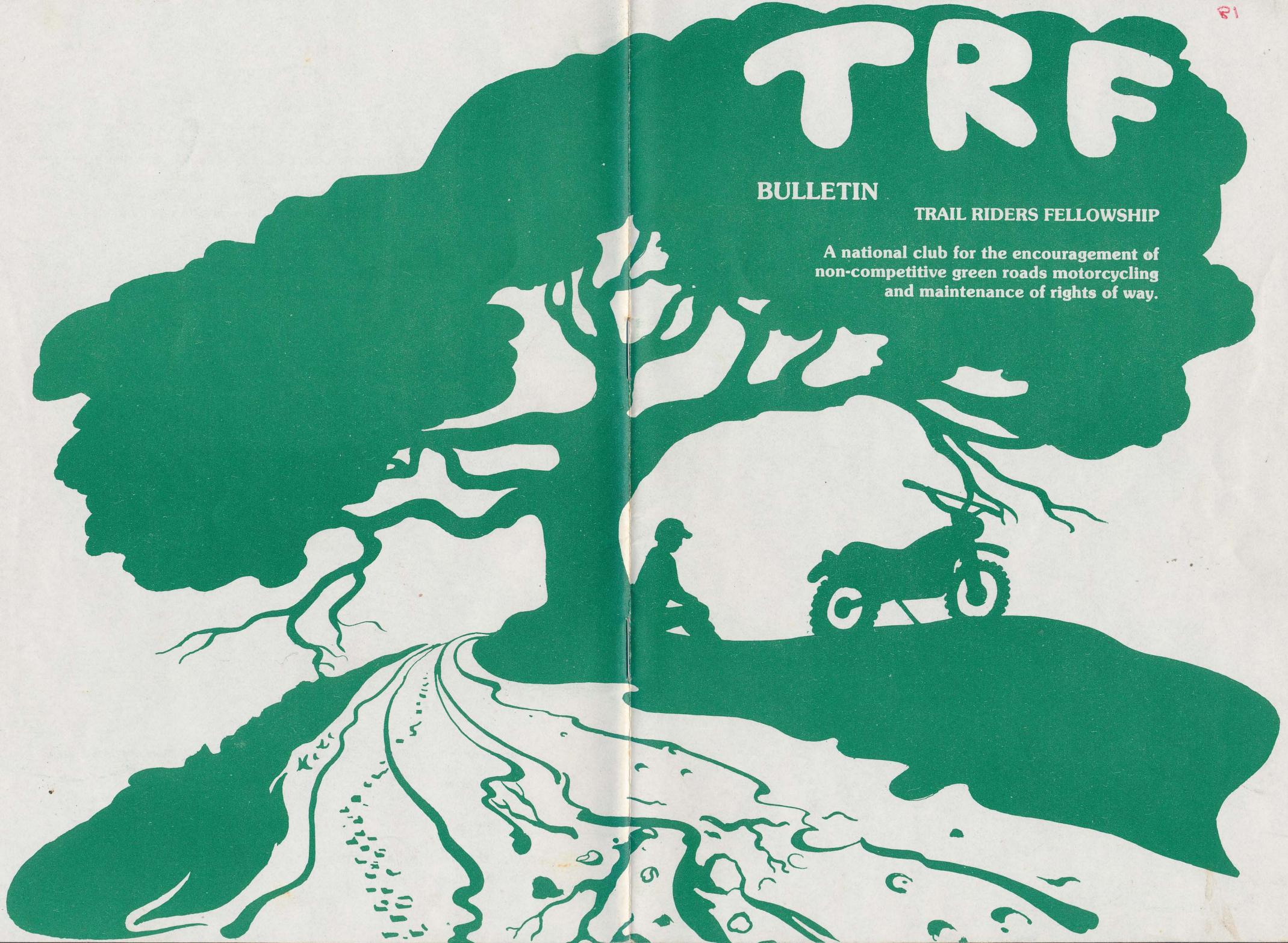


# TRF

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. 81 NOVEMBER 1980

## FORTHCOMING GREEN LANE RUNS

- Bournemouth & Poole:** *Monthly...* ...runs in Dorset, Wiltshire and south west Hampshire. SAE please, to Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset.
- Cambridgeshire:** *Runs...* ...most months, contact Hugh Mason on 0353 740534.
- Cheshire:** *December 7* To be decided, contact John Ward on 061 427 4745.
- Cumbria:** *December 14* To be decided, contact David Howe, 3 Greenfoot, Mealsgate, Carlisle CA5 1DF.
- Derbyshire & S. Yorkshire:** *December 21* 10 am at Ladybower, contact Ian Dunsire on Barnsley 742475.
- East Midlands:** *December 28* To be decided, contact Richard Marshall on Draycott 3416.
- East Yorkshire:** *December 13* 9.30 am at Baslow car park, contact Howard Wadsworth on Knottingley 83400.  
*December 28* 9.30 am at Askern, contact Don Burt on Hemsworth 612258.
- Lancashire:** *Runs...* ...most weekends, contact Lesley Windsor on Farnsworth 792743.
- North Wales:** *December 7* Cheshire run, contact Dave Eaton on Northwich 74444.
- Shropshire:** *Runs...* ...most weekends, phone 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. 9 am*  
...of every month—*Beginners Run. 9 am* at Carrafors, please phone Henry Wilson on Chandlers Ford 60838 before turning up.
- Teesside:** *December 7* 10 am at Ripon for the Vale of Mowbray. Contact John Law on Middlesborough 592696.
- West Midlands:** *Runs...* ...most weekends, contact H. Ball on Stratford on Avon 841340.

