

Firstly, I must explain that I acquired the bike only because my XT550, an eminently suitable machine for my purposes including trail riding, was stolen.

The first problem with the Kawasaki is that the owners' manual is totally wrong when it comes to starting procedure. With the reputation that these big singles have for starting, I felt it prudent to follow the manufacturer's instruction, but it ain't half difficult trying to start a cold motor with no choke, a hot one with full choke!

Then came the first disappointment after discovering that the thing started easily, and handled like a 125 on the road. After the real smoothness of the Yamaha, the KLR vibrated very badly and the crankcase got so hot that it burnt my ankle.

My dealer tried various remedies but found no cures, and within a short while the switchgear on the bars had started to break up, and a stud holding another idiot switch under the footrest (of all places, on a trail bike) had fallen out.

After eighteen weeks, I'd had enough and told my dealer to do what was necessary to the bike until the vibration was cured. Little did I realise that it would be a further seventeen weeks before the bike was back on two wheels. On stripping the motor it was found that the drive side main bearings (or was it the timing side?) were 'shot' and that at least one thrust washer was missing from the balance shafts. It was through that these faults were the cause of the vibration and overheating. The bearing was put right, although not with Kawasaki replacements as one was available, but the remaining fifteen weeks of being without the bike was due to the lack of spare thrust washers. Kawasaki (UK) refused to allow my dealer to have a pair made.

Within ten days of getting the bike back it developed an electrical fault which was remedied, briefly, but recurred three days later. The problem remained indignant.

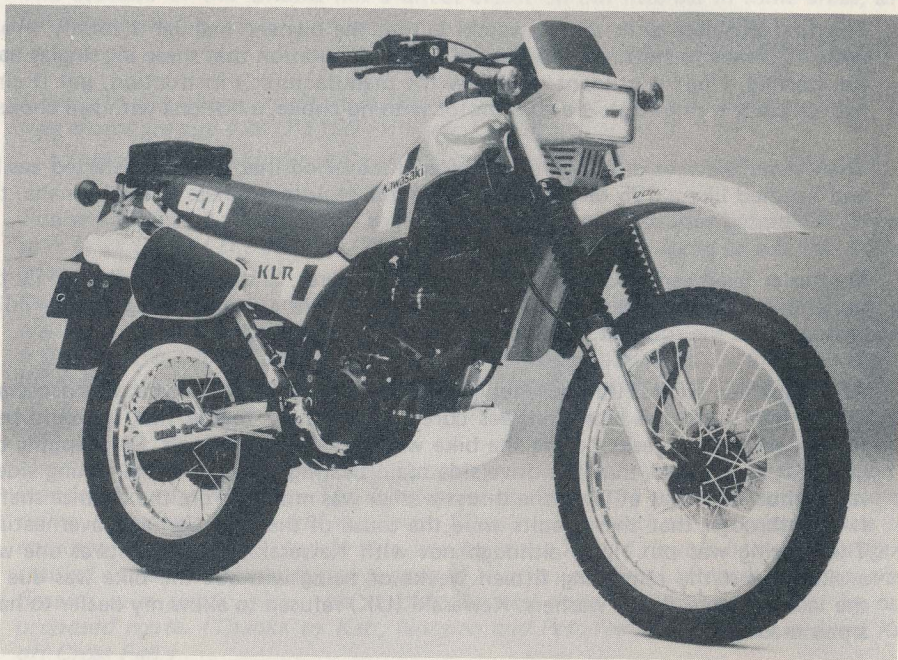
At the same time, the motor decided to lubricate my right boot with coolant and hot oil. It was coming out of a loose, and possibly stripped, cambox cover bolt. The dealer's mechanic and I speculated on the real cause of the problem, but by now I was totally disinterested and demanded the return of my money! - for the original purchase of the bike that is.

Perhaps worse still, had I thought of keeping the bike, were the problems that could have been faced in the future. Two other owners had returned their KLR600s to the same dealer; one with a sheared balance shaft and the other with a mystifying but persistent loss of compression.

I cannot help but speculate further that these problems are not unusual with this machine as I have spotted no fewer than eight secondhand KLRs advertised in the weeklies over the last couple of months.

Having been totally frustrated with three other Japanese bikes over the last seven years, I'm thinking of going Spanish. Have any other members had experience of the 350 trials Bultaco for trail use and commuting into a city centre?

(NB. On contacting Kawasaki to ask if they had any comment to make regarding problems with the KLR600, they replied that they had experienced no widespread problems with this model and that if there had been any recurring fault the machines would have been recalled. However, we all know that bad press is bad news for any machine — Rosie)



ITALY'S TOP OFF ROAD SHOCK RANGE!


Specification includes:
 Oleo-Pneumatic (oil & air);
 twin chamber; double acting;
 5 position spring cam adjuster.
 Finished in all red. Come
 complete with top quality
 springs fitted.
 Available in 17 different
 lengths! 11" through 17 1/4"

**ALL
 THIS FOR
 ONLY
 £52.30**
 per pair
 inclusive!

From your dealer or direct from
 Sole U.K. Importers:
 M.R. Holland (Dists) Ltd.,
 Unit 2, Benner Road,
 Wardentree Lane Ind. Estate,
 Spalding, Lincs PE11 3BR
 Tel: (0775) 66144



COD or Transcash
 Acc. No. 202812

10% discount to TRF members

RIGHTS OF WAY NEWS by Brian Thompson

SAVE THE LANES

The county of Hampshire has 540 RUPPs which are soon to be reclassified under the Wildlife and Countryside Act 1981 Section 54. West Sussex are starting on their 300 RUPPs soon and invite us to submit evidence of vehicular rights. Trail riders in Hampshire and Sussex will be in for a very busy time over the next few years, or at least they should be. We have paved the way with very favourable legislation and killed off the hated 1968 Act which saw some 2000 RUPPs downgraded to footpath or bridleway. More than half the counties in England and Wales have still to deal with RUPPs on the Definitive Map and convert them to byway, bridleway or footpath. Highway authorities are obliged to set out a timetable and you should write to County Hall and ask them when they intend dealing with RUPPs and when they require our evidence. Former Special Reviews now abandoned, as in Somerset, Derbyshire, Notts, Gwynedd, etc., will not need new evidence to be submitted unless, of course, you have discovered it.

When objecting to downgradings you must bear in mind your ability to attend public inquiries at a later stage. In Dorset, by failing to turn up at an inquiry into your byway claims, we narrowly escaped heavy costs. A lot depends on researching green lanes and sending the evidence to County Hall *before* they decide on the test for byway status which is simply "do vehicular rights exist". Nothing could be fairer. Anti trail riding tests for 'suitability' and 'hardship' have been abolished.

RIDGEWAY MADNESS

Berkshire County Council have decided to make a full permanent traffic ban on the Ridgeway. No reasons are given and we must assume that councillors have caved in to pressure groups insisting on exclusive rights on the Ridgeway and all other green lanes. They ignored advice from their own officials, ten years of pro-biking reports and inquiries, plus the Ministry of Transport order to the Countryside Commission to use voluntary means when they asked for a ban in 1979 in defiance of their own expensive report.

A partial ban will follow from Oxfordshire later and from the Commission themselves who have failed to convince Wiltshire of the need for even a partial ban.







The situation on the Ridgeway (if these bans succeed) will be chaos and confusion for everyone with three highway authorities all carrying out different policies on the same road. Hundreds of warning signs will have to be erected. Warden or police patrols on trail bikes (only way to catch offenders) will be set up. Berkshire rate-payers will have a legal bill for the TRO and public inquiry of around £50,000 plus £25,000 year running costs to enforce the ban, signposts, etc. Yet neighbouring Wiltshire councillors say there is no evidence for a traffic restriction order.

Far more than the 24-mile Berkshire stretch of the Ridgeway is involved. Many other green lanes cross over the Ridgeway. The fanatics will go to any extreme to stop just 2% of bike users. Half of these are illegal users anyway and some not even motor vehicles in law. The police have consistently said such an order is not enforceable. What can we do now?

