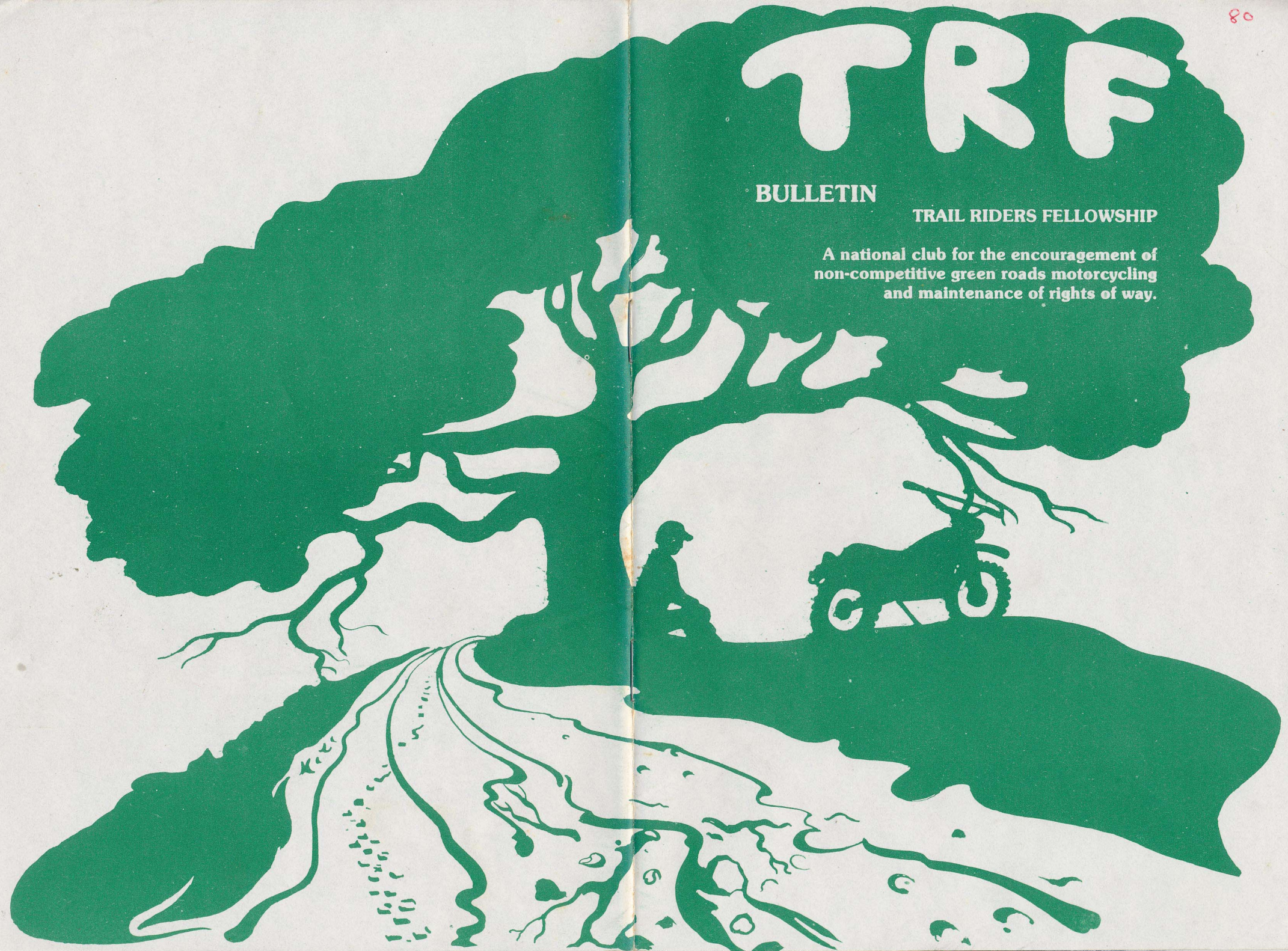


TRF

BULLETIN

TRAIL RIDERS FELLOWSHIP

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



TRAIL RIDERS FELLOWSHIP BULLETIN No. 80 SEPTEMBER 1980

FORTHCOMING GREEN LANE RUNS

Bournemouth & Poole:	<i>Monthly...</i>	...Runs in Dorset, Wiltshire and south west Hampshire. SAE please, to Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset.
Cheshire:	<i>October 5</i>	Contact John Ward on 061 427 4745.
	<i>November 9</i>	Contact John Ward.
	<i>December 7</i>	Contact John Ward.
Cumbria:	<i>November 16</i>	10am at Kendal railway station for the South Lakes, contact David Howe, 3 Greenfoot, Mealsgate, Carlisle CA5 1DF.
	<i>December 14</i>	Contact David Howe.
Derbyshire & S. Yorkshire:	<i>November 16</i>	10am at Whiston. Contact Ian Dunsire, Barnsley 742475.
	<i>December 21</i>	10am at Ladybower, contact Ian Dunsire.
East Midlands:	<i>October 12</i>	Contact Richard Marshall, Draycott 3416.
	<i>November 16</i>	Contact Richard Marshall.
	<i>December 28</i>	Contact Richard Marshall.
East Yorkshire:	<i>October 11</i>	10am at Helmsley for the North Yorkshire Moors, contact Howard Wadsworth on Knottingley 83400.
	<i>October 26</i>	9.30am at Pateley Bridge, contact Don Burt on Hemsworth 612258.
	<i>November 8</i>	9.30am at Pickering, contact Howard Wadsworth.
	<i>November 23</i>	9.30am at Boothferry, near Goole. Contact Don Burt.
	<i>December 13</i>	9.30am at Baslow car park, contact Howard Wadsworth.
	<i>December 28</i>	9.30am at Askern, contact Don Burt.
Lancashire:	<i>Runs...</i>	...most weekends, contact Lesley Windsor on Farnsworth 792743.
North Wales:	<i>October 12</i>	Llangollen run, contact Alan Jones on Ruabon 821715.
	<i>November 2</i>	Clwyd run, contact Stan Whittaker on 0352 712343.
	<i>December 7</i>	Cheshire run, contact Dave Eaton on Northwich 74444.