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## PINT & PIE EVENING MEETINGS

- Anglia:** Last Thursday — White Lion, Sible Hedingham.
- Bournemouth & Poole:** 1st Tuesday — Dorset Soldier, Corfe Mullen.
- Bristol:** 2nd Monday & 4th Thursday — Stanshawes Court Hotel, Yate.
- Cambridgeshire:** 1st Monday — Manchester Arms, Needingworth Rd., St. Ives.
- 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.
- 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.
- Southern:** 3rd Tuesday — Chamberlain Hotel, opp. Co-op, Eastleigh.
- South Midlands:** 1st Wednesday — Silver Cup, Harpenden.
- Sussex:** Last Wednesday in Dec, Feb, April — 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

Did you go to the Annual General Meeting at St. Ives? It rained. Thanks to Hugh Mason and the Cambridgeshire Group for laying on a run on the Saturday and for arranging for the AGM to be held at the Manchester Arms, a very pleasant pub. I understand that the publican was so impressed by our good behaviour that he offered the use of his pub as the regular meeting place of the Group. I think we ought to quote him a price for raising those brain splattering beams in the bar though.

This Big 'Ed will be retiring at the end of this year, so the post of Editor of t'Bulletin is up for grabs as from January 1981. The job includes the magazine distribution so the Editor is responsible for arranging a supply of addressed envelopes and posting as well as the sorting of copy and the blue pencil side of things. I have been the Editor for three years during which time the mag has changed quite a bit, for the better I hope. I am very grateful for the support of all the regular contributors and everybody else who has taken the time to write something for the Bulletin, there has never been a shortage of copy thanks to you. Anyone who is interested in taking over please get in touch with Bruce Roberts (address—back page). It goes without saying that I will offer any help possible to smooth the changeover.

Dave Rolfe, the Gloucester Group's Rights of Way Officer, has sent me a note:

*Try to guess which organisation began the new decade with the following resolution:*

*"The Committee considered that the duty to assert and protect the rights of the public to the use and enjoyment of a public highway was a central part of the responsibility of highway authorities..."*  
*Was it the Ramblers Assoc., the British Horse Society, the Cyclists' Touring Club? No. It was none other than the body that speaks for all highway authorities in England and Wales, the Association of County Councils Planning and Transportation Committee. TRF members will warmly welcome the ACC's declaration. But they may also wonder when the parent body will start to bring pressure on those of its members who are in breach of their statutory duties.*

We have had a fair amount of good press lately especially in the north of the country, there have been fairly put articles in the Sheffield Star, the Yorkshire Post and the Daily Express. In an August issue of the Yorkshire Post Alec Ramsden writes about trail riding in the Pennines, the legal position, the TRF and its Trail Code and the opposition by the RA. In the Sheffield Star of 21.6.80 there is a very good piece by Philip Derbyshire about the problems associated with trail riding. He ends it with a quote from Ian Dunsire "Trail riding is not competitive... we are there to enjoy the countryside... there are about 150,000 miles of footpaths in this country and only 5,000 miles of trails. Surely the ramblers have enough space". In the Daily Express, 23.9.80, Ron Boyle (**not** Ron Bilge!) mentions Cumbrian green lanes and talks about the hopeful change of proofs required for the status of a lane to be defined.

Stop press AGM matters. The following were elected at the AGM as 1981 TRF



National Officers: Chairman—Seymour Moss, Secretary—Bruce Roberts, Treasurer—Keith Waddon, Editor—unappointed, Rights of Way—Brian Thompson, Assistant RoW—Richard Marshall, Membership Secretary—Colin Patient, Honorary Solicitor—Mike Rowley, Press Officer—Geoff Diamond.

Nick Walker

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## GROUP NEWS

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

What grand news to hear that the D of E has dropped the clauses in the Wildlife and Countryside Bill, I am sure that we all feel that faith and democratic rights have been given a just and rightly boost, thanks to the Trials And Motocross News' effort.

Keith and I thank Ian Thompson and Tony Jefferies for the camping weekend in north Somerset, this is one of my favourite parts of England, the scenery was refreshing.

The Bournemouth & Poole members from the Christchurch area spent a long weekend trail riding in mid Wales, led by our accomplished and capable Sally Parker on her TY 175 Yam. Unfortunately the members tell me they were stopped from using a RUPP by a shotgun toting farmer who refused to let them pass. Apart from this incident Mike and Chris assure me a very enjoyable weekend was had.

We welcome Gavin who, as a school teacher, finds that living on the south coast is preferable to living up north, we hope that you have settled in well and welcome to the Group.

Keith has spent several hours at County Hall records office, copying the byway numbers and grid references from the draft definitive map of Dorset. The County records office at Dorchester are very helpful, but a minimum of help or duty seems to come our way from the rights of way office and County Solicitor. Keith has written to County Hall regarding byway 12, 739913 to 738903, which crosses the River Frome two miles east of Dorchester. The farmer has ploughed and grown large mangels or swedes over the byway near Norris Mill. Bumpy riding on footpaths. We will see what type of reply we receive, if any! I must add that the byway is marked on the draft definitive map, shown on Tithe maps and old reputable maps.

Lincolnshire County Council have a good scheme to protect green lanes, voluntary wardens are enrolled to survey lanes in their locality, reporting back to LCC if any lane has hedges or trees removed or is ploughed. Nice to know that some counties take the survival of lanes seriously. Cannot, I am sad to say, see or expect Dorset CC to follow such a correct idea. Wiltshire CC also needs commending on their good work.

On the 5th October Keith and I visited Fred Furlong in Yeovil to collect all the

byway claims for Dorset. We now represent the ACU/BMF Rights of Way Countryside Committee and have the right to withdraw any claims, or after research contend the claim. Also not forgetting our once in a lifetime opportunity to claim byways in Dorset. We have until 1985 to place claims for byways which includes any footpath previously incorrectly marked, so a rather busy period ahead.

Keith and I would like to plead to all members or even interested non members, to come forward and offer your help in researching old maps, Tithe maps and records. We will explain all that will be needed of you. The more members who offer spare time to us the easier it will be for all. Otherwise I know that Keith and I will only deal with a limited number of byways in Dorset—and after 1985 hard cheese, as no more claims will be allowed, so now is the time for research. Anybody who would be able to visit Dorchester County Records Office during the weekday would be of immense help to us. This is really our last chance or we will have to hang up our bikes.