All those who objected to Berkshire's proposed TRO last year need not object again and you should have a letter from Berkshire about this. On the evidence we should win as in 1976, despite the Remembrance Day disasters, which are impossible

Samy Miller POWER-PLUS SILENCERS

NEW MILTON, HAMPSHIRE, 0425 616446

<p>SUZUKI SP370-400</p>  <p>£40.85 inc. P&P + VAT ONLY</p>	<p>SUZUKI DR400</p>  <p>£46.00 inc. P&P + VAT COMPLETE SYST.</p>
<p>HONDA XL100S, 125, 185, 250S YAM XT125</p>  <p>£40.85 inc. P&P + VAT SILENCER ONLY</p>	<p>AUXILLARY SILENCERS</p>  <p>FANTIC 200/240 YAM TY175 DT 175 MX £19.80 inc. P&P + VAT</p>
<p>YAM XT250, 500, KAW KL250</p>  <p>£46.00 inc. P&P + VAT COMPLETE SYST.</p>	<p>TENSIONERS</p>  <p>Rear Tensioner to prolong chain life Available for Bulltaco / Montesa / Ossa / Fantic Honda TL / Yamaha YT 175 All £7.47 inc. P&P + VAT Honda XL 100 to XL 500 S & RE Suzuki TS 100 ER to SP DR 400 All £10.35 inc. P&P + VAT</p>

BAR BRACES £4.60 inc P&P + VAT BAR PADS £4.60 inc P&P + VAT BELT BAGS £5.20 inc P&P + VAT

to defend. We shall try and get a leading Queens Counsel to represent the ACU, BMF, TRF, even at fees of £2,000 per day.

We must present a united front and speak with one voice at the inquiry. If we fail, "phase 2" of the RA plan to curb off road motorcycling will follow. I suspect that only phases 3 and 4 (trials and MX) will shake the motorcycle movement out of their apathy. Meanwhile, Berkshire riders should collar their councillor, and why not write to your MP and point out the massive waste of public money. Some £75,000 has already been spent by the Government's Countryside Commission on the Ridgeway.

WELSH PROBLEMS

There is little point in sending me problems to be solved in Powys, as a site inspection is essential and I live 200 miles away. I can only advise you how to tackle such problems as obstruction by yourself. I am glad that the situation in Dyfed is somewhat better with the Aberystwyth Club and Dyffryn Clubs involved and keen to help save the lanes. In Gwent the Welsh Trail Riders Association continue to do a good job. Relying on those many RUPPs still shown on OS maps is a poor excuse and a court would not accept this. Wales, for various reasons, has a huge backlog of work to be done researching former RUPPs for vehicular evidence. It's the only way to save some of the 300 lost in Powys. The vision of Powys County Rights of Way Officer, Gladys Richards, going out into the streets pleading with trail riders to help win a few byways at Public Inquiries haunts me whenever I think of mid Wales. The cosy deals done between farmers and sporting riders anxious to keep use of land is not an episode to be proud of. But many trail riders don't like trail riding, they think it upsets farmers and threatens their own pleasure. The Lord Bolton affair in 1979 in Yorkshire and the Macy family in Sussex show this conflict of interests is not confined to mid Wales.

PLOUGHING REPORT

Two years ago I told a House of Commons Committee that the most serious problem is not a few trail riders, but widespread ploughing out of public rights of way. I later presented figures that showed 80% destroyed in Lincolnshire and 50% in Wiltshire as just two examples. I called this situation "disgraceful" which upset the farmers and, of course, my figures were disputed. I urged the Government to undertake an independent survey with recommendations for dealing with the problem which, somewhat to my surprise, has now been carried out by the Reading University Study Centre under Dr Seabrooke at a cost to the taxpayer of £25,000. The Seabrooke Report into Ploughing is now published and copies are available price £3.50 from the Countryside Commission, Crescent Place, Cheltenham, Glos. We have already duly accepted this comprehensive, unbiased and fair report for which we congratulate Dr Seabrooke's team for the 'definitive' word on the complex subject of ploughing.

The team chose six study areas at random for intense local investigation — Bedfordshire, Dorset, South Humberside, Lancashire, Surrey and Powys. An average of 59% of ploughed out ways were found, ranging from 33% to 97%. I estimate that about 1000 miles of green lanes are destroyed through ploughing, mostly in Lincolnshire and East Anglia. The chances of restoration are, frankly, hopeless. You would think that the loss of public rights of way would occupy the minds of the Countryside Commission and RA a great deal, but it does not, and far more time and public money has been and will be spent on trying to take away the enjoyment of a few trail riders who do *not* destroy the countryside. Yet the problem of ploughing is far more serious for ramblers than for trail riders. The Report says that the RA "have virtually given up on the problem such is its scale". We are seen as an easy target and as an easy victory whilst the NFU are the most powerful pressure group in the country. The Report makes it clear just who is responsible. I predict that it will soon be 'out of print' and its findings ignored.

FALSE EVIDENCE

In 1979 the "Green Lane Study" team of investigators for the Government, looking for evidence of allegations made in the House of Commons of "widespread conflict and damage caused by trail riders" couldn't find a single trail rider in Devon or Dorset! When they came to Derbyshire it was the same story. Where were the "constant streams of roaring trail riders" they wondered, especially as this was a fine weekend in Autumn. Despairing by now, Miss Fiona Leney in charge of the team rang me up and asked if I could arrange for a party of trail riders to meet them on the Roman Road between Hope and Alport in the Peak District. This we did and the photographs in the Report are not as a result of observations but carefully pre-arranged. Just another example of how false the RA argument for closing the Ridgeway and other lanes really is.

BYWAYS AND BRIDLEWAYS TRUST

I congratulate Alan Kind on joining me on the executive committee of the well connected BBT to strengthen trail riding involvement. The BBT is generously supported by ACU, BMF and TRF plus many local groups and clubs. The reason why the BBT has not grown as it should is due to some selfish elements who resent the trail riders' involvement and would, if they could, turn the BBT into a 'Bridleways Trust' only. We must continue our support.

THE "JOYS" OF TRAIL RIDING

Did you ever gear up before a run only to find 2 inches of water in your wellies from the last run? Did you ever drag your bike out of the garage on the day of a run only to discover it's got a puncture? Did you ever try to let a pound of air out of your tyre only to have the valve stick open? Did you ever get towed by a bloke attempting suicide? Did you ever replace a spark plug and forget to replace the plug cap? Did you ever discover that your spare chain link is the wrong size? Did you ever send your spring link into orbit whilst replacing it in 6 inches of mud? Did you ever not swear whilst fitting a new tyre? Did you ever tighten a loose spoke and loosen all the rest? Did you ever stall with the kickstart against the side of a steep hill? Did you ever pass another rider on the trail only to fall off in front of him ten yards further on? Did you ever try to clean your goggles only to make them ten times worse? Did you ever notice that the taste of mud differs from county to county?

Welcome to the TRF

Julian Dagger, Bristol TRF

A BOOK AT BIKE TIME by Rosemary Swindells

SUPER PROFILE SERIES from Haynes Publishing Limited

INTERNATIONAL NORTON by Cyril Ayton (ISBN 0 85429 365 5) £4.95
TRIUMPH BONNEVILLE by John Nelson (ISBN 0 85429 453 8) £4.95

These small 56 page hardbacks are the latest in the Haynes 'Super Profile' series. The books follow a set format beginning with a foreword by the author, in each case, an acknowledged expert in his marque.

Following this is an insight into the companys' development of the particular model together with any successes/outstanding achievements and how the model came into being. Designed as a racing machine and later sold as replicas to the public, racing successes of 1931 both here and abroad gave Norton the idea of the 'international' name. The Triumph Bonneville, advertised when first introduced as "A legend in its own time" was, according to the author, "neither the final product of a specific design project, nor was it even the outcome of a planned development programme."

The evolution chapters go into more depth about the individual changes to engine/chassis specification throughout the model's life. This section would be particularly helpful to the restorer wanting to ascertain as near as possible the age of a specific machine. To further aid model classification each book has a chapter containing tabulated model specifications.