- Shropshire:** Runs... ...most weekends. Contact Mike Dutton on Cross Houses 317 (Shrewsbury).
- South East:** Monthly... ...runs in Kent, Surrey or East Sussex. Phone Alan Jackson after monthly meetings on 01-660 5648 (home) or 01-357 2487 (work).
- Southern:** 1st Sunday... ...of every month—Beginners Run. 9am at Carrafors, please phone Henry Wilson on Chandlers Ford 60838 before turning up.
- Teesside:** November 9 9.30am at Birk Brow for the East North Yorkshire Moors, contact John Law on Middlesborough 592696.
- December 7 10am at Ripon for the Vale of Mowbray, contact John Law.
- West Midlands:** Runs... ...most weekends, contact H. Ball on Stratford on Avon 841340.

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PINT AND A PIE EVENING MEETINGS

- Anglia:** Last Thursday — White Lion, Sible Hedingham.
- Bournemouth & Poole:** 1st Tuesday — Dorset Soldier, Corfe Mullen.
- Bristol:** 2nd Monday — Stanshawes Court Hotel, Yate.
- Cheshire:** 1st Thursday — Robin Hood, Buxton Road, High Lane. Hazel Grove, Stockport.
- Derbyshire & South Yorkshire:** 2nd & 4th Tuesdays — Victoria Hotel, Neepsend Lane, Sheffield.
- Devon & Cornwall:** Every Friday — Pig & Whistle, Little Hempstone, near Totnes.
- East Midlands:** 2nd Wednesday — Flying Horse, Kegworth, on A6.
- East Yorkshire:** 2nd Wednesday — Kellingley Social Centre.
- East Yorkshire:** 4th Tuesday — Prince of Wales, Starbeck, Harrogate.
- Essex:** Every Tuesday — Warley Sports Centre, Warley Gap, near Brentwood.
- Gloucestershire:** 1st Monday — Raglan Arms, Conduit St., Gloucester.
- Lancashire:** 1st Tuesday — Eagle & Child, Church Road, Leyland.
- North Midlands:** 3rd Tuesday — Jervis Arms, Onecote, Leek.
- North Wales:** 1st Wednesday — Fox & Grapes, on the A55 at Hawarden, Clwyd.
- West Anglia:** 3rd Thursday — Scott Bader Clubhouse, Woolaston (near church).

- South East:** 2nd Tuesday — White Swan, Crayford, Kent.
- South Midlands:** 1st Wednesday — Silver Cup, Harpenden.
- Sussex:** Last Wednesday in October, December, February — Hassocks Hotel.
- Teesside:** 1st and 3rd Wednesdays — Station Hotel, Stokesley, ¾ mile south on the Kirby road.
- Thames Valley:** 3rd Monday — District Arms, Woodthorpe Road, Ashford, Middx.
- West Midlands:** 1st and 3rd Wednesdays — King George V Memorial Hall, Hockley Heath, Solihull.

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EDITORIAL GUBBINS

The TRF Annual General Meeting for 1980 is at 11am on Sunday 19th October at the Manchester Arms, Needingworth Road, St. Ives, Huntingdon, Cambridgeshire. Everybody welcome, provided you have a bit of green cardboard saying "I am a TRF member, honest". Cancel that fortnight in Saint Tropez, put the kids in kennels and TURN UP.

Good news about rights of way. Yes, good news! Brian Thompson tells me that there will be an amendment to the Wildlife and Countryside Bill. Under the amended Bill we will have five years to submit proper claims for wrongly classified lanes and we can continue to use the lanes while the claims are pending. This affects a lot of green lanes and is a major change in our favour which Brian is very pleased about.

I was sad to read that the Southern Group meetings have folded up due to lack of members (see Group News). It seems a pity that the membership cannot be more evenly spread over the country. Some Groups are bursting at the seams and dare not advertise runs for fear of hordes of riders turning up while others advertise runs months in advance and still end up with a run leader, a back marker and nobody in between.

Nick Walker

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GROUP NEWS

Southern: Rep — Peat Glead, 2 Norlands, Thatcham, Newbury, Berks. RG13 4BT.

Due to the absence of any members the Southern Group will be holding no further meetings. The Rights of Way Committee shall continue to meet and act upon RoW matters. For any information contact me (Compton 411) or Nick Chalk.



Bournemouth & Poole: Rep — Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset.

The Endurance Horse and Pony Society held a 25 mile course (2 laps) on the 8th June from Breamore, Fordingbridge, Hants. A very rewarding day was enjoyed by the TRF riders who rode out in the early morning to mark out the course. Three TRF men from the Southern Group and three from the Bournemouth & Poole Group. This gave the task a somewhat easier aspect as we kept ourselves busy all day marshalling horses and riders. I believe we rode the 25 mile lap at least four times (at least). The lonely job of removing the markers at the end of the day was made positively safe, fast and efficient as the six TRF riders rode the lap.

The EHPS organisers proclaimed that we were angels sent from heaven, that we did the work of many hours in such quick time, that the sun shined from our armour, etc. Seriously though, a grand day and we were pleased to see that the proof is in the eating and horse riders and motorcycle riders can and do ride along in harmony.