Looking through the heap of papers we find two maps marked up by Norman Smith, ex Rights of Way Officer ACU/BMF. You sure did a lot of searching Norm and we thank you but we have not yet fully deciphered it.

We welcome another member who has recently moved to Wareham, Tim Law. We will endeavour to run a Treasure Hunt next year in the early spring based on map reading, locating grid refs then finding colour codes, these to be recorded. Anyone interested? SAE to me with £1, non members £2, husband and wife team £1.50. Promise it will be different from the last entertaining Treasure Hunt.

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**Cambridgeshire:** Rep — Hugh Mason, Tel: 0353 740534.

From December the Group will be meeting on the first Monday evening of each month at the Manchester Arms, Needingworth Road, St. Ives, near Huntingdon. We will have regular monthly runs.

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**Derbyshire & South Yorkshire:** Rep — Ian Dunsire, 1 Lodge Drive, Harley, Rotherham, South Yorkshire.  
Tel: Barnsley 742475.

Yes the Derbyshire & South Yorkshire group are still in existence although pressure of work has prevented me sending in any news for a while.

Membership is steadily increasing, despite the national trend, and we now boast over 75 paid up members. New members are still being attracted by good articles recently in the local press as well as our continual use of posters and cards in dealer showrooms. We also laid on a stand at the Rotherham Motor Show in June which attracted a lot of interest.

By the way the TRF cards are temporarily out of stock and I have approached Suzuki to beg some more. They certainly seem to go down well with the dealers.



However I still have plenty of TRF posters although no requests for them have been received for many months—don't other groups want new members?

Attendance at meetings and runs dropped during the summer but is picking up again as the nights draw in. Various entertainments have been tried during the year. In March we held a slide evening with a difference. Pete Stefanski had been out in Derbyshire taking pictures of lanes at weird angles (usually after lunch) and we used them to hold a green lane recognition contest. Derek Allen won which is not really surprising since he had been riding most of them since the horse and cart days! The Yamaha films evening in June was a minor catastrophe. There was nothing wrong with the films but the projector decided they would be better as silent movies. Still, Gerald has now got access to a new projector so things should be better this winter.

We held two "trials" evenings in May and August which proved interesting if not a trifle dangerous. Several members have not been seen since. Peter and Jean Walster laid on a Pie & Pea Supper (a strange Yorkshire custom!) following an evening run in June and a good time was had by members and their families.

I should have mentioned that John Shearer is entertainments officer for this year and had arranged the events mentioned above. He also arranged a "pub games" evening for September which can only be described as a howling failure. Still undaunted he plans to wipe out the group completely with a 4 stroke v 2 stroke Quiz evening in October. Hopefully at least the two teams will turn up.

Rights of way work has continued over the three counties that we attempt to cover. Group members have turned out in good numbers for lane clearing sessions and some quite ambitious projects have been successfully completed.

Glyn Davis is busy with Derbyshire RoW work following the publication of the draft definitive map which landowners, ramblers and Peak Park wardens are treating as gospel already. We will have to submit over 200 objections before the closure date of 1st December.

In West Yorkshire we have submitted 38 objections following their special review. Our thanks go to Ann Hampshire for using some of her precious holiday to go and study the definitive maps. John Netherwood is now using his influence as a councillor to ensure that our claims are not forgotten.

Last but not least in South Yorkshire we have a volunteer for RoW Officer.

Michael Gibson has taken on the job leaving me free to concentrate on running the group and writing boring news like this. (yawn...)

On a personal note I have finally parted with the XT after 3½ years and I was truly sorry to see it go. I only hope the new DR lasts as well.

Talking of bikes, John Shearer tells me that the flow of letters to the information appeal has dried up. We don't believe that all you clever...er...people out there no longer have any problems with your pet machines. If you have problems, or if you've solved them already write to John at 21 Woodfoot Road, Rotherham, South Yorkshire or telephone Rotherham 79078. Don't forget to enclose a SAE if you want a reply.

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Members of the Derbyshire & South Yorkshire Group pictured at Deepcar. It must have been **before** the run, you're far too clean!  
(Picture by courtesy of the Star, Sheffield)

**Southern:** Rep — Peat Glead, 2 Norlands, Thatcham, Newbury, Berks. RG13 4BT. Tel: Compton 411.

#### SOUTHERN GROUP TRF MOVES SOUTH!

Following recent lack of interest the Group is going to try moving nearer Southampton to tap potential members in the deep south. Monthly meetings will still be on the third Tuesday of the month but shall in future be held at the Chamberlain Hotel which is opposite the Co-op in Eastleigh. Meetings start at 8 pm.

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WHY RIDE HERE  
THERE'S A GOOD TARMAC  
ROAD OVER THERE

### BRIAN THOMPSON'S R.O.W. BIT

**The Sports Council** have rejected our claim for grant aid following Sports Council gift of £11,000 to the Ramblers Assoc. In their letter they say grant is not available to motoring organisations. This is snobbery of the worst kind and clearly in some circles trail riders are still not respectable.

**Dorset** Fred Furlong has resigned as Rights of Way Rep and Steve Russell has

taken over all claims with the D of E for Dorset. We thank Fred for 10 years hard work on our behalf.

**Lakes** Public Enquiries have started after all (in Sept.). With David Howe unable to attend I took charge of the Orton hearings. Four TRF members turned up in support, (not one ACU or BMF rider) and on the witness stand all came over very well. Mr. Turnbull was our star witness, first to face the wrath of the two RA objectors who were quite pathetic and narrow minded. I said even if Breast High Pass is downgraded from RUPP to bridleway **we shall still be able to lawfully use it.** This led to uproar!

Penrith solicitors took charge the following week for the three day hearing. Costs will be around £300 paid entirely by the TRF, the ACU/BMF refusing to help. The National Park, RA and NFU (National Farmers Union) all objected to our reasonable byway claims. Even the Vicar of Orton spoke against us but all the objectors gained a new respect for the TRF and the professional, polite way we conducted ourselves.

**Wildlife and Countryside Bill** Government now prepared to make major concessions in favour of trail riders.

In a consultation paper dated 18th August the Government have dropped plans to close up to 1500 miles of green lanes to trail riders. We now have no major objections to this Bill.