There then follows a chapter containing test reports, reproduced from magazines at the time when the model was new. These old, sometimes quaint, reports make interesting reading. For the Norton International tests are taken from *Motorcycling* July 1947 and earlier, August 1935 when the test rider even tried the bike on the "rough stuff" and stated that it "handled excellently both in muddy and rocky going." Imagine taking today's TT replicas green laning!! The Triumph Bonneville tests selected are from 1960 and 1967 issues of *The Motor Cycle* - almost modern compared to most of the books in this series.

The owners' views are, of necessity, open admiration. But let's face it, we all have our favourite machines and see them as the best machine ever made. However, there are some useful tips for the would-be owner; as in the following chapter regarding buying one of these models.

A section including club and other useful addresses plus further reading completes the text, the final 20 odd pages being devoted to many photographs of the particular machine covered. These photographs, mainly black and white, leave no stone unturned and are taken from every conceivable angle with the inclusion of some really superb colour shots completing the package.

By concentrating each book on a specific model, these publications do not suffer as many marque books do by being over diversified and only devoting say a paragraph to any specific model. The quality of the paper, print and photographs is all excellent. Although these Super Profile books will no doubt be of most interest to owners and enthusiasts of these specific models, I think anyone with an in-depth interest in motorcycles will find them an interesting read.



**OFF-ROAD
CHAIN AND
SPROCKET
SPECIALISTS**

We stock
RENTHAL, CHIARAVALLI, JB,
SUPERSPROX & TALON SPROCKETS
&
TSUBAKI, EK, UMI, D.I.D.,
& RK CHAINS

Full range of standard and non-standard
sizes available including Big Chain
Conversions for XLs & DTs

ACCESS, VISA & BARCLAYCARD taken

Call us any time, any day on
GLOUCESTER (0452) 32935
29 Linnet Close, Gloucester GL4 9XA

**DON'T RISK A BREAKDOWN ON
THAT REMOTE
MOUNTAIN TRACK!**



SUPERSPROX

**SPROCKETS
FOR RELIABILITY**

ALL POPULAR 'OFF ROAD' TYPES
FROM STOCK 'SPECIALS' MADE
TO ORDER. CHAIN SUPPLIED.
C.O.D. BARCLAYCARD

Roger Maughfling Engineering Ltd.
Station Works, Knucklas,
Knighton, Powys
Tel: 0547 528201 (6)

GROUP NEWS

NORTH WALES GROUP

Contact is made. At last a reply from the TRF's shy group, just when you thought we were all dead, etc.

However, on this occasion I am the bearer of bad news. As few will be aware, Clwyd C.C. are in the final phase of the 1968 review and the results of the last few enquiries are starting to drift through to us. To start with we did quite well with vehicular rights being frequently proven and even the odd byway awarded. However, March saw the arrival of the Berwyn Area enquiry of sixteen claims relating to this area, most of which are Ancient Highways, and only one received vehicular rights proven. I therefore feel I need to pass this on to TRF members.

Any member wishing to cross the Berwyns on motorcycle, the only remaining Rights of Way are all Unclassified County Roads being:

1. Nant Rhydwylyn or Wayfarers passing the Wayfarers monument
2. The track leaving the 'Milltir Cerrig' - Llangynog to Bala Road and dropping down to Llandrillo.

Rights of Way lost are:

1. Ffordd Cam Elin, The Roman Road from Cwm Maenfyneidd to Llandrillo
2. Ffordd Saeson from Llanarmon D.C. to Cynwyd.

Although I have substantial evidence to prove the Fford Cam Elin is an Ancient Highway, the inspector was unprepared to concede public vehicular rights exist.

The Fford Cam Elin is the most important. As an Ancient Highway it is very famous yet even though we presented a lot of user evidence (the local Llangollen ACU club did an excellent job presenting plenty of riders) we did not have enough. I shall try to obtain more historical evidence but I am relying on trail riders to send written evidence of use to me. We are especially desperate for 20 years plus.

As a final note, Rights of Way in Clywd now do not resemble the OS maps at all. Furthermore, the actual definitive map will not be ready until 1986. It is probably safer to stay out of Clywd altogether. However, although I really am perpetually busy, I shall do my best to help anybody requiring advice.

Adrian Walls, Rights of Way Officer, N.Wales TRF

NORFOLK AND SUFFOLK GROUP

At last, we boys from Norfolk and Suffolk have got together to form our own branch. Recently organised after a massive recruitment programme over two counties, we have about ten serious trail riders and hold regular monthly meetings.

LANCASHIRE GROUP

Gorple Road, Our Ref: Burnley 1.

From OS GRSD876324 (Worsthorpe) via OS GRSD915321 (Lancashire/West Yorkshire county boundary) to OS GRSD937328 (Widdop Lodge/Widdop reservoir). This lane, except for the 100 yards at Worsthorpe, is a bridleway only; the first 100 yards is a UCR.

After many years of research at Preston and Wakefield Records Office and after this Group spending a vast amount of money, it is the opinion of this Group's Rights of Way committee (Pete Halstead and myself) that it would be foolhardy to claim this lane Byway, or use as a defence in a Court of Law the evidence we have collected.

This opinion was given to this Group's members at the April meeting. The subject of using the lane by permission was brought up but Pete Halstead explained that they could not get permission to use part of the lane when they helped the British Horse Society at one of their events. The opinion of the Rights of Way committee was to abandon the lane completely. The Group agreed.

If you use this lane on your motorcycles you do so at your own risk, and if caught you are on your own. Do not ask this Group for help.

John Gillett, Rights of Way Officer, Lancashire TRF Group

DERBYSHIRE AND SOUTH YORKSHIRE GROUP

We are having some embroidered cloth badges and T-shirts printed. In the first instance for our own Group, but if any member would be interested in purchasing either a badge or a T-shirt (price yet to be set) please contact either Dave Bonsall (Group Rep.) or Ann Stevenson (0742) 389742.

LIFE, THE WORLD AND TRAIL PARKS

by Alan Kind, TRF Press Officer

Life isn't very good at the moment. My good lady has just spent my new trail bike on some ghastly Ercol furniture and has banned me from boiling chains over the gas fire. "Fourteen years we've been married and I've never had anything decent to sit on", conveniently overlooking the fact that I've done most of my 'sitting' in that time on old hacks that the average breaker would turn away!

Worst of all, moving to Newcastle from the wilds of Weardale has meant that the nearest worthwhile green lanes are an hour away; no more nipping out on a summer evening to putter slowly along in the twilight, watching the long eared owls quartering their territory, before repairing to the Golden Lion for a decent pint (me, that is, not the owls). No, living in the big city is not conducive to happy motorcycling. I tried using the Kawasaki for commuting on a couple of dry mornings but it's too much like Rollerball for my liking and I don't really want all the neighbours to know I'm a motorcyclist. The local kids, you see, have a predilection for Yamaha watercooled 125s with Micron expansion chambers. I say, without any exaggeration (who said my middle name is Hyperbole?) that these supposedly learner-legal 125s are the most socially undesirable vehicle this side of a Sinclair C5. The noise these cretins delight in producing is so unpleasant that it really has brought some of my more elderly neighbours to the edge of illness and the more resilient ones to thoughts of piano wire across the road.

Why, you wonder, is Kind jabbering on about quasi-Hell's Angels? What has it to do with trail riding? Well, it is by way of introduction to my feelings on the war that is blowing up over the TRF attitude to trail parks. As a club we have three basic choices: have a policy of support for the concept (and operation?) of trail parks, take a largely neutral stance, helping when asked, or simply say we are not

interested, either in policy matters or on the ground detail. The second of these is, effectively, the TRF policy decided at the AGM.

