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TRAIL RIDERS FELLOWSHIP

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



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TRAIL RIDERS FELLOWSHIP
BULLETIN No. 82. JANUARY/FEBRUARY 1981

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.
- Cambridge-shire:** *Runs...* ...most months, contact Hugh Mason on 0353 740534.
- Cumbria:** *February 22* Lake District. Contact David Howe, 3 Greenfoot, Mealsgate, Carlisle CA5 1DF.
- Lancashire:** *Runs...* ...most weekends, contact Lesley Windsor on Farnworth 792743.
- Shropshire:** *Runs...* ...most weekends, contact Mike Dutton on Cross Houses 317.
- 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:** *Monthly...* ...runs; the Sunday after monthly meetings. Contact John Bloomfield on Stockton 613840.
- West Midlands:** *Runs...* ...most weekends, contact Harry 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:** *Last Tuesday* — Warley Sports Centre, Warley Gap, near Brentwood.
- Gloucestershire:** *1st Monday* — Raglan Arms, Conduit St., Gloucester.
- Lancashire:** *1st Tuesday* — Bay Horse, The Cross, 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 Feb, April, June* — Hassocks Hotel.
- Teesside:** *1st Wednesday* — 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.
- West Wiltshire:** *1st Tuesday* — Cross Guns, Avoncliff, near Bradford-on-Avon.

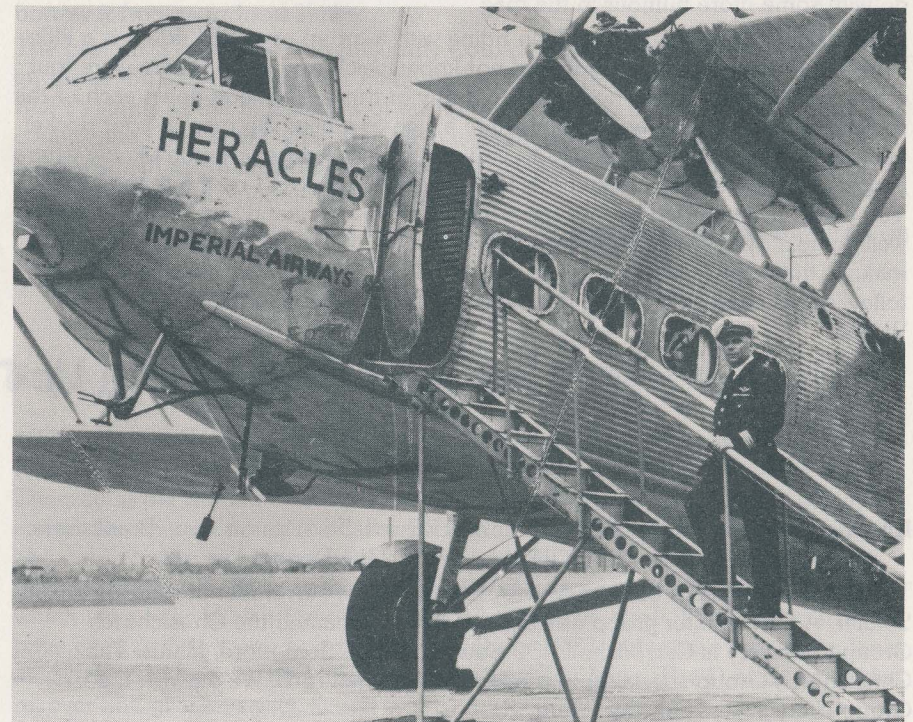
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EDITORIAL GUBBINS

There will be a new Editor of the Bulletin as from the next issue. The willing victim is John Higgin of 11 Askew Drive, Spencers Wood, Reading, Berkshire; so please, all future Bulletin material to him. The best of luck, John!