They recognise that the trail riders would suffer denial of rights and hardship and now propose a 5 year period of grace in which we must submit detailed Byway claims for every green lane with vehicular rights that we consider should be a Byway.

This major change will also open up 700 miles of lanes closed in 1979 by the House of Lords Mason case. (footpath status in error)

The Bill will allow use of **all** lanes provided we have lodged Byway claim with the local authority. Later an Inquiry will decide the status which will enable use to continue even if the Inquiry is after the five year period ending in 1986.

But the deadline is 1986 and all those lanes not claimed Byway (and 2000 lanes are in this category) will be CLOSED for vehicular use.

The test for Byway under the new Bill may be eased in our favour and tests for suitability and hardship will be dropped. This should result in 9 out of 10 Byway claims being successful. Since 1968 9 out of 10 have been lost. This change of heart by the Government will not please the Ramblers Assoc. They saw the Bill as going some way towards their stated policy of closing all lanes to m/c's. They may seek an amendment to the Bill at Committee stage and we must be alert and not relax our vigilance.

Uncompleted reviews MAY be abandoned in view of 15,000 outstanding objections. This is more good news for trail riders.

Credit for this surprising move is due to much hard work by TRF/ACU/BMF officials and especially the Byways and Bridleways Trust to whom all three are affiliated. Also of help were several riders who contacted their MP's, and the appointment of Rights of Way Officer Brian Thompson on the House of Commons Rights of Way Committee.



However there is no room for relaxing because the five year deadline places an impossible burden on present officials and rights of way expenditure.

We should now **triple** our expenditure and effort to get 2000+ Byway claims in by 1986, or we will be wiped out in many areas such as the Yorkshire Dales (just ONE RUPP), Worcs, Lincs, Norfolk, N. Wales, Kent etc. In these areas we have **NO ONE** doing rights of way work even in the popular Yorks Dales which has 200 lanes at risk.

The TRF invite donations to it's Fighting Fund used solely for keeping lanes open. I guarantee any sum will be spent wisely.

We also need riders to come forward and help do the work and be trained to research lanes. This is a big job. Too big for the present team.

Unless we rise to the challenge we shall fail, and **DESERVE** to fail if we remain apathetic. We now have been given a chance, and must grasp it. What we really need is a full time RoW Officer. This is the ultimate aim to guarantee the future. We also invite donations from the trade.

**The Ridgeway** Good news for trail riders. The Countryside Commission have postponed a decision on closure of the Ridgeway until late 1981. They are to carry out an assessment of the situation during May to October 1981. Trail riders are asked to continue with the code of conduct agreed with TRF, BMF and ACU in January 1980. This is to restrain use **VOLUNTARILY** on Sundays and Bank Holidays during May to October 1981. At all other times to keep to the trail riders code of conduct ie. max speed 25mph, groups no more than 6, stop for horses, keep exhaust noise to a minimum and to generally ride in a manner not to cause offence to other Ridgeway users. Please, will you try?? This is a small price to pay for keeping open Britain's longest and oldest green lane. The original decision to



*The best view of Big H. (Howard Wadsworth) trolling along at the Dent end of Great Wold.*

close the Ridgeway in November 1979 has not been implemented by the Commission. We now have a fair chance of keeping the Ridgeway open for many years to come. A smack in the face for the Ramblers Assoc. and for riders who opposed the agreement who waged ceaseless war on the TRF and BMF for daring to make minor concessions that have successfully kept open the Ridgeway. Had we listened to the few hot heads and militants then I am satisfied the Ridgeway would now be closed. Will the former TRF members who followed their advice and resigned from the TRF please now reconsider.

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

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## THE STORY OF A LOST ROAD

This is the story of the Duke of Norfolk's road that runs over high bleak moorland from Yorkshire into the Derwent Valley, Derbyshire. About 7 miles long it has a history of continual use since the 12th century. In the twenties and thirties of this century disputes between user and landowner were frequent and bitter. For the past 30 years the disputes have passed from walkers to horse riders and m/cycle trail riders who are denied access for the final mile of this ancient way when it drops down into Abbey Clough on the Derbyshire side. After the 2nd War the landowners gave way to the long fought claims of the walkers and this final mile became a Public Footpath on the Def. Map. The bulk of the Duke of Norfolk's Road became a Public Bridleway and I have now registered a Byway claim with the County.

Derwent Abbey nearby and pulled down in 1538, was the centre of trade education and civilization. The Abbey Monks used this way to reach the market at Bradfield, a domesday village 8 miles over the moors. The researcher is rewarded with many documents of evidence as to the existence of this old road. The Ronsley Manuscripts dated 1487 and 1547 mentioning the way as Kitt's Way are to be found in Sheffield Central Archives. The Deedes and Papers of the Wilson family of Howden Farm (now deep below the waters of the 1895 Howden Dam) are in Sheffield Archives and refer to the old way. These papers are dated 1681 to 1730. The Broomhead Hall Manuscripts of 1749 also refer to the full extent of the road. Map evidence is curious and contradictory and the influence of powerful landowners on the Ordnance Survey is clear. It is shown on the 1847 first edn. OS. Not at all on the 2nd edn. 1" 1890. Partly shown on the very rare Sanderson Map of 1832. Then surprise surprise shown all the way as a thick black dashed line on the 1959 OS. map. Latest 1" OS. just shows the Def. Map faint FP and BR marks in red. One day I will look at the large scale OS. maps, Tithe Maps and Finance Act 1910 Survey. The best evidence however is the 1826 Bradfield Enclosure Award in Wakefield Registry of Deeds office. This set out and confirmed the old way as 'One other Public Carriage Road and highway of width of 30ft from Mortimer Road to Cartledge Delph which road I call the Duke of Norfolk's Road'. The plan with the award clearly shows exactly the way over the moor which is now a Public Bridleway on the Def. Map. This undisputed



road ends abruptly two thirds over the moor at the National Trust Boundary. From here the road is lost. Only a vague path drops from 1600ft down to the Derwent Dams famed for war time 'Dam Busters' practice runs.