Now I have given some help and advice locally on trail parks. It didn't cost me much in the way of time and effort and the Local Authority especially were very pleased that a motorcycle club (as they saw me as representing) was taking an interest. But why are the LA so interested in spending vast sums of ratepayers' cash to provide these facilities? I don't somehow think that they have the future interests of motorcycling at heart, nor are they really concerned about keeping illegal riders off rights of way. (In practice they are not concerned to protect rights of way at all if they can get away with it!) No, trail parks are simply fashionable, much in the same way as 'Trim Tracks' and skateboard parks were a few years ago. A new word of warning is sounded in our local paper this week; colossally expensive BMX racing tracks are to be taken up or abandoned by the council because the kids no longer want them (after a whole year!) they would rather freestyle across the main roads.

Motorcycling for kids, and to an extent adults, is a fashion; for some a passing fad. Witness the boom and slump in sales over recent years. Look for a reason if you like; blame the 'orrible DoE and the learner laws, but in all honesty, to take the stance of the Motorcycle Association and ask for a lowering of the riding age for mopeds (and 125s?) when my little chums up the road behave as they do, is utter pie-in-the-sky.

Please do not let trail parks tear the TRF apart. If, in five years they are any more operational than they are now I shall be very surprised, but nonetheless pleased, and I cannot foresee that the presence of a few is going to lead to any pressure to close green lanes. If Brian Thompson has to say at meetings "Supporting trail parks is not TRF policy" or, worse still, "TRF policy is to oppose trail parks" it is going to make him and us look as petty as the RA in a lot of peoples' eyes.

While I'm on my soapbox, may I fly another kite for you all to shoot at? Not too long ago I would have argued strongly that the idea of making ALL off-road motorcycles carry a registration plate was a non-starter, but I've been thinking (ouch!) what have we, as trail riders, got to lose? I contend that the maximum conflict in the countryside is caused by illegally ridden competition bikes. Apart from a few old-schoolers, what do the competition people contribute to the legal and political fight to keep off-road motorcycling alive? Not a lot. Why not oblige ALL bikes to carry some form of identification; it doesn't have to be a full size number plate, but it would make these idiots more traceable than they are now. Yes, it is an imposition on the freedom of individuals but remember that we are all road legal and any noisy or stupidly ridden bike is a nail in our coffin as well as in theirs. While we are at it, let's have compulsory third party insurance as well.

Changing the subject, I am still working on the Scottish RoW situation; a report will follow when finished. Both myself and Chris Wright sent letters to the new RA President, Mike Harding, with a view to opening a dialogue to resolve some of our differences; after two months he has still not replied to either. I am in contact with BBC2 TV about a possible programme on green lanes (does anyone have any copies of our earlier TV appearances we could video, plus any good cine film we could copy, please?) Also hot off the press is a very positive 'deal' between the BBT/TRF and the Forestry Commission to open several blocked green roads in the north east. More on this later. I have also made contact with the new mountain bike club NORBA.

CART TRACK CARTOGRAPHY! by Rosemary Swindells

This is not intended to be a map test report, after all, which map is 'best' depends on so many factors from how often you ride unfamiliar lanes to how involved you want to become with rights of way work to how much you want to spend on buying your maps. What I hope to offer is a market review of some maps useful to the trail rider.

Every trail rider worth his salt owns maps. Marked with legal green lanes they are your passport to the 'freedom' of the countryside and your insurance against being in the wrong place at the wrong time!

Just looking at a map can give you a rough idea of the terrain you're likely to encounter — steep climbs, stream crossings, open moorland, woodlands, etc. The amount of detailed information on your map is dependent upon its scale, i.e. a small scale map shows a lot of countryside without too much detail, whilst a large scale map covers a small area but in great detail.

Before metrication, the two most common commercial scales were 2½" to 1 mile and 1" to 1 mile. Today maps are scaled using the 'Representative Fraction' (R.F.) which, in itself, has nothing to do with the metric system as the scale used can represent any unit. The 1:50,000 scale just means that 1 unit of a given size represents 50,000 units of the same value. So today to replace the two imperial scales we have the 1:50,000 (approximately 1¼" to 1 mile) and the 1:25,000 (approximately 2½" to 1 mile).

We are lucky in Britain to have several companies producing excellent quality and detailed maps; with the official map makers for this country being the Ordnance Survey.

The formation of the national mapping organisation (O.S.) owes much to the advocacy of General William Roy, a renowned surveyor, engineer and archaeologist. He was responsible for the production of a military map of Scotland following the 1745 Rebellion. Ordnance Survey was founded in 1791 to produce military maps of the south east coast of England. With the threat of invasion from France the British Army required accurate maps at a scale of 1" to 1 mile. The survey was carried out by the Board of Ordnance — a Crown organisation that existed at that time, responsible for artillery, arms engineers and armaments — hence the name 'Ordnance' Survey.

The early years coincided with the industrial revolution and many social reforms. Politicians, administrators, civil engineers, etc. were quick to recognise the value of accurate maps and so the survey was gradually extended to cover the whole of the country.

Today, as a civilian and independent Civil Service department, the Ordnance Survey continues to be responsible for the official surveying and topographic mapping of Britain.

To produce the maps the OS uses an exclusive framework of 'Triangulation Stations' of which there are over 20,000. Their exact position on the earth's surface has been determined by OS surveyors taking precise angular and distance measurement. Today, laser and infra-red measuring instruments are used.

With such sophisticated information recording it is hardly surprising that some of the other map publishers in Great Britain use, to some extent, the information gained by work carried out, which is continually being updated by OS surveyors. Unfortunately, though, on some latest edition maps a few 'ways' have ceased to be

shown on the map although they still exist on the ground. A definite case for keeping your earlier edition maps for reference. I believe Alan Kind and others have approached the OS on this subject.

As trail riders, we are primarily interested in how the rights of way are depicted and to what detail. Regarding these questions, the Ordnance Survey answered:

"Public rights of way as shown on Ordnance Survey publications are derived from copies of Definitive Maps from Local Authorities, which bear the following definitions under the National Parks and Access to the Countryside Act 1949:

Footpath means a highway over which the public have a right of way on foot only, other than such a highway at the side of a public road.

Bridleway means a highway over which the public have the following, but no other, right of way, that is to say a right of way on foot and a right of way on horseback or leading a horse, with or without the right to drive animals of any description along the highway; "horse" includes pony, ass and "mile" and "horseback" shall be construed accordingly.

Public Path means a highway being either a footpath or bridleway.

Road Used as a Public Path means a highway, other than a public path, used by the public mainly for the purposes for which footpaths or bridleways are so used.

The recording of rights of way is never a straightforward matter, particularly so regarding the tracks shown as RUPPs. It was never clear what rights the public enjoyed over such tracks, and indeed this was the very reason for the County Councils being required to carry out "Special Reviews of the Definitive Map" under the Countryside Act 1968 and the present Wildlife and Countryside Act 1981, in order to clarify the position so that RUPPs should be shown as either bridleways or byways open to all traffic.

However, it may be some time before this reclassification of RUPPs by County Councils in the forms of byways open to all traffic (BOATs) reaches its final conclusion.

Public Rights of Way appearing on Ordnance Survey publications are shown as follows:

1:50,000 Landranger Series and 1" Tourist Series – Rights of Way symbols are depicted in red.

1:25,000 Pathfinder Series and Outdoor Leisure Maps – Rights of Way symbols are depicted in green."

Although there are many maps on the market, for the trail rider there is the need to obtain the happy medium between large scale for detail, but not so large as to cover too small an area to be useful. After all, unlike other countryside users, the trail rider can cover a large area in one day's riding, often using several maps. Thus, the larger the scale, the more maps he'll have to cart around with him.

The Ordnance Survey offer a wide range of maps, but there can be no doubt that the most commonly used by trail riders are the maps in the Landranger Series (1:50,000 scale). This series of 204 maps takes a lot of beating and the detail given is excellent. Rights of way are split down into footpath, bridleway and RUPP; giving even the casual 'reader' a fighting chance of finding a green lane.

The Landranger Series, however, are not the only maps of use. There may be times when you want more detail to be available to you. Whilst a larger scale means a smaller overall area, the added information can be advantageous for lane exploration or just riding in a concentrated unfamiliar area.