I have had a great deal of help from others during my three years as Editor so I would like to thank the members (and their families) of the Thames Valley Group who helped with all the folding, collating, stapling and enveloping of the mags for two years before it went posh; Dave Rickard for the use of his electric duplicator and cups of tea; Barbara Buckle for all that typing (got you in at last Barbara — love to the tortoise); Christine and Peter Brown for never failing to come up with a pile of addressed envelopes at the right time and last but certainly not least those who have lent me their support in other less obvious ways — my wife Ann, Colin, Brian, Pete and all the contributors to the Bulletin.

Several new TRF groups have started up lately. The Lodden Vale Group has had an inaugural meeting and is now well under way. It covers an area around Reading filling in a gap between the Thames Valley and Southern Groups. Their meeting place is The Lamb in Theale High Street on the 2nd Thursday in the month. For any further info. contact Colin Patient on Reading 696783.



Nick Walker, retiring Editor, boarding his private jet en route to Central Avenue after attending his last Executive Committee Meeting.

A meeting to reform the West Yorkshire Group was held on the 5th January, the contact here is George Abbey on Bradford 581343. Meetings will be held on the 1st and 3rd Mondays in the month at the Frizinghall Conservative Club, Lynthorne Road at 8pm. George tells me that the club is two miles from Bradford Town Hall via Manningham Lane on the Bingley/Keighley road.

The new West Wiltshire Group meets on the 1st Tuesday in the month at the Cross Guns, a free house at Avoncliff near Bradford-on-Avon, Wiltshire. They have regular runs and information can be got from Nigel Griffin, 2 Helmdon Road, Trowbridge, Wilts., tel: Trowbridge 62678; or Bill Riley at Allin Motorcycles, Seymore Road, Trowbridge, tel: 64580.

I know that most of you have already renewed your TRF membership for this year but just as a reminder for the odd few forgetful members I have put a renewal form elsewhere in this issue. It only costs a fiver (plus anything you may care to bung in for the Fighting Fund of course) to keep you in Bulletins for the rest of the year and to enable us to work harder at rights of way problems. If new members want to join using the form in this mag. please write "New Member" on it.

I didn't know that Stephen Russell was about to send me his very funny article about what tools to carry on a green lane run when I put a similar story in the last issue so I make no excuses for printing his this month, thanks Stephen, we could do with some more humour in the mag.

Happy Riding Hint No. 73 — When riding with a group on a trail ride it is a little worrying to approach a junction and not know which way to go. There were four other guys in front of you and no sign of any of them. You look down each of the three turnings available and there is nary a sign of a bike. No map in your pocket and even if there was it wouldn't do you any good because you don't know where you are and as you only joined the TRF yesterday you can't read a map anyway. You start to wonder when your mum will begin to worry and you feel the tears welling up... That was a load of rubbish of course but the point I am trying to make is that every rider in a group should make himself responsible for the following rider, keep checking that he is still there, if he isn't then STOP AND WAIT.

*** Nick Walker

GROUP NEWS

Bournemouth & Poole: Rep — Stephen Russell, 56 Winston Ave., Branksome, Poole, BH12 1PG Dorset.

The Bournemouth & Poole AGM was held on 4th of November at the Dorset Soldier. A new splinter group was agreed on, to be named the Christchurch Group. Secretary is Carl Nicholls, 30 Southey Road, Somerford, Hants. The Christchurch Group specialise in weekend Welsh trail runs. We all wish the new Group every success for the future.

The Bournemouth & Poole Group new Secretary is me and the Dorset Rights of Way Committee was re-elected — me, Keith Cockrell and, in his absence, Tim

Shaw. It was agreed to hold two treasure hunts in 1981, in March and October. The accounts book was duly passed round for all to inspect, good for a laugh. Run fees for 1981 were agreed at 30p for TRF members and 50p for non members. It was agreed to assist the Horse & Pony Endurance Society in 1981. The rest of the evening was spent listening to the Christchurch Group relating their trail runs in the depths of Wales, narrow mountain roads with 300 foot drops, bogs and beautiful scenery. They do love to rub salt in wounds.