Our Treasure Hunt held on the 6th July was a great success, 18 riders turned up for the day — two from Gloucester and one all the way from Chelmsford in Essex, Ray Hylams who is a TRF member. Three lady riders started the morning but unfortunately Jean Phillips took a tumble on the Ox Drove, bruising her arm. Being wise Jean rode home to Bournemouth leaving Ralph, her husband, to continue. Mike and Sally Parker assure me that they enjoyed the Hunt but said Sally "Surely it was not a treasure hunt? It's more like orienteering." Ray Hylams said with an air of ease "Yes good, no trouble." Thank you Ray for your very appreciative letter thanking myself for organising the day, yes I did find the last lane. And what did I do all day? I enjoyed myself pottering along, taking short cuts and not so short cuts, sitting on my SP in woods muttering "Hell someone should have been along here by now. I think I can hear a bike, no it's a tractor. Aha that looks like a wheel mark, wonder who it is. Bother (note the use of nice words and clean phrases) I'm off to the Fox and Goose". Results are still awaited at the moment.

Later. One full month has elapsed and I have seven forms in my hands. The rider to have come closest to my mileage figure was Ray Hyland. Ray's figure was .4 of a mile under the 44.1. Second was Keith Cockrell with 43.3 and third was Chris Ellis with 45. Ahh good enjoyment.

Now to the important part — rights of way for Dorset. Through the use of Isaac Taylor's maps (1765), 1st Edition OS maps and the not to be forgotten Records Office at County Hall, Dorchester we have been using BRs that have old evidence and/or those that are marked on the draft Definitive Map at County Hall as byways. Yes, they have a few on this map. One BR that is foremost in our attentions at the moment is one called Sandy Lane that runs from Turners Puddle north east over Black Hill to Bere Regis (OS map 194 grid. ref. 832934 to 846945). We have been obstructed in the past from travelling this lane by the owner, a Mr. Debenham (yes it seems to be 'the' Debenham, my wife has been banned from using that shop) who clings on to the gate proclaiming we are not passing. The usual explaining was done, but all a waste of breath. Mr. D. wrote complaining to the County Solicitor and the Solicitor wrote to myself enquiring why we thought we did have rights as he knew of no rights other than BR. We did out of courtesy reply, laying out our findings—County Hall records office, Tithe Map 1839 clearly showing this lane as a road and not private, Isaac Taylors map of 1765 and the use, by a few members, of this lane over the years.

This was posted it seems ages ago. No reply has been forthcoming from our solicitor at County Hall. On at least two occasions a TRF member has spoken to the Solicitor and at both meetings the Solicitor stated that he has not had the time to read or consider it.

Pull the other one, as a rate payer in Dorset I am sick and tired of the incompetent attitude that our county officials show towards us.

We will be using this lane again in the close future. My endeavours with pen and paper to County Hall are fruitless and seem just a waste of my time. It would seem that to get the county officials to make any form of decision is asking too great a task of them.

Since writing the above Keith Cockrell and myself rode Sandy Lane and stopped to visit Sir Gilbert Debenham. We did out courtesy bit and explained but Sir Gilbert cannot understand clearly as the County Solicitor describes the lane as only a BR and until county states otherwise he believes only BR rights exist and none other.





BRIAN THOMPSON'S R.O.W. BIT

Staffordshire... Mike Rowley has now received the Minister's decision on 11 RUPP's fought over at Lichfield in July 1979. 12 months delay is quite normal! Sad to say Mike's best professional efforts were hardly worthwhile for only **ONE** Byway claim has succeeded against County Council and NFU opposition. I am accused of being too gloomy in my reports. With results like this Mike agrees there is nothing to be cheerful about.

Derbyshire... On July 14th the County Council published a Limited Special Review. Of 128 they have reclassified 42 Byways. On the face of it not too bad you might say?

Sorry to disabuse you but this is far from true. Most of the Byways are in the south and west. Not one Byway is in the High Peak area. All the 200 dual status County Road Bridleway or Footpath lanes are omitted.

The blocked "Footpath" lanes on Eyam Moors though Awarded Public Carriage Road by Act of Parliament are conveniently not included. So they remain closed as does Litton Slack the famous hill climb used by MCC Edinburgh Trial riders for decades, and now obstructed by wire.

We shall be forced to send 200 objections in to the D of E. The review is as predicted a victory for the RA and National Park.

The Draft Map is available at County and District offices now. All objections direct to D of E, Cranbrook House, Nottingham, NG1 1EY, by 1.12.80.

Trail Riders Meet Ramblers... On Monday July 14th we entered the enemy camp to be met not by shotguns but cups of tea and biscuits! Secretary Bruce Roberts and Seymour Moss of the TRF, and myself met Alan Mattingly and R.A. Assistant Secretary at their new offices on the south bank of the Thames in London. We talked and explored areas of common interest. Alan asked how we felt about the RA 'Noise invasion' campaign, I replied "Pretty sick"! We did not sign a peace treaty and did not expect to. We all agreed the informal talks were useful and worthwhile, and Alan suggested a further meeting in six months to which we readily agreed.

We were pleased to hear that the RA are **not** behind the Govt's adoption of the Mason case and that they are 'neutral'. No harm can come of the talks and who knows we may be able to reduce the many differences between us.

Wildlife and Countryside Bill... The Govt are to issue a further consultation paper in August. The Bill is now completed and before the Minister for a passage through Parliament starting early in 1981. It is highly likely that the Mason case effect **will** be included and will close 1500 lanes. In the next issue I will ask as many as possible to write to their MP's.