At present the OS are updating their 1:25,000 scale series. The original maps of this scale were printed on sheets covering an area of 100 sq.km. Much of the country is now covered by the Second Series which is called the 'Pathfinder Series'. These maps cover twice the area – 20km x 10km each and include updated information. On the Pathfinder maps even the individual fields are shown, making it easier to find your way and see the countryside in great detail. Public rights of way are clearly shown for England and Wales.

The trail rider may still run out of map quickly using the Pathfinder series which is when, for some areas, the Outdoor Leisure Series may be more useful. Based on the First Series and Pathfinder maps, the Outdoor Leisure Series cover popular recreation areas of the country. Most maps cover an area of around 500 sq.km. which is a more useful area coverage for the trail rider. Many of the areas covered by this series are also favourite trail riding areas; for example, the Lakes, Dales and Peak Districts, Brecon, etc.

Of similar interest, although with not quite as much detail as the Landranger maps is the Tourist Map Series, scale 1" to 1 mile. These maps cover an entire 'tourist' area, thus saving the user having to buy several maps to cover, say, the Lake District. Again popular trail riding areas are covered, so the once-a-year visitor to that area may find it cheaper to use this type of map marked-up from a larger scale map.

One of the largest map producers beside the Ordnance Survey is the old established firm of John Bartholomew & Son Limited of Edinburgh. Like the OS they produce a wide range of maps to various scales, but their coverage of this country at the largest scale is the 'National Map Series' at 1:100,000 (approximately 1.6 miles to 1"). This series replaced the old ½" to 1 mile maps and covers the country in 62 maps. Metric contouring and layer colouring show the lie of the land at a glance.

Rights of way information as far as the trail rider is concerned is not so clearly defined, with footpaths and bridleways being shown by the same dotted line; minor roads and tracks shown as white roads fenced and unfenced, but with no indication as to whether they are surfaced or unsurfaced roads. Walkers come out best with long distance paths being clearly shown by thick red dotted line marking.

Looking at the 'National' map for my local area, all the trails I know are clearly shown although at a glance the status is not so easily discernable. Marked-up though, they would offer an alternative map to the OS for anyone wanting to save buying too many maps especially for an area he (a) knows well anyway or (b) is unlikely to ride often.

The only drawback I can see with the Bartholomew maps is the use of a different grid reference system from the National Grid system used by the Ordnance Survey. This could make lane identification difficult for anyone involved in rights of way work as National Grid references are usually quoted.

Finally, whilst I have mentioned the degree of rights of way information shown on maps, it must be noted that both the Ordnance Survey and Bartholomew Limited state, basically the same that:— "*Representation of a road, track or path is no evidence of existence of a Public Right of Way.*"

Most of the other map publishers, i.e. the motoring associations, several petrol companies, etc. produce road atlases at around 3–5 miles to 1" scale which cater for the motorists' needs and are really of far too small a scale to show much less than 'B' roads to any great detail.

TRF RIGHTS OF WAY OFFICERS

NATIONAL RIGHTS OF WAY OFFICER

Brian Thompson, 39 Warren Road, Thorne, Doncaster DN8 5PP

TRF GROUP	OFFICER	AREA COVERED
BOURNEMOUTH & POOLE	Group Rep. Acting	Dorset
BRISTOL	John Davey, 21 Glenroy Avenue Bristol BS15 1DZ Tel: 0272 672546	Avon Somerset Devon
CAMBRIDGESHIRE	Adam Purser, 39 Fletton Avenue Peterborough Tel: 0733 313721	Cambridgeshire
CUMBRIA	David Howe, 3 Greenfoot Mealsgate, Carlisle, Cumbria	Cumbria
DERBYSHIRE & S. YORKSHIRE	Harry Johnson, 56 Vainor Road Wadley, Sheffield S6 4AN John Blackburn, Flat 2 72 Bannerdale Road, Sheffield S7 2DP	South Yorks. Derbyshire
EAST MIDLANDS	Richard Marshall, 1 Burlington Close Breaston, Derby Tel: Draycott 3416	Leicestershire Northamptonshire S. Derbyshire
EXMOOR	Group Rep. acting	Somerset
GLOUCESTERSHIRE	Eddie Mills, 42 Bullfinch Road Abbeydale, Gloucester GL4 8LX	Gloucestershire
HERTFORDSHIRE	Peter Gates, 159 Shenley Lane London Colney, Nr. St Albans, Herts.	Hertfordshire and parts of South Bedfordshire
LANCASHIRE	John Gillet, 18 Hilton Avenue Ansdell, Lytham St Annes FY8 4AN Tel: Lytham 730035	Lancashire and parts of GMC
LODDON VALE	John Higgin, 11 Askew Drive Spencers Wood Reading, Berks. RG7 1HG Tel: 0734 882781	Berkshire North Hants. Oxfordshire south of Oxford
NORFOLK & SUFFOLK	Andy Downes, 72 Upper Street Gissing, Diss, Norfolk	Norfolk Suffolk
NORTH MIDLANDS	Michael Rowley, 8 Delves Place Westlands, Newcastle, Staffs.	Staffordshire Derbyshire
NORTHUMBERLAND	Alan Kind, 3 Mitford Gardens Wideopen, Tyne & Wear	Northumberland Durham
NORTH WALES	Adrian Walls, Bryn Hyfryd Moel-y-Crio, Nr. Holywell, Clywd Tel: Halkyn 780605	Clwyd
NW LONDON	Roger Newark, 76 Gale Grove Gdns. Mill Hill, London NW7 3LU Tel: 01-959 2386	London Boroughs of Barnet, Enfield and Harrow

TRF GROUP	OFFICER	AREA COVERED
SHROPSHIRE	Brian Turner, 47 Cornwall Drive Bayston Hill, Shrewsbury Tel: Bayston Hill 2273	Shropshire (Try to keep an eye on Dyfed)
SOUTH EAST	Ian Roscow, 59 Lingley Drive Frindsbury, Rochester, Kent LE2 4ND Tel: 0634 726185	Kent East Sussex
SOUTHERN	Pete Cuerden, 1 Winston Close Boyatt Wood, Eastleigh, Hants. Tel: Eastleigh 617710	Hampshire SE Wiltshire South Berks.
SUNDAY WINTER CLUB	Adrian Ellis, 16 Richmond Road Sebastopol, Pontypool	Gwent
SUSSEX	Bevis Billingham, 182 Elmer Road Middleton-on-Sea, Bognor Regis West Sussex Tel: Middleton-on-Sea 5182 Simon Webb, 34 Fort Road Newhaven, East Sussex	West Sussex East Sussex
TEESSIDE	John Bloomfield, 31 Thames Avenue Thornaby, Cleveland	Cleveland N. Yorkshire
THAMES VALLEY	Kate Clow, 49 Herondale Addlestone, Surrey	Surrey
WEST ANGLIA	Dave Knight, 89 Blackfriars Rushden, Northamptonshire Tel: 0933 313816	Northamptonshire North Beds. West Cambs. South Leics.
WEST MIDLANDS	Mark Jones, 87 Henfield Road Hunt End, Redditch Tel: 0527 44604	Warwickshire Worcestershire West Midlands
WEST WILTSHIRE	Bill Riley, 141 Bath Road Bradford on Avon, Wilts.	Wiltshire
WEST YORKSHIRE	E. Wilkinson, 131 Rooley Lane Bradford	West Yorks. North Yorks.
WYVERN	Vic Stevens, "Arita" Long Lane, Halesowen West Midlands	Hereford Worcestershire Shropshire Parts of Wales
YORKSHIRE COAST	Simon Alport, Prospect Villas Castle Lane, East Ayton Scarborough	Area 7

WYVERN TRF GROUP RUN – DERBYSHIRE

Only six of us instead of the usual dozen regulars made the trip up to the Peak District – Gwyn James (SP370), Steve Butters (XL185), Win Cooke (KL250), Mick Bent (KE175), Paul Bent (DT175) and myself (Seeley Honda 200).