Keith produced a letter from Dorset County Council, being a reply regarding Byway 12 Puddletown that had been ploughed and sown with kale. The letter briefly stated that Dorset CC had been in touch with the landowner and as it was his first offence and has in the past been cooperative regarding RoW matters the County would not prosecute, the letter ended thanking Keith for reporting the matter.

Bristol: Rights of Way Officer — Ian Thompson, 17 St. Michael's Road, Burnham on Sea, Somerset.

If anyone is interested, the best modern book on the history of old roads is "Roads and Tracks of Britain" by Christopher Taylor, published by Dent, ISBN 0-460-04329-3. At £6.50 it is a bit pricey, but if you cannot afford to buy it then borrow it from your local library.

The best news is that Somerset County Council Rights of Way Officer has just informed me that the Council's Planning Dept. now has a policy of maintaining RUPPs status as the best means of giving the public the best amenity value in the countryside. This is just what the TRF has been saying all along. RUPPs mean hedges which mean attractive lanes for all to use. All the CC has to do now is scrap its diabolical Special Review.

For any details on lane clearing I can be contacted most evenings on Burnham on Sea 786263.

Essex: Rights of Way Officer — Dave Andrews, 123 Burrow Road, Chigwell, Essex.

1981 sees the Group at its strongest for many years with ten active member. Regular Bulletin readers will note that our official club nights are now the last Tuesday of the month. Unofficial meetings every Tuesday will continue however as we share a venue with the Essex Enduro Club. This change has been brought about due to the fact that we draw members from mid-Essex to Southend. The majority of lanes in Essex are on OS map 167 with approx. 112 lanes 70 of which have been shown Byway on the draft Definitive Maps. Public Enquiries have been held in a small part of the County in 1977 with about two dozen lanes ably defended by the TRF Hon. Chairman Seymour Moss. The D of E has yet to recover and give a verdict.

We hope to have 15 Group runs in '81, a similar number to 1980. Average turnout is about five riders. It is very rare to meet other lane users in Essex and

little if any conflict arises, the only major problems being mud churned up by tractors in winter, ploughing and overgrowth in summer.

Despite being on the edge of London and trail bikes being quite common new membership is almost non-existent. New members are always welcome or just TRF members in adjoining counties looking for an organised ride in Essex.

For information regarding rights of way contact me, address above, and for information about the Essex Group or the Enduro Club contact Bob Glennie, 211 Brocket Way, Chigwell, Essex. Tel: 01-500 2915.



Gloucester: Sec. — Fred Lord, 22 Glynrosa Road, Charlton Kings, Cheltenham, Gloucestershire.

The Group now appears to be settling down to a well organised branch of some 30-odd members. We have myself as Secretary, a Treasurer and a RoW Officer who is doing a thorough job investigating “doubtful” lanes in the Gloucestershire County and checking them out with County Hall maps. A complete list of lanes, with County Road numbers, is being compiled for submission of claims where appropriate.

Organised runs take place on the first Sunday of every month, attracting 15 or more riders, which sometimes entails splitting into smaller groups with staggered start times. In addition ad lib groups go out most weekends.

16 members had a very enjoyable weekend in the Rhayader district of Wales in mid October.

As well as riding throughout Gloucestershire we also get into Wiltshire and Monmouthshire (Wye Valley) and we intend venturing into Somerset next spring, as well as further trips to Wales.

We still meet on the first Monday of the month at the Raglan Arms, Conduit Street, Gloucester at 8pm. Our thanks go to the Bristol Group for their help and advice.



Lancashire: Sec. — Lesley Windsor, 10 Lincoln Ave., Little Lever, Bolton, Lancs. Tel: Farnworth (0204) 792743.

I would like to remind all the members of the Lancashire TRF Group that the Annual General Meeting will be held on the first Tuesday in March at the Bay Horse, The Cross, Leyland. Please note the change of venue, this is due to alterations and renovations taking place at the Eagle & Child. When these are finished it appears that the pub will be unsuitable for our needs so we have permanently moved to the Bay Horse.