It is this last mile that has been the subject of disputes and battles ever since the Derwent Valley Water Board set up shop in the valley and became the largest landowner. Up to 1890 when the Board's first Act was obtained no problems existed on using the old Kitt's Way. In the 1890 Act the way was **not** included, the landowners thinking they had **closed** what they regarded as a nuisance on their private estates. Public Rights were woefully neglected in the 19th century when landowners enclosed common land and made it their own including many ancient highways. Many hikers with the rapid growth of rambling in the early 1900's soon formed themselves into bodies like the Ramblers Rights Movement. They refused to give up the old road and from the early 1920's until 1940 fought many a pitched battle with gamekeepers. In 1932 the press reported six separate outbreaks of conflict over the soggy moor. The Ramblers protested to the police that they had been assaulted by gamekeepers. The police refused to take action. 'The Guardian' of 16th February 1933 criticised the ramblers for 'such unruly behaviour'.

Conflict as militant ramblers rightly demanded access came to a head on Kinder Scout, but imprisonment of 6 of their number the previous April of 1932 had not deterred these brave warriors. Many present day RA elder statesmen in the Sheffield area proudly claim involvement in these activities but the truth is that the RA disowned the Ramblers Rights Movement and denounced them as Communist inspired. Stout oak stakes erected in former days to guide the farmers taking produce to Bradfield over the moor had been removed by the landowners in 1910. On three occasions in 1925 walkers erected cairns of stones marking the route from the undisputed Duke of Norfolk's Road down to Abbey Clough. They were immediately removed and re erected again. Landowners then erected long barbed wire fences but walkers removed these too. Stakes put there by determined ramblers were also quickly removed. So it went on until the Water Board (1945) finally gave way and allowed walkers **only** to use the way. The wonder is that such fierce disputes never reached the courts. But between the wars the courts were hardly ever used in their traditional role as a mediator of rights of way battles. Due to the enormous cost and advantage enjoyed by the landowners the situation has not changed in the half century since. The luxury of justice is one for the wealthy only. Many indeed are the questions asked about this old highway. Why did the Public Carriage Road end two thirds of the way over the moor? What was the point if it went no further? Roads do not end in nowhere...especially as there is no coal or gravel pits hereabouts. It ended abruptly because that was the extent of the enclosed moor. The landowner (the Earl of Shrewsbury) did not enclose the disputed part until the Water Board came along. The Water Board acted ultra vires (beyond their powers) in their 1890 Act and the moral and legal law still applies. 'Once a highway always a highway' (Dawes v Hawkins 1860) is the famous maxim, and I have no doubt that a reasonable claim for carriageway status is the true ancient historical judgment. The present Def. Map status is some protection but  $\frac{2}{3}$  BR and  $\frac{1}{3}$  FP is unsatisfactory. That we have this protection is a fitting monument to those hardy

fighting ramblers of the 20s and 30s, especially to Sheffield based rights of way expert G.H.B. Ward who used the law to open up much closed Derbyshire countryside, but was just as much anti motor cycle as the present day RA hierarchy.

The condition of the Dukes Drive as it is sometimes called today is fair. Well defined 20ft wide rocky heather and peat surface, it is popular with walkers going into Derbyshire. After a few miles it narrows and where it begins to drop down into Abbey Clough which is the end of the Awarded Road and bridleway, it is hardly visible. In 1977 on my SL125 Honda with Yamaha XT500 rider Howard Wadsworth (TRF Treasurer) we rode the entire length into the Derwent Valley. This is **not** recommended because the track disappears and you too will find yourself lost! The many walkers will not take kindly to this and quite rightly will object and you may well find a summons on your doormat. Apart from these points the Mason case has extinguished all Common Law rights on so called 'footpaths' so any explorations are unlawful. I hope I have helped with the mystery. Bradfield Parish Council have recently erected a '**Motor cycles keep off**' sign though this is misleading, and like most Parish Councils have not the foggiest idea about Enclosure Awards let alone historical evidence. Is this the final episode? Will it ever be returned to the pre 1890 status? The ramblers have won **their** battles for access. In the Peak Park they wander at will! But the trail riders have hardly started!

*Ref...Sheffield Central Library Archives  
West Riding Registry of Deeds, Wakefield  
Notes by G.H.B. Ward in Sheffield Archives.*

BRIAN THOMPSON

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### **Some thoughts on maintenance for beginners to trail riding**

If you are carrying a puncture outfit your chain will break, if you have a spare chain link the spark plug will pack up. Another plug in your pocket? You will get a puncture. That is the way Sod's Law affects green road riders. I know, it happened to me. I had to push my bike five miles to a friends house for the sake of a chain link. I have now learned that the best way to avoid breakdowns is to challenge the ingenuity of Sod's Law by carrying another of everything that is likely to fail, snap, melt or get knocked off. The only difficulty with this plan is finding scrambles knobblies to fit the trailer.

On a green lane run it is a little annoying to get stuck because somebody else has not got an elementary tool (sorry you less well endowed chaps, I meant a spanner). Even the beginner has no excuse for not bringing a toolkit of some sort. With the reliability of the modern trail bike some people seem to think there is no need for tools.

Apart from the toolkit (good enough to change a plug, remove both wheels, adjust the points and put the front mudguard back on when you hit that tree stump) the trail rider needs the means to mend a puncture—a puncture outfit or spare tubes, tyre levers (don't forget that spanner for the security bolts), tyre



pump, chain breaker and spare links, clutch and throttle cables, roll of tape, length of strong wire, a few nuts and bolts and a spare spark plug. If there is something on the bike which you know regularly fails, eg. the main bearings or the spark plug, make sure to carry a replacement.

Of course the bike should be as reliable as possible to start with. This means looking after chains, sprockets, tyres, brakes, cables and electrics. Chains, cables and lever pivots should be well oiled and air and petrol filters should be cleaned often. Water in the works is a very common bike stopper so everything should be well waterproofed—rubber plug cap, sealed air filter lid, breather pipe on the points cover.