Starting from my parents' home in Great Longstone we were confronted by the first snow of the winter and took the following route:–

Hassop 119/224723 – 235714. Nice and muddy, through a wood and with a stream crossing. This was when the usually accomplished Paul hit terra firma more than once.

Pilsley 234713 – 237711. A sweeping climb with little grip if you stopped in the ruts.

Wellington's Monument 256726 – 2777411. A steep and rocky climb, as exhilarating as ever. Once on the plateau the driving blizzard made riding unpleasant with reduced visibility and either steamed up goggles or stinging eyes. Whilst stopped for a breather we saw two people running over the moors – and we thought we were mad!

Stoney Middleton Graveyard 232756 – 235759. Difficult to find but an enjoyable, narrow, steep climb.

Riley Graves 236763 – 231765. A steep climb up a gully next to a wood. A fence had been erected at the top since my last visit but we manhandled our way through.

Highcliffe 215769 – 215774. One of my favourite climbs, steep, rocky and narrow. This is an observed section on the MCC's Classic Edinburgh Trial – the Honda certainly made easier work of it than my BSA does.

Burbage Moor 110/270806 – 290836. The first time I'd attempted this one and I'm sure in good weather it would be no problem. However, with a raging blizzard and a covering of snow hiding the ruts and boulders it was very tricky indeed and none of us made it to the end without falling off at least once. An added hazard was the bombardment from Steve's snowballs! On this stretch we came across a sole rider on an XL185 who wasn't a member but was keen to join (*and has done so since – Rosie*) and only a few hundred yards behind were Dave and Rosie Swindells testing an XL250R.

Stanedge Edge 257852 – 227844. It was difficult to tell the difference between riding on tarmac and on the rough; the famous view from Stanedge Edge was obliterated. It's perhaps as well we couldn't see the drop to the left as we teetered along the top.

Our extremities were getting cold by now so we dropped down into Bamford for lunch via Gatehouse 225 – 216829. We stopped as usual at the Derwent Hotel, parking amongst the Rolls Royces. As ever, we got a friendly welcome and were soon warming our feet and eating soup and lasagne, washed down by excellent ale. The landlord even suggested we go upstairs and use the guests' toilets to save getting our stockinged feet wet on the concrete floor.

Suitably replenished, we attacked Bamford Clough 210847 – 215849. Although the 18" rock step has now been concreted in by the MCC so the section can still be used in the Edinburgh Trial (Gwyn and I were two of the volunteers who did the work) the climb still remains very challenging with the strangely magnetic barbed wire fence on the left hand side. We met some riders from the East Midlands who are no longer members; one was stuck just below the step and Win joined him for a few seconds before getting going again.

Hagg Side 181886 – 152893. This was easier than I had expected with even the first steep muddy climb causing few problems. A rambler stopped us, asking us if we could legally ride on bridlepaths. He was civil and I think Gwyn's answer went some way to convince him of our rights.

Roman Ride 147890 – 171855. Not the most challenging run but tricky enough to keep concentration up and with spectacular scenery; this is a memorable section with miles of going before hitting tarmac again.

Chapel Gate 114844 – 094826. The light was worsening as we attempted the most difficult climb of the day. Paul and Steve put their previous trials experience to good use over the rocks as grip was at a premium. The normal easier route of riding a path above the gully, on the edge of a huge drop, was extremely difficult as the ice forming under spinning back wheels tried to force you over the edge. Mick demonstrated that there isn't much friction between waxed cotton and snow as he toboganned down the drop on his back for several yards. Gwyn's bike tried to follow suit and it took four of us to haul it back onto the top of the ridge. We were glad to reach the top of this one and were certainly a lot warmer for our exertions.

Dirtlow Rake. As the light faded, this was our most direct route home although not the most challenging trail. We met a sole rider coming the other way on a DT125LC with twin headlights.

Longstone Dale 119/184728 – 197722. By now it was pitch dark but this gentle trail led directly to my parents' village. Trail riding downhill in the dark was certainly a novel experience.

Just time for a mug of tea and some mince pies before loading up and heading back to the West Midlands. We all enjoyed the day and stayed fairly warm and dry. We had planned to do more trails but the weather conditions and slippery roads delayed our progress. However, the snow certainly livened up the trails a great deal.

Ian Hingley, Secretary, Wyvern TRF Group

SHROPSHIRE GROUP RUN

On Sunday 23rd December six riders of the Shropshire Group assembled at Oswestry Livestock Market in North-West Shropshire. They were: Phil Evans – XR200R, Graham Williams – XL250R, Steve Rodenhurst – XR200A, Lynton 'Grandad' Powell – IT175 (Run Leader), Dave Rodenhurst – Suzuki SP400 engined Maico! and Richard Manford – DT125LC.

We left Oswestry at 9.30 a.m. and proceeded to Llanymynech. There we did our first lane which, being very wet and muddy, set the standard for the rest of the day. Then on to Craig-Sychtyn, a good hedged lane.

We next tackled a muddy lane at Llansilin which started out being fairly clear but the vegetation soon closed in and we ended up limbo dancing under low branches. This lane is very close to two overgrown lanes which can at best be described as horrific. The sort of lane that can remove all the wax from a wax cotton jacket. I thought we would at least try them but, on mentioning them to Lynton, he had a nervous breakdown and began to mutter something about joining the Ramblers.

On to Moelfre Village via a small lane with nobody falling off in the ford (memo to run leader – place large slippery rocks in the water before next run), then to the Lawnt where, on a rocky climb, my chain decided it needed a rest and parted company with the sprockets. A bit of fettling fixed it, only to have it come off

again on a track over Foel Wylfa. Some more fettling and a lot more abuse saw a permanent repair and I arrived at the next gate to see Phil Evans and bike lying on the ground. Apparently he had stopped to shut the gate but 'cos he only has short legs, couldn't reach the ground and fell off. I think platform boots or leg transplants are called for.

An open moorland track and some tarmac road saw us down into the Glyn Valley at Dolywern where a steep hedge lane rises up towards Llangollen.

We had dinner at a cafe in Llangollen (memo to Shropshire Group Medical Officer - please cut down Lynton Powell's sanatozen prescription as he kept trying to chat up the lady serving in the cafe) with thirsty two-strokes exchanging green paper beer tokens for petrol. Dave Rodenhurst was seen scavenging in a rubbish skip in Llangollen car park. He said that he was looking for a soft drinks can so that he could mend his bike's blowing exhaust pipe, but we all knew that he was looking for food as he was too tight-fisted to buy anything in the cafe.

The first lane after dinner was a steep rocky climb from Llangollen back towards Glyn Ceriog. This looked more like a quarry than a road with rocks and boulders everywhere.

More hilltop tracks took us to the 'Wayfarers' which was done with relative ease. The only incident being that Dave's exhaust fell off completely. Yes, I can assure you that an unsilenced 400cc single does make a lot of noise. We then turned left onto Cadair Bronwen where Dave got bored with normal riding and tried riding with a wheel in each tractor rut. Some of the steep climbs proved interesting in the damp conditions, with Graham coming off worst due to his bike being shod with trail tyres.

A short stretch of tarmac road took us to the track over Cefn Hir-Fynydd. In the middle of this, Graham decided to avoid a large muddy puddle (so he wouldn't get his new bike dirty), promptly got crossed up and fell off right in front of me. With panic braking and some quick evasive action I just managed to miss him, but boy was it close. After a change of underwear we noticed that Dave was missing and, on investigating, we found him back down the track with his back wheel locked solid. A quick demolition job on the wheel unearthed a kamikaze brake-lining which had come adrift from one shoe and wedged itself between the other brake shoe and drum. The bike was rideable but the rest of us told Dave to go up front for the remainder of the run because nobody wanted to be tail-ended by a 400cc monster with only a front brake to slow it down.

The last lane saw us out onto the tarmac at Rhydcoesau and from there it was only a short hop back to Oswestry and the end of a good day's Trail Riding.

Steve Rodenhurst

BRIEF GUIDE TO RIGHTS OF WAY by Brian Thompson

PART 2

WHAT CAN I DO ABOUT OBSTRUCTIONS?