We have been busy over the past few months, lanes have been walked and ridden and claims have been made. John Gillett has worn his tongue out licking stamps and been forced to ride his B40 which has proved to be a good muscle builder.

His Honda had a tiring time ('cause it is an old lady now) on the superb outing we had with the North Yorkshire Group. Our hearty thanks go to John Bloomfield and the members of the North Yorks. Group for an excellent weekend.

Rights of Way news (from John Gillett). Ref. Lancashire Group's Byway claim (our refs L/G-L25 Lancashire and L/G-WY1 West Yorkshire) the lane from OS grid ref. 876323 (Worsthorne) via the Lancashire/West Yorkshire boundary (at the Gorple ruins) to OS grid ref. 937329 (Widdop Lodge). This lane has been claimed Byway on usage evidence alone, no pre 1836 evidence has been found. A Mr. Hartley (not a TRF member) was charged with riding on a Bridleway, the case was held at the Courthouse, Burnley on the 18th December 1980. The verdict was guilty to the charge. It would be prudent to stay off this lane until further evidence can be obtained.



Sussex: Rep. — John Penfold, Marriners, Nyton Road, Aldingbourne, Chichester, W. Sussex.

The Sussex Group has had a very good year in 1980, we have grown in size to over 30 members, with enquiries for new membership increasing recently, this is partly due to Simon Webb's visits to local motorcycle clubs where he gives a talk and also the increased publicity following our assistance to the horse riding fraternity in the past two years.

There are also encouraging signs that our “enemies” seem to be softening a little. In the past year we have had meetings with local Ramblers and the Sussex Downsmen. Martin Christie and I were interviewed with a leading local Rambler on a country programme on BBC Radio Brighton and recently I was asked to attend a meeting of the Sussex Rural Communities Council, Planning and Preservation Committee (quite a mouthfull!). I feel that all these meetings have done no more good than harm and it shows that our ‘hardbitten’ opponents now wish to find out who we are, particularly now we are being consulted at Government level (Byways & Bridleways Trust, Spicer Committee, ACU, BMF, etc.). By the way, I think the Trials & MX News petition gave us good publicity also.

Our Group have been organising monthly rides through the year but I have only shown up on three (more about those later) and some new members were beginning to believe that I am some mythical figure! The problem is that I am very much involved in off-road sport (I know this is a dirty word in the TRF) my 10 year old son races in Schoolboy Motocross and I ride one enduro a month, with bike preparation, practice and competition spare weekends and evenings are scarce in the summer. Hence my appearance on winter and early spring trail runs. Incidentally some of our Group, including my family, help Charles Shippam and the Sussex Rights of Way Group on lane clearance work. This is good fun, it helps to keep you fit (and warm in winter), is very satisfying and you meet other rights of way users. The lunch break “picnic” provides ample opportunity for informal discussion and I would like to see more of our members helping on this work.

Two trail runs which I enjoyed immensely this year were those in which we offered our assistance to the British Horse Society and the Endurance Horse and Pony Society on their 100 mile competitive rides — these are rather like horse

enduros which require tremendous stamina from both rider and animal. This was our second year with the BHS and this time we marked the entire course, check-rode it early in the morning before the start (just as well, as some "meanie" had removed most of the markers on the Downs). We then manned the check points through the three days and ran messages for the organisers. On the second day it rained and blew a gale all day which made the going very interesting — on one hill I was glad to have a good 250 enduro machine, this hill wouldn't have gone unnoticed in a Welsh Enduro! Some of our lads were being passed by horses whilst they were struggling for grip! I can't imagine the result if they had reversed the course on Day 3 as in 1979 — the BHS people would have had even more amusement. On setting out to Check 1 John Buckingham punctured on his SP 370, the three of us following helped get the back wheel out and fit a new tube (Finilec was useless), a very helpful and attractive lady nearby gave us the use of her garage compressor, her husband collects vintage bikes! We made Check 1 five minutes before the first horse was due. Otherwise a very successful three days work which was rewarded by the BHS with a contribution to the TRF Fighting Fund. Next month I will report on the EHPS 100 mile ride which finished on Midsummers Evening at 11pm. Do any other Groups have nighttime trail rides? Also the expedition to discover the green lanes of the Isle of Wight in October.