Bearing in mind the failure to stop the Govt from banning right hand sidecars we had better be lucky!

Some aspects of the Bill are good for us. A simple test for RUPP's that would have saved the many lanes lost in Staffs for instance.

What is going to happen to the 15,000 outstanding objections with the Govt some going back 15 years? Will they be written off and swept under the carpet?

With the D of E reducing staff and only 500 being heard in 1980, the new Act and procedures will start with a huge backlog.

Clearly it will need all the staff at present to deal with the **new** legislation, and the Govt should face facts and make a decision about the future of Kent, Wiltshire, Notts and many other Counties affected by the lack of progress. We would be quite happy for these Special Reviews to revert back to the pre Review Definitive Map.

Byways and Bridleways Trust... The ACU have donated £250 to the Trust. The TRF and the WTRA have also joined again for 1980. Let's hope the BMF will repeat it's contribution of £100 in 1979. The BBT is to produce a 300 page 'Guide to RoW Law and Practice' ready next year and on sale about £6 in hard back. The Countryside Commission have grant aided the BBT with a £2000 grant. Mrs Joan Bennett, a full time Cyclists Touring Club official has been appointed to serve on the BBT Executive Committee. Horse, m/cycle and cyclists

are now equally represented. The horse and cycle riders are also very anxious at the RA threats, and Govt proposals. Together we can give a strong united voice to protect our rights.

Nottinghamshire... On RUPP No. 1 Parish of Scrooby, we have four problems. No bridge over a river. A 2ft footbridge over the next river. Barbed wire in between, and a ploughed out section! In view of no action after months of complaining the BBT has instructed Solicitors to take legal action. (See photo). TRF Asst. R.o.W. Officer is handling this case for BBT (Richard Marshall).



Monks Road — RUPP No. 1, Scrooby, N. Notts.

Peddars Way, Norfolk... A Traffic Restriction Order is now proposed on the RUPP at Stiffkey Green on this Countryside Commission planned Long Distance Route. We have formally objected. Several BMF members in the K Lynn, north Norfolk area have come forward and are providing valuable assistance.

Green Lane Study... After sitting on the Govt £20,000 report for 12 months the Commission are to publicise this important paper. Naturally it's recommendations are just too late to be included in the Govt Bill. Coincidence of course! If we had a good press/publicity officer we could ensure maximum coverage as this is the best answer to the RA.

Sports Council... Following the news that the Sports Council donated £11,000 to the RA last year, we have applied for assistance. Govt aid to an organisation campaigning to destroy the rights of another user, may raise a few hackles. TRF has made a claim for grant aid.

Ridgeway... For the record Wiltshire CC are officially against the traffic ban, Oxon CC are neutral (but a secret CC paper smuggled out by a spy, is very critical), and only Berks CC are wholly in favour of a full traffic ban. AP Inquiry is looking likely and we have a lot going for us. I only hope we can raise £5000 to engage Counsel that brought us victory in 1976.

Brian Thompson, 39 Warren Road, Thorne, Doncaster, DN8 5PP, South Yorkshire. Tel: 0405 814388.

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BRIEF GUIDE TO RIGHTS OF WAY LAW AND PRACTICE

1. What is a RUPP? (Road used as a public path)

Is usually a green lane pre 1835 existence that never carried enough traffic to be made up. Shown on County Definitive Maps under National Parks and Access Countryside Act, Sect. 32. (4b). 95% carry full vehicular rights. But if not pre 1835 and without 20 years user then vehicular rights may not exist. Sometimes carry CRF/CRB label which is non statutory.

2. What is a Byway? (Byway open to all traffic)

Is a green lane carrying full vehicular rights whether pre 1835 or not. Shown on Definitive Maps under Countryside Act 1968, Schedule 3 Part 3.

3. What is an Unclassified County Road?

Like RUPP's and Byways is usually a green lane, though some are made up. Shown on County Map of Publicly Maintainable Highways under Local Govt Act 1972 Part 2 Para 15 Sched. 21, that amended Highways Act 1959, Sect. 38 ss 6. Regarded as 95% carriageway status. A few authorities dispute full vehicular rights. If in doubt apply same evidence as to determine RUPP. No connection with Definitive Map. If dual status, should become Byway or deleted on reclassification.

4. Is it Unlawful to Ride a M/Cycle on a Footpath or Bridleway?

Road Traffic Act 1972, Section 36 makes an offence to do so, without lawful excuse, maximum fine £20. Also under this section it is an offence to take a vehicle on open moorland. However Sect. 32 (4b), 1949 Act, says that BR definition is without prejudice to other rights that may exist. (See RUPP.) Evidence to justify vehicular use 'as of right' must be substantial to prove carriageway status in court. Due Suffolk CC v Mason green lanes **Public Footpath on Def Map** even if dual County Road status **cannot** be used by vehicles, and charges under Sect. 36 would succeed. Status can be upgraded to Byway from FP and BR at next Review.

5. If a Lane is Ploughed Can I Still Use it?

Yes, but be careful not to do any damage. Keep to estimated course of highway. Do not divert around edge of field. Report to County Council under Section 116 Highways Act 1959. Ploughing offences come under Section 119, H Act 59 and Sect. 29, C Act 1968. Only Councils have power to prosecute.

6. Can I Remove Obstructions?

Yes, but you must be on a bone fide journey and you must only remove sufficient to proceed. Have regard for cattle escaping on to railway lines and busy roads. Report to authority. An offence under Sect. 121 Highways Act 1959. Anyone can prosecute under this Section. Max fine £50 under Criminal Justice Act 1967, Sect. 92. Sched. 111 Part 1. Be certain you are on lawful highway.