Trials tyres are OK but scrambles knobbles give more grip though they wear quickly. Make sure security bolts are fitted, two in the rear rim and one in the front, with them on you can run the tyres at pressures of down to 4 or 5 psi. Checking over the tyres at the lunch stop is a good idea, occasionally thorns get stuck in the tread then work themselves through into the tube, if you can dig them out before they get too far in it saves mending a puncture.

So now you can venture out on a run secure in the knowledge that Sod's Law won't strike you ... or will it?

NICK WALKER

(Yes, you sharp eyed ancient TRF members—this was a reprint of an article which appeared first in a TRF Bulletin in July 1976.)

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### **An account of the Lancashire Group exploration walk held on Sunday 27 January 1980.**

The objective of this walk was to look at the condition of various lanes prior to putting in our Byway Claims. This walk is the fifth of a series of walks we intend to do.

We met up at Hawkshaw, near Bolton, at 10 am. The party comprised of seven adults, two children, and two dogs. The first lane was from Hazelhurst to Holcombe, about 1½ mile long, called "Holcombe Old Road", this lane is muddy with solid foundations, complete with old street lighting lamps and raised manhole covers, the end of this lane is paved in typical Lancashire manner.

The second lane continued from the first, called "Moor Road" from Holcombe to Flax Moss (near Haslingden). This lane is very similar to the first but with magnificent views of Ramsbottom and Edenfield and the surrounding valleys. We dropped in to Flax Moss at 1 pm for a well deserved pint and to give the dogs a rest, the humans being fighting fit.

After lunch we headed up Moor Road again, to cries of "was it this steep coming down", whilst heading up this lane we were overtaken by a young guy on a beaten out old XL250, we stopped him and asked how long he had been using the lane. "My mates and me have been using it for years" he said, I gave him my

address and asked him to get in touch with me.

At the first gate on this lane we headed over Holcombe Moor on a footpath which disappeared after a mile, this area is used by the army, with signs saying beware of mines etc, we made it to Langshaw Head without casualties, unfortunately half a mile south further than I thought, a look at the map and a route was sorted going through Holcombe Hey Fold Farm, through the army gun range, and so to Hawkshaw (All footpaths).

The length of the walk was about 8-10 miles, I am told it felt more like 20 miles.

JOHN P. GILLETT

★ ★ ★

### **West Midlands Group May weekend in the Lakes— one riders impression**

The party split into two groups to minimise our impact on other trail users. Of my group, led by Harry Ball, four set out from the guesthouse in Ambleside. Bob Rowley (XT 500) and I (XL 500 S) left my ancestral home in Kentmere at the foot of the Longsleddale Pass and rode a few farm tracks—since I went to school with many of the farmers I have permission—then met the rest at the foot of Garburn.

The dry rocks of Longsleddale resulted in a puncture for Tony's SP 370 but if we hadn't spent time mending it we'd have waited even longer for the flock of sheep making its way very slowly up the road to Gategarth. When we eventually got to it Gatesgarth was bone dry easy riding in contrast to last Autumn, when my heart was nearly broken trying to get the XL 500 S, on its first trail with standard tyres and gearing, up in torrential rain. Descent was uneventful apart from the SP 370 knocking off its sump guard. Nobody tried to arrest us though there is a trial prosecution on for the north side of Gatesgarth.

The other group was met on the moorland approach to Pooley Bridge, lunch had and ribald comments exchanged.

Next section was the Old Coach Road from Dockray to Threlkeld, magnificent riding with stunning views of Skiddaw and Saddleback, followed by the trails at the foot of Skiddaw itself. A very necessary petrol stop was made in Keswick before proceeding to Stonethwaite and up and over to Watendlath. The rock step climb here was the most difficult part of the day and I for one with a big bike (though its trail performance is transformed by low gearing and a rear knobbly) was grateful for the dry conditions.

The only brush with the public came at Watendlath where two hikers said "You can't ride here" but were gently put right by Albert Billington who explained that we were on a road even though there was no tarmac!

Next trail was over from the A591 to St. Johns Vale where Pete Cookson (XL 185 S) did a wonderful impression of a speedway rider overcooking it on the first bend—but he wouldn't repeat it for those who missed it. The descent on this trail is a beautiful green green lane. On then to Ambleside where hot showers awaited



some, but Garburn Pass still had to be climbed by Bob and I. This magnificent pass represents trail riding at its best and its loss—or that of the others mentioned here—would be tragic. Like Longsleddale, Garburn was a motor road till the Army destroyed it with halftracks in the 2nd World War.

Support for our cause could come from an unlikely source; Lake District farmers, though they have no interest in us, are deeply suspicious of Park Authorities, County Councils, Countryside Commissions, etc. whose members are largely off-comers when they try to remove long standing rights to their campaign to transform the Lakes into a city dwellers romantic, idealised but totally sterile image of what they think it should be.

Final comment; of the people we saw that day (average about five per trail) only two or three were anything but amused and friendly, all farmers encountered were friendly and no other trail riders were met. So much for motorcycle cowboys terrorising the population and ruining the countryside!

STEVE PIGHILLS

★ ★ ★

### TEESSIDE (CLEVELAND) GROUP LAKES WEEKEND

**Day One.** The weather was perfect as we left Skiddaw House for Bassenthwaite at 9 am. The morning was clear and crisp with a trace of frost. We had spent Friday night in the house, run by Dave Howe, after four of us; John Bloomfield—DT 175, Garry Hatton—XT 500, Martin Pearson—KE 175 and myself Andrew Lennie—XT 500, had travelled across in the afternoon, with Tony Pitt—DT 175 and Nick Morgan—DT 175 joining us in the early hours of the morning to complete the party.

From Bassenthwaite we had an easy start with muddy tracks through Wythrop Woods to the edge of the lake. After a very scenic ride past Derwent Water we came to the first rocky climb from Rossthwaite to Watendlath, I was the first casualty with a bent double gear lever, bashed back with a rock.