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Thames Valley: Rep. — Brian Crook, 26 Knightsbridge Cres., Staines, Middx.

The December meeting of the group was our annual general meeting, which opened with 29 members present and rose to 36 shortly after. With the Lodden Vale Group having now become a reality, we were prepared for the loss of the services of several active members most notable among whom was our R.o.W. Officer for the past years, John Higgin. However his expertise will not be lost to the TRF as a whole as we understand that he will cover those responsibilities for Lodden Vale.

The proceedings were chaired by Dave Stewart who declined to stand again. The meeting opened with reports from the then current holders of titles, John Collins presented the Treasurers report which had been duplicated to enable us to see the results of the years activities and was well received. John Higgin clarified the R.o.W. position and some discussion resulted from his report.

The Chairman then ascertained whether the meeting wished to continue last year's arrangement whereby the Group Representative position was divided into Chairman (for internal organisation) and secretary/rep. (for external contact and representation). This was overwhelmingly rejected and the resulting elections selected:- Group Representative—Brian Crook, R.o.W.—Kate Clow, Treasurer—John Collins, Lane Clearing—Terry Jolley, with Gerry Gooch and Ron Ricarby filling the two remaining Committee positions. Under 'any other business', a proposal was made and accepted that run fees be increased to 50p for members, and £1 for non TRF members.

December 19th was the annual Dinner and 'Prance', organised by Gerry Gooch at Patricks Restaurant in Wraysbury, this was attended by 29 members, wives, and girl friends, and went really well. Alby Bebbington, immaculate in his 'Tux', came

prepared to record the evening on film, but a technical failure (too much lubrication?) resulted in a pile of used flash bulbs and precious few photos, pity really, as we could have had a group photo of five ladies who ride on group runs, although it would be difficult to convince a non-believer that this bevy of lovelies ever donned trials wellies.

For the evening meeting on 16th February, Colin Patient has arranged for Champion Spark Plugs to present a film show and talk featuring their products.

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BRIAN THOMPSON'S R.O.W. BIT

Comments re. Wildlife and Countryside Bill (now in the House of Lords)

This Bill is a big disappointment to us. The DoE has dropped the measure contained in their August Green Paper that the Mason effect will be suspended until a Public Inquiry hears the Byway claim. In seven years time about 2000 green lanes (50% of total) that have vehicular rights will be closed abruptly extinguishing all Common Law rights. M/Cyclists and motorists will break the law if they continue to use such lanes enjoyed for decades. For example in the Yorkshire Dales only one green lane out of 150 has the correct Def. Map status. Thousands of riders will have to give up their hobby of trail riding in the countryside. The DoE say seven years is long enough for all Byway claims to be dealt with. Based on past performance plus the 15,000 backlog of claims, this will not happen in 20 years never mind seven. Especially that the **duty** to reclassify (and incentive) will be dropped, and as Govt ordered cut backs take effect.

18 Counties have yet to start a special review under the previous Countryside Act of 1968. Many have yet to start a general review of Def. Maps drawn up in the early fifties despite an absolute duty laid down by Parliament to review every five years in Section 33. If the Def. Maps were up to date and accurate then a case for making them conclusive would be more acceptable. Instead in seven years time conflict will increase and unlawful riding in some areas will become a major problem. The Police say they cannot enforce the law and control of such behaviour will pass out of our influence. Codes of Conduct and policies of restraint (ie Ridgeway) agreed by the motoring bodies will be rejected by angry members.