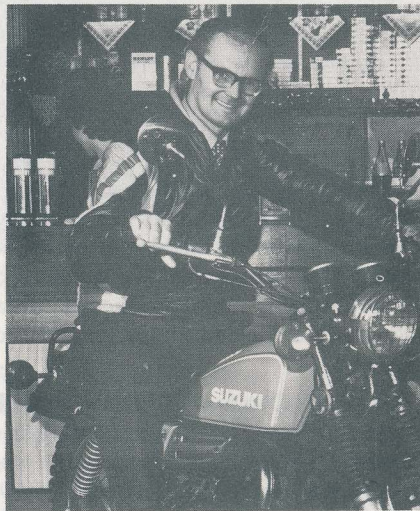
7. How Wide Should Lanes Be? 8. How Wide Should Gates Be?

Depends on user, Enclosure Award, dedication by landowner etc. For Gates under Sect. 125 Highways Act 1959, the minimum width for a carriageway is 10 feet. For a Bridleway 5 feet.

9. Should All Rights of Way be Signposted?

Obligation under Sect. 27 Countryside Act 1968 is for signs at all junctions with metalled roads. Misleading signs such as PRIVATE ROAD is an offence under Sect. 57, Countryside Act 1968. Report to local authority.

Brian Thompson



The presentation of a 'T' reg. Suzuki 185 to Brian Thompson. The bike was bought by members of the TRF through a "Buy Brian a bike" collection as recognition of all the hard work done by Brian on Rights of Way. I wish I was there to see the handing over ceremony because I understand Brian was speechless—an almost unheard of state for him!

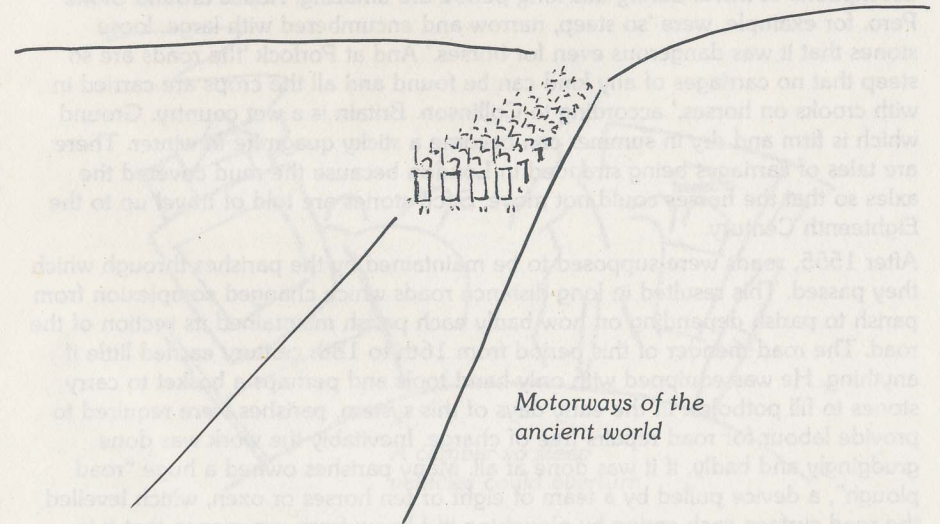
**HISTORY OF BRITISH ROADS
(with special reference to Somerset)**

The history of roads in Britain is as old as Man's occupation of this island. It is a long story which starts with the animal trails followed by nomadic, stone age hunters in search of prey. Much of the story of our roads is still being discovered by the latest techniques in archaeology. The history of any one road can be most complex. The following is a brief general outline.

Green roads are the by-product of road improvements in this century. The motor age brought high speeds and the pneumatic tyre which destroyed the surface of our road network. From the start of this century, tar was used, and later bituman, to provide a durable, 'car-proof' surface. Tarmac has slowly covered most of our roads, so that roads without tarmac are now rare in Britain. Indeed, some people have the idea that if a road is not tarmacadamed it is not a road! It is these non-tarmac roads which are collectively called "green roads" today—it is these same green roads which provide a microcosm of the history of all our roads for the observer to study at first hand.

Some green roads have prehistoric origins. For example, the Quantock Ridgeway, sometimes known as the Alfred Way, which runs the length of the Quantock Hills, is known to have existed in the Bronze Age and was a main trading route in the Iron Age. Such roads have been used by succeeding generations until the present, so it is impossible to say when they were first used. The original inhabitants of Britain have left few visible traces of their passing. Yet there is evidence to support the idea that the whole of Britain was covered with a network of roads and tracks, used for both local and long distance travel throughout the Stone Age and certainly during the Bronze and Iron Ages.

The Romans imposed their own roads on Britain. These were straight, smooth surfaced, well drained, military roads—the motorways of the ancient world.



Motorways of the ancient world

They were designed to speed the movement of troops, and were laid out and built under the supervision of military engineers. Their design was impressive. The roadbed was of carefully graded rock of progressively finer grade towards the road surface. There were deep drainage ditches on either side and a cambered profile to remove surface water. The Roman surveyors followed straight lines as the shortest and therefore the fastest route for marching troops to follow. The best example of a Roman military road in Somerset is the Foss Way in the east of the county. Most of this is now a modern trunk road, but stretches near Shepton Mallet and Radstock are untarred green road, where the Roman embankment and ditches can be clearly seen, still marching arrow straight, across the fields.