There are many kinds of obstruction, usually under Section 137 of the Highways Act 1980 which also gives any person the right to take out a private prosecution.

Under Common Law *Seekings v Clark* 1961 59LGR268 "It is perfectly clear that anything which prevents the public from having free access over the whole of the highway is an unlawful obstruction" said Lord Chief Justice Parker.

The highway authority is under a duty to remove an obstruction per Section 130, Highways Act 1980.

Dimes v Petley 1850 gives rights to bone fide travellers to remove an obstruction but only sufficient to enable one to proceed. You must *not* set out wilfully to remove.

DO THE USUAL TRAFFIC LAWS APPLY TO GREEN LANES?

Yes. They are public roads and subject to all the Road Traffic Acts. Helmets should be worn and careless driving charges can be brought in the normal way.

WHAT ABOUT SIGNPOSTS AND WAYMARKS?

The highway authority has a duty to erect a signpost at every point where a public bridleway or byway leaves a metalled road, per *Countryside Act* 1968 Section 27 as amended by *WCA81* Section 65. Waymarks should be arrow shaped and yellow for footpath, blue for bridleway and orange for byway. In the case of RUPPs this will depend if vehicular rights exist. The Countryside Commission has issued a useful booklet on waymarking.

WHAT ABOUT NON DEFINITIVE RIGHTS OF WAY?

If you have evidence, claim under Section 53 *Wildlife and Countryside Act* 1981. The highway authority is still under a duty to assert and protect per Section 130 *Highways Act* 1980 but in practice few will do so and you must rely on common law rights both to use and protect. See 'Use Evidence' and 'Documentary Evidence'.

ARE RIGHTS OF WAY SHOWN ON ORDNANCE SURVEY MAPS?

Yes. All modern OS maps show definitive rights of way (somewhat out of date and subject to reviews) on their 'Landranger' 1:50,000 series and their 'Pathfinder' 1:25,000 series. RUPPs and Byways have the same legend though of different status. RUPPs may not have vehicular rights. Byways are 100% conclusive carriageways.

WHAT IS THE DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY?

This is a map which indicates all registered rights of way. There is also a Statement which lists and describes each path. The information shown on the Map and Statement is based on surveys carried out in the 1950s.

The appearance of a path on this map is conclusive evidence that such a route was a public right of way at the date the map was made, although the status shown does not preclude the existence of higher rights.

The Definitive Map and Statement covers the county and is available for public inspection.

WHAT IS THE NEW WILDLIFE AND COUNTRYSIDE ACT 1981?

The Definitive Map will still exist as a public record of public rights of way. The old county wide reviews (much neglected) have been replaced by a speedier system of rolling review or continual review of individual rights of way by making Modification Orders. All come under Section 53.

Modification Orders will be of two types:—

(a) Modification Orders for legal events

Closure, diversion orders, etc. which can now take effect without delay on the Definitive Map instead of waiting 5 (or usually 25) years.

(b) Modification Orders for other events

Evidence that shows one of three things can bring about a new order:

- (i) that a right of way not registered on the Definitive Map exists
- (ii) that a right of way shown on the Definitive Map should be shown differently, either in status or location
- (iii) that a right of way shown on the Definitive Map is not a public right of way.

Any person who has evidence to support one of these three situations should inform the County Planning Department, who will consider making an Order.

It is also possible for any person under this section to bring a Modification Order themselves if the authority refuse to do so within 12 months, by appealing to the Secretary of State. But applicants must do all the work themselves including serving notice on the landowners, filling in various forms, lists of evidence, etc. for the authority and Department of Environment. This step should not be taken lightly and expert advice should be taken. As at January 1985 the duty of County Councils to act on evidence before them in Section 53 is not working and delays are very likely.

WHAT ABOUT RUPPs AND BYWAYS UNDER THE 1981 WCA81?

Highway authorities under Section 54 must reclassify RUPPs into either footpath, bridleway or byway by making Reclassification Orders.

The test for each RUPP is:—

1. If public vehicular rights exist, as a byway open to all traffic.
2. If public vehicular rights are NOT shown to exist, as a bridleway.
3. If bridleway rights are positively NOT shown to exist, as a footpath.

Tests under Countryside Act 1968 for 'suitability and hardship' that caused much exasperation and lengthy public inquiries have been abolished and the simplified test for Byway will be confined to evidence of carriageway only.

(You are recommended to obtain a copy of *Rights of Way; A Guide to Law and Practice* by Paul Clayden and John Trevelyan. £5.00 from Open Spaces Society, 25a Bell Street, Henley on Thames RG9 2BA.)



MODEL	PRICE CHROME	
HONDA:	XL 100 SA/SB	£55.00
	XL 125 K/S/R	£55.00
	XL 185 S	£55.00
	XL 250/350 K3/4 ..	£55.00
	XR 250 A	£55.00
	XL 250 S	£65.00
	XR 250 RB	£65.00
	XL 500 SR	£65.00
	XR 500	£68.00
	TL 200 E	£60.00
YAMAHA:	XT 125	£65.00
	XT 250/500	£65.00
	XT 550	£70.00
SUZUKI:	DR 370/400	£60.00
	SP 370/400	£60.00
KAWASAKI:	KL 250	£55.00
	KLX 250	£55.00

All Systems can be purchased also in Matt Black Paint Finish at £5.00 off
 Prices Shown
 PRICE INCLUDES VAT
 POSTAGE & PACKING ADD £4
 THESE EXHAUST SYSTEMS ARE MADE IN EXTRA GAUGE STEEL FOR EXTRA DURABILITY AND LONG LIFE
 ORDER FROM US AND GET MAXIMUM SATISFACTION
 MORE MODELS COMING SOON

Unit 6, The Moors Industrial Estate, Roydon, Essex.

Telephone:
HARLOW 23038
ROYDON 2277

FOR YOUR 4 STROKE EXHAUST SYSTEMS

C.O.D. AVAILABLE

IF YOUR BIKE IS NOT SHOWN, DO NOT DESPAIR, AS WE ADD TO OUR LIST WEEKLY

WE ALSO GIVE DISCOUNTS FOR AVAILABILITY OF 4 STROKE MODELS NOT SHOWN.

BRING YOUR BIKE TO US FOR A QUOTE

We also make 2 into 1 for most Honda, Yamaha, Kawasaki and Moto Guzzi models

We are specialists in one off models

ADVERTISEMENTS (Members only – £1.00 for four lines)

ACCOMMODATION:

WELSH TRADITIONAL FARMHOUSE. Under cover parking for bikes, room for cars and trailers. Large lounge, 7 beds., colour TV, home produced food. Cost BB & EM £10. Groups £9 per person – Dick and Jean Sutton, Pen Rochell Farm, Llanfihangel, Rhydithon, Dolau, near Llandrindod Wells. Tel: Pen y Bont 200. Guide available for special arrangement.

LAKE WINDERMERE. B&B, 26 separate beds, doubles/singles, colour TV, lounge, ale house 20 yards. Yard to lock up 12 bikes. Ample car and trailer parking. B&B £6.75, evening meal by arrangement £4.25. Late and early season reductions for groups of 8 or more persons, 2 nights or over. Brendan Chase, College Road, Windermere, Cumbria LA23 1BU. Tel: 096 62 5638.

Beacons Guest House. B&B & EM £10.50. 17 separate beds. Doubles and singles. Colour TV, Lounge, Bathroom. Two showers. Licenced. Private car park – 16 Bridge Street, Powys. Telephone: (0874) 3339. R.W. Smith.

SWALEDALE FARMHOUSE ACCOMMODATION. On Pennine Way between Keld and Tan Hill. B&B £6, B&B & EM £8.50. Eddie and Sheila Whittingham, Frith Lodge, Low Frith, Near Keld, Richmond, North Yorks. Tel: Richmond 86489.

CLOTHING

BARBOUR SUITS: A5 Gold Medal Jacket £47.95, A7 Inter-Jacket £51.75, A8 International Trousers £34.50. 10% discount to TRF members.