The DoE must accept full responsibility for this charter for conflict and denial of rights. Local authorities will have the headaches of sorting out the problems, not the DoE. With large numbers of green lanes closed especially in the north pressure will increase on the few Byways remaining, leading to over use.

We are also unhappy about the excessive powers given to local authorities to confirm their own orders, and for allowing no appeal on points of law.

The need to claim all Byways is not mentioned in the Bill. But you should continue to do so until the position becomes clear. We think the DoE is trying to make 'a silk purse out of a sows ear' and urge that Mason is repealed by substituting Section 42 (2) for Section 42 (1).

The Byways and Bridleways Trust is in the best position to influence the Bill in the Lords and Commons. Please join as individuals and your group. The journal alone is worth the five pounds a year to be sent to BBT, 9 Queen Annes Gate, London SW1. The TRF has made substantial donations from central funds because we benefit in many ways and want the BBT to succeed and grow providing a balance against the threats of the RA.

Wiltshire...Public Inquiries into our Byway claims will be held at Easton Village Hall, Pewsey, Wilts on Tuesday 20th January at 10am. We are trying to save RUPP No. 14 in Easton from downgrading to bridleway. And again we fight to preserve Byways at Collingbourne Kingston Village Hall, Wilts at 10am. If you can help in any way please turn up and support the TRF representative.

Lakes...The final invoice for engaging a solicitor to represent the TRF at September Public Inquiries came to £600 for 3 days work. No results yet but frankly despite our effective presentation I should be surprised if we win any Byways. The test for Byway under the 1968 Act is so loaded against us that we usually lose out on suitability.

Derbyshire...Richard Marshall, Tony Davenport and myself have shared out the job of dealing with the recent Derbyshire Special Review and all objections have now been submitted. Because we shall find Byway status so much easier under the new Bill we have asked that this 1980 review is abandoned. We have safeguarded our rights by claiming all the County Road/Bridleways, because we simply do not know whether these can be dealt with under the new legislation.

New Legislation...Is on it's way and is the main function of the House of Commons Rights of Way Review Committee that I serve on representing all trail riders. The Committee is also a useful exchange of views between the statutory (Govt.) and user bodies, including the farmers and landowners. Subjects dealt with include Green Lanes, Ploughing, Over-use of paths, Use of volunteers, Firearms in the countryside, Bulls, and Crop and animal diseases. Ministers find the Committee useful for obtaining quickly a cross section of views about matters under consideration. I think we should feel pleased that we are at last being fully consulted, and having a say in decision making. Certainly we have come a long way in the 10 years of the TRF. We used to be given the cold shoulder in those days, but even the Ramblers are beginning to accept that we are **here to stay**, and closing all green lanes will not stop the problems, indeed it will only increase them. The RA Secretary is also Secretary of the Spicer Committee and I must say Alan Mattingly does a fine job without any bias, and works extremely hard. It should be remembered that the RA can offer to service the committee because they have an efficient machine to do so. The contrast with the efficiency of the trail riders is rather depressing, and the demands of members for more efficiency will fail until we model ourselves on the unity and strength of the RA, and others like the CTC.

Kent...Ken Smith 12 Beacon Drive, Bean, Dartford, wants to form a rights of way team to cover Kent. Alan Jackson is now semi retired and will anyone with a conscience please get in touch with Ken. Kent held a Special Review in 1970 but this has been abandoned by the DoE. A reasonable number (200) of Byways were

provided. On the other hand I cannot believe that out of the 200 RUPPs downgraded none had vehicular rights.

Lancs...Although they tend to keep rather quiet the Lancs Group are busy on rights of way laboriously surveying the County and submitting Byway claims. John Gillett, 18 Hilton Ave., Ansdell, Lytham is their energetic RoW Officer. They have some trouble covering the Rochdale, Oldham and East Lancs. area. John is with me helping a member who has himself a summons for riding a bridleway.