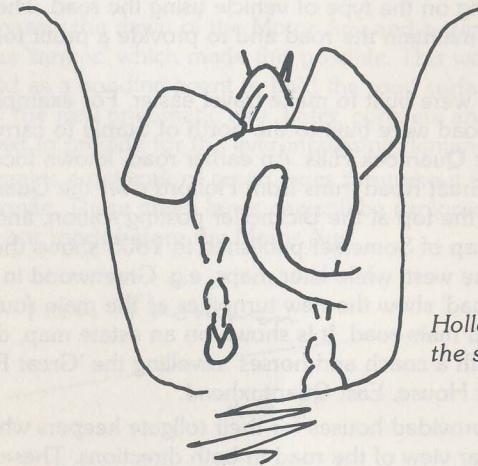
No-one who followed ever built roads to such high standards or with such pure engineering excellence as the Romans. The Dark Ages brought invasions from abroad. New peoples inhabited our island and followed new trails. Several long distance tracks are attributed to this period. These are the Saxon Here Paths or 'war' paths. They are believed to be Saxon military roads. One example can be traced for a considerable distance in Somerset from just west of Bridgewater, over the Quantock and Brendon Hills to the edge of Exmoor. It occurs twice in green lanes—once where it crosses the Quantock Ridgeway near Crowcombe Park Gate, and again as WL 6/34 which is the western end of the Brendon Hill Ridgeway. These Here Paths were not built in any way equal to the Roman roads. In fact there is no evidence to suggest that they were 'built' at all. Yet they were, undeniably, clearly defined and recognised roads of the period. In addition, many of our smaller, short distance country lanes have their origins at least as far back as the Dark Ages. These are the high-banked, sunken lanes so typical of the West Country. Numerous examples of these will be encountered in a ride through the Brendon Hills.

Later, more settled national government developed a system of road maintenance which, for hundreds of years, resulted in appalling difficulty for travellers. The descriptions of travel during this long period are amazing. Roads around Stoke Pero, for example, were 'so steep, narrow and encumbered with large, loose stones that it was dangerous even for horses.' And at Porlock 'the roads are so steep that no carriages of any kind can be found and all the crops are carried in with crooks on horses,' according to Collinson. Britain is a wet country. Ground which is firm and dry in summer can become a sticky quagmire in winter. There are tales of carriages being stranded in London because the mud covered the axles so that the horses could not move. Such stories are told of travel up to the Eighteenth Century.

After 1555, roads were supposed to be maintained by the parishes through which they passed. This resulted in long distance roads which changed complexion from parish to parish depending on how badly each parish maintained its section of the road. The road mender of this period from 16th to 18th century earned little if anything. He was equipped with only hand tools and perhaps a basket to carry stones to fill potholes. In the early days of this system, parishes were required to provide labour for road repairs free of charge. Inevitably the work was done grudgingly and badly, if it was done at all. Many parishes owned a huge "road plough", a device pulled by a team of eight or ten horses or oxen, which levelled the road surface each spring by ploughing it! I know from experience that it is

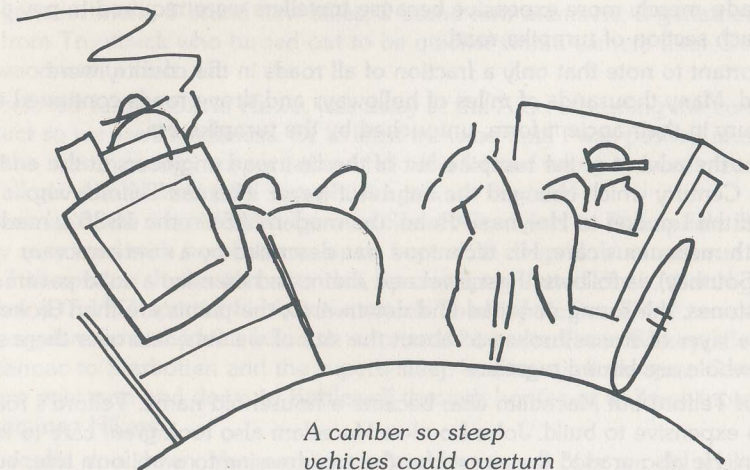
hard enough to walk across ploughed land. Imagine trying to drive a coach or wagon across a ploughed 'road'!

Roads were usually waterlogged due to poor drainage. Some were given a camber to drain them, but the camber was often so steep that carriages were in danger of overturning. Others used water to maintain the roads. This resulted in



Holloways sank below the surrounding fields

the 'hollow ways' or 'concave roads' which are common throughout the country. The road was made slightly concave so that a stream could be made to flow down the road to wash surface mud and debris to the lowest point where men with spades could clear it away. The constant washing away of the surface made the road gradually sink below the surrounding fields unless it had a rock base.



A camber so steep vehicles could overturn

The 18th Century turnpikes transferred the responsibility for the upkeep of many through roads from parish to private enterprise. Turnpike Trusts, usually made up of local landowners and businessmen, were set up by Act of Parliament to control and supervise the maintenance of particular stretches of road. The 'turnpike' itself was originally the pole or 'pike' later the gate which barred the way at each end of the stretch of road controlled by the Trust. To pass the barrier a toll was paid which varied depending on the type of vehicle using the road. The money collected was used to maintain the road and to provide a profit for the Turnpike Trust shareholders.

New stretches of road were built to make travel easier. For example, two parallel stretches of turnpike road were built to the north of Staple to carry traffic round the northern tip of the Quantock Hills. An earlier road, known locally as the 'Old Coach Road' or the 'Great Road' runs from Holford over the Quantock ridge, with a change of horses at the top at the Bicknoller posting station, and down to Staple. John Cary's map of Somerset published in 1805 shows the 'Great Road' as the main road to the west, while later maps, e.g. Greenwood in 1820, while showing the 'Great Road' show the new turnpikes as the main route. The 'Great Road' is clearly the old main road. It is shown on an estate map, drawn on sheepskin in 1687, with a coach and horses travelling the 'Great Road'. The estate map is in Court House, East Quantoxhead.