UNREPEATABLE SPECIAL OFFER. New type Dunlop Safety Wellies, seconds £10.99. P&P extra. R & D Armstrong, "Brekaryl", Mellbeeks, Cumbria. Tel: Kirkby Steven 71780 (after 6.00 p.m.)

For Sale

Honda XL185 Modified for trail riding. Good mechanical Condition, excellent tyres. £200ono.

Tel: John Skipper Chandlers Ford 66623

COPY DATE FOR BULLETIN 109

24th JUNE 1985

TRAIL RIDERS FELLOWSHIP

Group and Group Rep.

BOURNEMOUTH & POOLE

Keith Cockrell, 'The Bungalow', West Street
Winterbourne Kingston
Blandford, Dorset

BRISTOL

Julian Dagger, 2nd Floor Flat
6 Marlborough Street, Bath, Avon
Tel: Bath 333667

CAMBRIDGESHIRE

Hugh Mason, 3 The Green, Haddenham
Ely, Cambs. Tel: 0353 740534

CHESHIRE

John Ward, 11 Fern Hill
Mellor, Stockport SK6 5AN

CUMBRIA

Pete Deeley, Pine Rigg, Loughrigg
Ambleside, Cumbria. Tel: Ambleside 3050

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, 9 Blackdown Close
Sheffield S19 6NF

EAST MIDLANDS

Graham Chinnery
28 The Woodcroft, Diseworth
Derbyshire. Tel: Derby 810059

EAST YORKSHIRE

Howard Wadsworth
7 Hammond Road, Knottingley
WF11 0HL

EXMOOR

Roy Scafton
11 Lansdowne Road
Taunton. Tel: 54386

FYLDE COAST

Russell Clark
133 St Andrews Road South
Lancs. FY8 1YB. Tel: Blackpool 33060

GLOUCESTERSHIRE

Clive Baxter
29 Linnet Close, Gloucester GL4 9XA
Tel: 0452 32935

HERTFORDSHIRE

Paul Richardson, 16 Bronte Crescent
Hemel Hempstead, Herts.
Tel: Hemel Hempstead 41136

LANCASHIRE

Keith Westley, 6 Briars Lane, Latham
Ormskirk, Lancs. Tel: 0704 893215

LODDON VALE

John Holloway, 25 Pheasant Close
Winnersh, Reading, Berks.
Tel: Reading 785995

NORFOLK AND SUFFOLK

Dave Rose, 15 Shire Green, Fen Lane
Kings Lynn. Tel: 0553 65661

NORTH MIDLANDS

Bruce Roberts, Sonwell House
Fountain Square, Youlegreave
Nr. Bakewell, Derbys. Tel: 062 986 724

LOCAL GROUP MEETINGS

1st Tuesday – Dorset Soldier
Corfe Mullen

2nd Mondays
White Hart, Brislington Hill
Brislington, Bristol

1st Monday of the month – The Falcon
Mill Road, Buckden, Huntingdonshire

1st Thursday – The Robin Hood, Buxton
Road, High Lane, Hazel Grove, Stockport

Golden Lion, Market Place, Kendal

2nd & 4th Tuesdays – The Victoria Hotel
248 Neepsend Lane, Sheffield

2nd Wednesday – Three Horseshoes
Hemington, Leicestershire
(near Castle Donnington)

2nd & 4th Wednesdays
Kellingley Social Centre
Knottingley

4th Monday of each month
The Stagecoach P.H., Castle Bow
Taunton (Centre)

Every Tuesday except 1st
Lions Sports Club
Lytham St Annes

1st Monday –
Raglan Arms
Conduit Street, Gloucester

1st Wednesday –
Sow and Piglets
Toddington, Beds.

1st Tuesday – The Hind's Head
Charnock Richard, Chorley, Lancs.

2nd Thursday – The Lamb
Theale, Nr. Reading, Berks.

1st Wednesday – The Blue Lion
North Pickenham

1st Tuesday – Jervis Arms
Onecote, Nr. Leek, Staffs.

NORTHUMBERLAND

Ken Canham, 'Overdale'
 Woodside Villas, Hexham, Northumberland
 Tel: Hexham 602553

NORTH WALES

Stan Whitaker, 15 Wedgewood Heights
 Holywell, Clywd. Tel: 0352 712343

NORTH WEST LONDON

Roger Newark, 76 Hale Grove Gardens
 Mill Hill, London NW7. Tel: 01-959 2386

NORTH YORKSHIRE

T. Thornell, 38 Woodlands Grove
 Harrogate. Tel: 888191

SHROPSHIRE

Paul Kingston, 58 St Michael's Close
 Madeley, Telford, Shropshire
 Tel: 0952 583812

SOUTH EAST

Steve Neville, 115 Ifield Way
 Gravesend. Tel: 57061

SOUTHERN

Peter Wildsmith, 5 Meynell Close
 Eastleigh, Hants. SO5 4DZ

SUNDAY WINTER CLUB - CWMBRAN

Brian Wilde, 58 Ty-Box Road
 West Pontnewyd, Cwmbran
 Tel: Cwmbran 4742

SUSSEX

John Penfold, 'Mariners'
 Nyton Road, Aldingbourne
 Chichester. Tel: 024368

TEESIDE

Leo Crone, 35 Flamingo Close
 Darlington. Tel: Darlington 282671

THAMES VALLEY

Terry Jolley, 4 Halley's Walk, Addlestone
 Surrey. Tel: Weybridge 42935

WEST ANGLIA

David Knight, 89 Blackfriars
 Rushden, Northamptonshire
 Tel: Rushden 313816

WEST MIDLANDS

Albert Billington, 171 Valley Road
 Solihull, W.Midlands B92 9AY
 Tel: 021-743 5801

WEST YORKSHIRE

W. John Netherwood, The Barn
 Fulstone New Mill, Huddersfield
 Tel: 0484 685492

WEST WILTSHIRE

Bill Riley, 141 Bath Road
 Bradford on Avon. Tel: 3811

WYVERN

Gwyn James, 20 Compton Road
 Wolverhampton WV3 9PH
 Tel: 0902 771137

YORKSHIRE COAST (SCARBOROUGH)

Simon Alport, Prospect Villa
 Castle Lane, E. Ayton, Scarborough
 Tel: 0723 864388

3rd Tuesday -
 Ryton Rugby Club, Ryton

1st Wednesday - The Fox & Grapes,
 Chester Rd. Hawarden, Clywd
 (nr Queensferry & Mold)

1st Wednesday -
 Sow and Piglets, Toddington, Beds.

2nd & 4th Tuesdays - Prince of Wales
 Starbeck, Harrogate

Last Wednesday of month (except Dec.)
 Bell Inn, Cross Houses

2nd Tuesday -
 The White Swan, Crayford

3rd Tuesday - The Woodman Inn, Lower
 Upham (on A333 nr.Bishops Waltham)

Tuesday - King's Head Hotel
 Pontnewyd, Cwmbran, Gwent

Contact John (every other month - 4th
 Wednesday - i.e. Feb., April, June, etc.)
 Hassocks Hotel, Hassocks, Mid Sussex

1st Wednesday - The Station Hotel
 Kirby, near Stokesley

3rd Monday - District Arms
 Woodthorpe Road, Ashford, Middlesex

1st & 3rd Thursday -
 Scott Bader Club House (opp. Parish
 Church), Wollaston, near Wellingborough

1st & 3rd Wednesdays -
 King George V Memorial Hall, Stratford
 Road, Hockley Heath, Solihull

1st & 3rd Mondays -
 Frizinghall Conservative Club
 Off Manningham Lane, Bradford

1st Tuesday in month - The Old Bear
 Staverton, Near Trowbridge, Wilts.

Every Thursday 8.20 p.m.
 Hill & Cakemore Ex-Serviceman's Club
 Victoria Road, Blackheath, W.Midlands

1st Wednesday
 Wykeham (ring first)



This photo was taken by the photographer of Mechanics Magazine when I (Gordon Thackery) was leading some of their staff on a trail ride.