Value of old maps...They are essential as evidence for claiming Byways but must be pre 1835. Obtain from your County Archives. Also the first edition OS 1" series, can be bought for £1.95 from David and Charles, Newton Abbott, Devon. If County Hall scorns the value of this evidence (and many do) refer them to Section 35 Highways Act 1959, Sorenson v Cheshire County Council 1979, and Kent CC v Loughlin 1975. Lord Denning said 'maps up to 1820 were on too small a scale to show more than public carriage road'. This is very useful to quote to officials and at Public Inquiries because it implies that any highway shown on a small scale pre 1835 map has vehicular rights. What Lord Denning said is not binding but is strongly persuasive. Section 38 sub sect. 5 (1959 Act) states that if in existence pre 1835 then it is a publicly maintainable highway today. For maps to look for in your county contact me. But C & J Greenwood covered 90% of the country from 1815 to 1832 and is the best of the non OS maps. Remember Richard Marshall and myself are here to help and advise you. We can't save lanes in Durham, or Kent that is up to you, only the man on the spot can do this. With Mike Rowley (our Solr) Richard and I, we form the TRF Rights of Way Committee.

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

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A STORY OF A MUCH LOVED BUT DOOMED RUPP and why skulduggery may be responsible...



Baslow — November 1980

Rising out of the 16th cent village of Baslow in Derbyshire is Baslow Bar Road, a RUPP climbing up a rocky track onto Eaglestone Moors past the 1853 Wellington Monument and joining the Curbar Pass Sheffield road. This two mile ride has delighted trail riders for 4 years now and is a favourite start to countless TRF trail runs out of Baslow. But sadly the runs over this RUPP are numbered because in a few years it will become a bridleway only. Many riders ask me to keep it open. We must save it. Sorry lads the answer is NO because it should be a bridleway and we have not objected to downgrading simply because we have no evidence for Byway status. All we have is 3 years use evidence which is not enough. Let me explain... Up to 1976 this RUPP had never been used because it was blocked by the Water Board 'to stop sheep rustlers'. After 12 months of dire threats and the exchange of solicitor's letters a bridle gate was erected. The horse riders and cyclists were very grateful for their own efforts had failed. When it was first opened up local residents tried to stop us until we showed them Council letters stating that this RUPP was a right of way for vehicles. Actually they were wrong, this RUPP is not, and had County Hall got their legal sums right they need not have bothered to re open for motor cyclists. Fortunately for us they regard all RUPPs as carriageways. I spent a lot of time researching this RUPP. It does not appear on any pre 1835 maps, or tithe maps. But when I inspected the 1820 Baslow Enclosure Award in the County Archives the part showing Baslow Bar Road has been erased and 'footpath' inserted in pencil obviously at a later date than 1820. Altering an Act of Parliament is of course a serious crime, but who had 'fixed' the plan and why? The archivist knew nothing. The Parish Council knew nothing. The Vicar of Baslow who also holds a copy refused to let me inspect.

All I know is that disputes between the village and landowner Duke of Devonshire raged for years. The ramblers too in the 20's and 30's tried to open up the moor to the public. The conclusion is that this is an unsolved mystery and strangers investigating are not welcome! Have we lost our rights by skullduggery? Like the story of the Duke of Norfolks Road another old road probably lost for ever.

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MORE TAKES OF THE UNEXPECTED...SHADY GOINGS ON IN THE PEAK

In the early seventies Derbyshire Council wilfully misled the TRF by covering up the existence of county roads in the High Peak insisting they were bridleways only and saying keep off! I was forced to spend years researching and opening up ancient lanes like Chapel Gate, Roych Clough and Hope Cross and the best of all Jacobs Ladder closed by traffic order in 1979. Yet all the time these were county roads! One hapless rider was convicted in 1964 for riding on the Roych Clough County Road/Bridleway, that County Hall later admitted was 'a mistake'. But the next time we were ready and the TRF in 1977 faced the combined might of the National Park, County Council, Police and our old friends the RA, who all had a hand in bringing the Section 36 prosecution for riding on BR71. This was the first time we had ever stood up and fought back in a court of law, and we won! The Court declaring that BR71 was after all an ancient carriageway and although a bridleway we had not broken the law. Case dismissed. The postscript to this case is