The Turnpike Trusts provided houses for their tollgate keepers which were designed to give a clear view of the road in both directions. These strange little houses can be seen on many roads throughout the country, and there are examples on most of the modern trunk roads in West Somerset.

Thousands of miles of roads were 'turnpiked' and they did provide improved long distance travel. They promoted trade and greatly increased the amount of traffic using roads. Unfortunately, since the Turnpike Trusts still used the same methods as the parishes to maintain their roads, the road surface did not keep pace with the increased traffic. In many cases travelling on turnpikes was no easier than on other roads, merely more expensive because travellers were required to pay a toll to use each section of turnpike road.

It is important to note that only a fraction of all roads in the country were turnpiked. Many thousands of miles of holloways and drove roads continued into this century in their ancient form, untouched by the turnpike era.

It was not the advent of the turnpike but of the first road engineers at the end of the 18th Century which changed the nature of travel. Thomas Telford, who improved the London to Holyhead Road, the modern A5, in the 1820's, made roads with meticulous care. His technique was described by a contemporary (Robert Southey) as follows: 'First level and drain; and then lay a solid pavement of hard stones, the round or broad end downwards; the points are then broken off, and a layer of stones broken to about the size of walnuts, laid over them so that the whole are bound together.'

It was not Telford but Macadam who became a household name. Telford's roads were too expensive to build. John Loudon Macadam also took great care to level and drain. He also graded the stones for the top dressing to a uniform size, but he saved money by omitting the expensive foundation of large stones. The first

'macadamised' road in England was made between Bath and Bristol in 1816. It was Macadam's cheap, long lasting roads that transformed travel on the main highways.

The coming of railways stopped further developments for long distance roads, although local roads became even busier, supplying the railways with passengers and goods.

The 20th Century saw the dawn of the Motor Age and a tremendous increase in road traffic. It was 'tarmac' which made this possible. This was a macadamised road with tar used as a bonding agent to hold the road surface together under the sucking action of the new pneumatic tyre. Later, concrete and bitumen road surfaces were used to provide for the ever-increasing demands of the motor car.

Yet there still remains a network of green lanes throughout the country which is untouched by tarmac. These green lanes can still be explored at leisure to show us the history of our roads before the Motor Age.

Ian Thompson

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CUMBRIA GROUP RUN

Hawes, October 15, '79.

The weather in Cumbria at 7.00pm on the morning of October 15 was decidedly horrid and it looked as though the Cumbria group was going to have a wet run for the first time since the Lakes weekend in May. However, at 10 o'clock the sun was shining upon Hawes main street and seven riders eager to go. We were a strange assortment, 3 brand new bikes, 2 brand new members, 2 geriatrics and a fella from Troutbeck who turned out to be quicker with a camera than Clint Eastwood with a Colt .45.

Our beloved fuhrer, David Howe, was away at the A.G.M. pushing the code of conduct so we were leaderless. Or at least we were until I was pushed into the hot seat, the reason being I suspect, that I fall off a lot and being in front means (a) they all get a laugh and (b) a rest whilst I pick up the bike!

The first land was from Bainbridge over Stake Allotments to Bishopdale Head. A lovely easy road with no problems apart from a 2ft deep 'dub' of water at about the 170ft contour. It was just after this, up a slippery rutted climb, that Nigel Webber (DT 175) spotted his first Natterjack Toad (apologies TM X news). A sidelong dive from the bike failed to surprise it however. From Bishopdale Head it was tarmac to Starbotten and the superb steep and stony climb up to Cam Head, a sharp right turn and down to Kettlewell through hordes of walkers. (note. Walkers **not** Hikers).

Yes, we did slow down. Yes, we did say 'good morning'. Yes, we did smile etc. From this we received a response of 75% smiles, 15% neutral looks and 10% glowers. Not bad I suppose.

From Kettlewell it was tarmac again to Kilnsey and Mastiles Lane and after driving a herd of cows along the road, between the walls for about a mile, we eventually reached Street Gate. Even though by now the lunch stop was imminent Roger Harris (DT 175) and I thought that we would just have time to do the Langcliffe Scar road. Roger's judgement was completely unfounded for it was along this road that I suffered a cerebral hiatus and made a navigational error. In other words I got lost. Anyone who has led a run and made a similar mistake must know the feeling of shame and panic as you look around a featureless moor wondering where you have gone wrong. Imagine, on top of this, seven maniacal grins and cries of 'come back David Howe' and you'll have some idea of what it is like to have a nervous breakdown. But, a quick about turn to retrace our tracks and we were soon on the right line again. In the car park at Settle we discovered that Nigel Webber had modified his clutch and brake levers into the form of hooks, presumably for his love of natterjack hunting.

After a short and embarrassed lunch stop (how many leaders stop for lunch with just 10 mins of boozing time left? Sorry lads) we headed for the Cow Close road over to Spittle Croft.