On down to Keswick with fantastic scenery, via Dale Bottom, past Thirlmere and Helvellyn to Grasmere. From Grasmere through some beautiful twisting lanes to Hawkshead and Grizedale Forest. 25 yards into the woods Garry's XT cost him a clutch lever. On through deep ruts and axle deep bogs past Grizedale Tarn, where we were temporarily lost. One forest track looks like any other! Eventually we were on the right track and arrived at the bog at the Top o'Selside where two XT's were proving very tiresome.

Down to the south end of Coniston Water and along to the village for dinner. We sat outside a cafe, opposite the Campbell memorial, in brilliant sunshine which was really quite warm. Then on to the high spot of the day, Walna Scar, at 2,200 feet. A very difficult track that gave Garry some trouble with an ill-mannered bike. His after-market exhaust pipe was causing the bike to stall easily. The hard climb was rewarded with a magnificent view of Morcambe Bay with the Old Man of Coniston behind us. The descent was very hard giving me a puncture and Garry exhaustion. While Garry rested and I fixed my puncture the others did a short

loop over the Park Head road. Then on through Wrynose Pass and an interesting water splash at Little Langdale, back to Grasmere, and back tracking to Skiddaw House, a smashing day completed.

**Day Two.** After a hectic evening repairing my puncture and John doing strange things to keep warm in his bag we set off down the valley from the house following the River Caldew. This track really woke us up, river crossings with icy cold water, deep ditches, all this was a shock to your system early in the morning. This was followed by a deep ford which Nick and I decided to miss and had a harder time getting bikes with 3' 3" wide bars across a footbridge with 3' wide handrails!

This led us on to the road to Pooley Bridge where Martin picked up a 2" fence nail in his back tyre on a short green lane. His estimated time of departure over ran by 20 minutes but with a bike pump it takes a long time to get 10 psi. in a tube. From Pooley Bridge crossing the Roman Road, High Street, on 'Moor Divock' across Askham Fell, we arrived at Haweswater. We rode along the beautiful road beside the reservoir. At the top end the water was so clear you could see the walls of the houses and roads of the village that was drowned when the dam was built.

Then we came to Gatesgarth Pass, the best track I have ever ridden, a steep climb with sharp turns and big rocks to get over, and once at the top a fantastic view. Down to Sadgill, a very difficult descent which gave the XT's some problems. Over Stile End I got my second puncture which Nick and I repaired with a new tube. A very interesting ride over Garburn Pass to Troutbeck with lots of rocks and rock steps. Long live Queen Elizabeth, especially the one at High Green where refreshment was obtained and quickly consumed.

Over Kirkstone Pass to the edge of Ullswater then we turned off at Dockray on the Old Coach Road to Threlkeld. We saw some novice hang gliders and were given a display of sheep dog control in this lane. From Threlkeld back to Skiddaw House, the end of a really good weekend with good weather and some of the best trails in the country.

ANDREW LENNIE



Colin Fern expressing to Nick Walker his opinion of Nick's editorial policy.



## 1000 KM. TRAIL RIDE

"Time to get up", for a brief moment the full significance of my wife's words penetrated the mists of consciousness, for today I was meeting Colin Fern and Nick Walker for a trail run to mid-Wales. Every year, at about this time, the Thames Valley Group hold a Welsh weekend based at Brecon.

Able organized by Gerry Gooch, this year's effort attracted 32 people including two young ladies. Gerry had decided that four groups was really the minimum, and while he and I took a group each, Ron Rickarby and our Group Rep Dave Stewart led the others. A double figure of eight route plan ensured the minimum amount of inconvenience to other trail users and our lunch stops were notified to expect 16 riders per day, this was just as well as both our regular stops were in new hands, but assured us of their best attention, and certainly did us proud on the days. I will not dwell on the actual runs, except to say that my group including Kate on her perfect choice of a TL 125, rode extremely well, always being near at hand to pick up their leader and pull him out of the occasional river. No major breakdowns, and only a scattering of brake levers, prop-stands, footrests etc. to tell future archeologists some of the uses to which these excellent tracks are put. Incidentally, have you greased the rear spindle of your XL 185 lately? Our one puncture of the Group weekend was ... you've guessed it—an XL 185, apparently they are prone to the spindle sticking in the bearings, Colin Fern's mole wrench broke trying to pull it out, but it then served as an adjustable drift, which with the aid of 20lbs of fine Welsh rock, removed it.

I digress, Nick, Colin and My weekend was to start at 8.00 on Friday morning. We had decided to ride down on a route similar to that used on our Green Roads run to last year's A.G.M., cutting out the T.V. lanes to the start of the Ridgeway to leave time to go up the Wye Valley and across to Brecon on a route suggested by Tony Jefferies of the Bristol Group.

The day had dawned slightly over-cast and dry—perfect. The XR 200 was wheeled out of the garage, fully fuelled and loaded with the minimum of requirements she looked immaculate having been run-in on the road on a set of trials tyres and undergone many 'mods' in the past two months, I was now to see how it all worked on the rough. Nick arrived followed closely by Colin on his XR 200. The run to the Ridgeway, (Friday remember!) was uneventful, and we stopped for a horse out training on the Ridgeway, spending some time chatting to the rider (Male!), it occurred to me during this conversation that race horses are very tall, reminding me of Colin's comment that riding the XR was like sitting on a bar stool. We waited until he had moved off, and then continued our way until Nick noticed his XL 125 rear end was wobbling more than usual, using a handy straw bale as a centre stand we had the wheel out and repaired well within the regulation 4 hours (?). We were very surprised when going down a lane that I had marked as 'good' to find what should have been a ford, was bone dry which was more than I could say for the lane itself. Finding a hidden rut I managed quite an impressive cross up which the Honda sorted out for herself, I was beginning to like her. The day improved as we made our way across the Severn Bridge and on to our route up the Wye Valley, the lanes and views here are really great and we completed our last lanes in the dusk before running the final 15 miles or so to

Brecon on the road.