We all enjoyed this lovely, easy green road with superb views back to Pen-y-Ghent. About two miles of tarmac then the steep, winding, slippery climb up and over Horse Head Moor. This is a great climb, rather like Breast High near Kendal and it was with some surprise that we saw Jack McKenzie (KT 250) suddenly turn round and start to go down again! But he quickly changed his mind and carried on upwards. Strange, because he had travelled all the way from Chollerford to ride with us. By the time we reached Yockenthwaite the afternoon was well advanced and it was here that Roger Harris (DT 175) took over the lead for the journey back to Hawes via Fleet Moss, Cam Houses and the Dodd Fell road. It was on this final descent that the days' entertainment reached an all time high. The air was crystal clear, the sun casting a warm red glow over the hills and the road in a lovely glutinous condition. Nigel, captivated no doubt by the conditions, decided to resume his bike modifications once again by casting the DT against a wall, thereby making his gear lever a more aesthetically pleasing curved shape, removing some nasty chrome from the headlamp rim and totally removing the instrument binnacle from its retaining set screws. About a mile later, whilst travelling down a super deep rut he spotted his last natterjack toad of the day. Stepping off the bike (doing at least 15 mph) he set off, at a stooping run across the bog, tripped over a tussock of grass, turned a complete somersault and landed flat on his back, presumably squashing the poor creature because we never found it.

The run was nearly over when Jack McKenzie, inspired no doubt by Nigel, spotted the dreaded toad, disdained the use of pilings laid across a boggy section and headed off to the side into virgin bog. He finally stopped, barrel deep in black, stinking gunge. Quick as a flash, John Bragg (SP 370) leapt off his bike and ran, as we thought, to help him. But no! A flash of the hand and the camera was out to record Jack, knee deep in the 'yucky', for posterity. This lad has definitely got the right approach.

We finished late but had a great run. Star of the day was undoubtedly Nigel Webber. Does this man ever stop laughing at himself? Good on yer Nige.

In addition to the above mentioned there were, Richard Harrison (350 Bultaco) who has enjoyed his last two trail runs so much that he is seriously thinking of selling his Bulto for a trail bike, can't be bad, and he's no slouch in competitive trials either.

Finally new rider, old member, Norman Phoenix (XL 185 from Warcop. Still treating the new XL gently but looking forward to the next run. A great run in superb country with wonderful company.

Pete Deeley

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A puzzle to puzzle trail riders — by Ron Bilge

Five different bikes (Suzuki, Honda, BSA, Kawazaki, Yamaha) of different colours (red, silver, yellow, green, blue) and with riders from different areas (London, East Midlands, South-East, Yorkshire, Bristol) arrived at the end of a green lane in a certain order. From the clues given below it is possible to work out the order they arrived in, the colour and make of the machines and the part of the country the rider comes from.

Clues:

1. The BSA is not blue.
2. The green bike was two places in front of the British bike and was ridden by somebody north of London.
3. The Yamaha did not come before the red Japanese bike but was ridden by somebody from the West Country.
4. The Suzuki was fourth.
5. The London rider was not first nor was he riding the BSA but his bike was yellow.
6. The Kawasaki came third but was not ridden by somebody from the East Midlands, neither was the BSA.

A prescription for brain strain pills will be sent by plain brown wrapper for those who can't cope with this puzzle. But worry not, an answer will be forthcoming in the next issue of the Bulletin—if Ron has worked it out by then.

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SMALL ADS (free to members)

For Sale:

Off road goodies to suit Suzuki SP 370/400. White Preston Petty MX front mudguard c/w spacers. White glass fibre rear fender c/w small rear light and fittings. Chrome headlamp stoneguard. Alloy sump guard. £12.50 the lot. Chrome rear carrier for SP 370/400. £7.50

New D.E.P. bike carrying rack (bolts to standard towing bracket). £20

New trailer lighting board c/w lead and plug. £10.

For all the above phone Medway (Rochester, Kent) 0634 400587.

Wanted:

1960's British trail type bike—Triumph powered Greeves, Matchless or Triumph Metisse, late series Tiger Cub or a 1965 Bultaco Metisse. Good price paid for a good example plus all freight charges. Ken Nicholls, 27 Paragon Ave., Beach Haven, Auckland 10, New Zealand.

Wanted:

Companions for party of six for ambitious car tour of North and South America starting next spring. Over 60's preferred. Possible estimated cost—£2000 for at least one year. Telephone in first instance, George Abbey 0274 581343.

Wanted:

Penfriend with similar interests to mine. I am 40 and in the RNZAF (New Zealand Air Force). Outside of my motorcycling my interests include home life (married with a 3 year old daughter), reading, music and shooting with one of the military rifles which I collect. I don't smoke or drink since I don't have much time for a social life and my job rules out the former! Ken Nicholls, 27 Paragon Ave., Beach Haven, Auckland 10, New Zealand.



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Off road goodies to suit Suzuki SP 370/400. White Proton Petty MK front mudguard c/w spacers. White glass fibre rear fender c/w small rear light and fringe. Chrome headlamp stoneguard. Alloy sump guard. £12.50 the lot. Chrome rear carrier for SP 370/400. £7.50

New D&P. bike carrying rack (bolts to standard towing bracket). £20

New trailer lighting board c/w lead and plug. £10.

For all the above phone Medway (Rochester, Kent) 0634 400547.

Wanted:

1960's British trail type bike - Triumph powered Greeves, Matchless or Triumph Motor. late series Tiger Cub or a 1965 Bultaco Matchless. Good price paid for a good example plus all freight charges. Ken Nicholls, 27 Pargren Ave., Beach Haven, Auckland 10, New Zealand.

Wanted:

Companions for party of six for 3 months car tour of North and South America starting next spring. Over 60% preferred. Possible estimated cost - £2000 for at least one year. Telephone in first instance. George Abbey 0274 581343.

Wanted:

Penfriend with similar interests to mine. I am 60 and in the RNZAF (New Zealand Air Force). Outside of my motorcycling my interests include home life (married with a 3 year old daughter), reading, music and shooting with one of the military rifles which I collect. I don't smoke or drink since I don't have much time for a social life and my job rules out the former. Ken Nicholls, 27 Pargren Ave., Beach Haven, Auckland 10, New Zealand.

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