The two day run went well to plan, due to a combination of early breakfasts—and early start—intelligent riding and last but probably most important, good preparation by everyone in my group, having the necessary tools required for the inevitable mishap—like removing trout from rocker boxes after playing submarines. The route called for just short of 100 miles per day, both of which were completed. After feeding ourselves on the scones and tea provided by the excellent Watton Guest House, we helped the rest of the group load up and waved them off, returning to close the gates on what was now a very quiet and empty yard. Both Colin and I felt the change from the bustling activity with the friendly bantering which can only be fully understood by those who have had an experience of this kind of camaraderie enjoyed by true motorcyclists.

The rest of the evening was devoted to preparing the bikes for the next two days, which, come to think of it, consisted of exchanging insults on our various hurried attempts at chain oilers, Colin's paint sprayer based set-up would win a design award at any square wheel convention, whereas my own tapping oil can had its flow adjuster removed by a spiteful twig on the Ridgeway and my 'temporary' boggles to control flow are best left to the imagination. Nick's 'Wesco' arrangement, (Patent Pending!) was still working as designed, merely requiring the left hand to be aimed from the rear, under the thigh, (which placed his chin on his left knee) to ensure a beautiful oil slick up the back of the neck.

On the Monday morning,

We said our goodbyes to Bill and Shirley of the Watton and set off under gathering clouds which gave us an hours dust-laying before Monmouth, but then cleared up, turning out a really nice day. We headed down the Wye Valley, then up to Gloucester, crossing the river and turning into a traffic jam of commuters eager to get home for tea and telly. The point duty policeman seemed to appreciate the silence with which these bikes can be ridden as we must have looked incongruous in that setting with our packs on the bikes and a liberal coating of dust and mud. A cheerful smile and we were on our way to the lanes which were to lead us to Chipping Sodbury. Searching for the correct line on an obscure track, we decided to call at the farmhouse and risk a rebuff, this seemed to be on the cards as the glass door was filled with the well defined dentures of the guard dog, Colin had mounted a six foot high wall, ostensibly to better view the line, but he wasn't fooling Nick and I as we casually glanced around for a handy pitch-fork. The farmer came to investigate the racket the dog was making and completely changed the scene when he opened the door, the dog becoming very friendly, clearly taking his cue from the farmer who couldn't have been more helpful. Just as well really, as the route went through a field of hiefers who were **very** curious. A few more lanes and darkness was approaching fast, so to speed things up we were opening a gate, the second man riding to the next one, whilst the last man closed the gate etc, this meant that we were out of touch for a period but served the purpose. It was while Nick was leading onto the next gate that he ran into an electric fence erected right across the track, this caused some excitement as he danced with ecstasy (?) encouraging us to stop short. Having experience of a wire stretcher in our own area we were relieved to see that ribbons had been tied round the wire where it crossed the right of way, which in



full daylight may have been sufficient warning. However we felt obliged to effect a repair, it being quite dark by the time we had finished. I then appreciated the 'mod' I had done as a result of a dark, wet ride back from Aylesbury during running-in, namely fitting the headlight from an FS1E Yamaha.

Arriving in Chipping Sodbury, we made our way to Tony Jefferies home to be greeted with a beaming smile and hot cups of tea. Ducking our heads to avoid the freshly sprayed KL 250 parts which festooned the garage roof, we parked the bikes, and spent a pleasant evening chatting to Tony and Helen. Next morning we were up with the lark only to find it had been grounded by belting rain, and Helen was well into the morning routine of dispatching their four children off to school, which I began to think was held in their house by the amount of other children that seemed to appear from everywhere.

It must have been with some relief that Helen finally waved all her guests off. I wondered to myself just how does one convey sufficient appreciation to people like Tony and Helen?

The final days run was to be led by Nick who had consulted Peat Glead of the Southern Group so as to vary our return route. First stop was the local garage to fill up and do any maintenance required under a large canopy, but as soon as we started out, the rain stopped and we were able to do the required checks and adjustments under a quickly improving sky. Essentials completed, we headed along varied going until we reached Salisbury Plain, where the Larkhill range was closed for firing for the day, Nick had been warned of this possibility and soon had us on a circular route to the Old Marlborough Road and thence via lanes and beautiful villages with thatched cottages to our 'local' lanes which took us to Basingstoke and the longest single stretch of main road we had used. We all agreed when finally back at Staines that that had been the least enjoyable part of what had been a fabulous run.

Our grateful thanks to Tony and Helen Jefferies for all their assistance and putting up with three blobs of mud, also of course to Peat Glead who between them guided us down superb lanes with no agro at all.

I heartily agree with the Countryside Commissions plans to make long distance routes, where they have gone wrong is to want to make them footpaths for a tiny minority to use in their entirety instead of Byways to permit the use of the best mode of transport ever invented—the Motorcycle.

Brian Crook. THAMES VALLEY GROUP

★ ★ ★

## SMALL ADS (Free to Members)

### For Sale

Triumph/BSA 250. 'R' reg'd; built carefully with majority new **pre-Trailblazer** parts; 1970 motor with lots of money spent in preparation/new parts; alloy tank and guards; QD wheels; Pirelli trials front, Dunlop trials rear; S. Miller lighting; capacitor ignition; extremely attractive trail machine and perhaps unique; used only by careful fastidious owner; £350—telephone Nigel Sacree, Andover 53877 or call at 10 Magnolia Close, Andover—inspection of bike recommended.

### Wanted

Information for the Information Appeal. Who remembers what? OK Mum, yes I'm fine thank you. Any tips, ideas, go-better bits. Where to get elusive spares. Any information please send to me for collation and publication in the Bulletin. Also if you want any help from me, a SAE and I'll do my best.  
John Shearer, 21 Woodfoot Road, Rotherham, Yorkshire S60 3DZ.

★ ★ ★

### Answer to Ron Bilge's puzzle from Bulletin 80.

First — Honda — red — East Midlands  
Second — Yamaha — blue — Bristol  
Third — Kawasaki — green — Yorkshire  
Fourth — Suzuki — yellow — London  
Fifth — BSA — silver — South East

★ ★ ★

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