that in 1980 Derbyshire CC in their Special Review decided that BR71 should be yes, wait for it, a BRIDLEWAY! Our objection has gone in but the arguments will centre as always not on the vehicular rights but on the counties claim that the 20ft wide lane is unsuitable. Our best chance will be to get the 1980 review abandoned and have BR71 heard under the new legislation which will make this and many others an automatic Byway. We have urged the D of E to abandon the review. If not it is quite likely that this lane with undisputed vehicular rights may be lost because it may not be possible to reclassify such a lane twice. Under the 1968 test for Byway the chances of success are very slim especially in the National Parks where hostility is magnified and justice is hard to find.

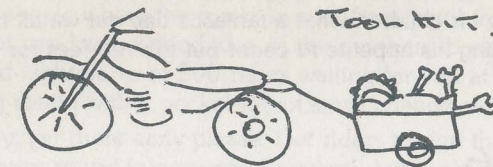
BRIAN THOMPSON

Next issue the story of Doctor's Gate, a famous Roman Road in Derbyshire another lost road but with good evidence it will probably remain a bridleway for ever because this one really is unsuitable!

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GOLDEN RULES FOR NEW MEMBERS AND NOT SO NEW

Firstly carry the bike standard tool kit, plus any others needed, a spare chain link (that fits), plug, one spare control lever, this may be taped on the fork leg. The lever may be turned upside down to fit either control. A spare throttle cable and clutch cable if suspect, tyre levers (3 of), tyre pump, a good cycle pump is O.K., a connector to fit m/cycle valves may be purchased from a m/cycle shop, this can be taped to the cross bar of the handlebars. A puncture repair kit. Of course the best bet is to also carry two inner tubes, a tyre pressure gauge and a spare valve core.



Everyone has to draw the line somewhere and this must be left to each individual but 90% of the above mentioned is essential for a good pleasant day out in the countryside.

After tools we should all make sure that we each carry an OS map of the area that is to be your day out. Buy a map and if you wish your maps to be fully marked for the days outing ask who ever is organising the day the routes to be used (that's if he or she knows). So if by chance one does get lost or left behind or even left stranded in the Frome river, water logged (were Chris and Gavin really tadpole hunting?) at least then you would have a good idea where to catch those rotters that left you.



Brings us now to how not to lose them in the first place, last man to move off, or it should read anybody who thinks he is near last man, should turn and check that all is well.

At junctions and turnings where tail riders are out of sight the last rider with the leading group should stop and wait and so on, the leader by this time realising that all have disappeared behind will stop and cuss and pound his Size 10 wellies on the ground.

Gates, we all know about this one, second rider dismounts, after halting of course, (in most cases), and remains gate-keeper — the leader having already opened the gate and passed on (to disappear again). All this should to the average I.Q. of most be as clear as mud. So what have we summing up.....

...Riders at 12 noon still loading up the bike at home and fretting that something has been left off the check list. Those that did arrive at 10 am are now stuck fast in bog and mud and cannot move for all the spares, some because they did carry inner tubes are now having to fit them. The few left stranded in the river thought to bring everything including a map, but unfortunately the ink has run or washed away with the river.

For a ten mile route at every junction a rider sits mumbling, the second man is still struggling and shouting while endeavouring to push shut a stubborn gate and then finds he has left his bike on the other side. The leader meanwhile is at home having tea and telling his children what a fantastic day out we all had and then commences whilst filling his appetite to count out the run fees for the day.



Stephen Russell

NOTES AND ADVICE ON ORGANISING AN OFFICIAL RUN

1. Plan your route on a 1" or 1:25,000 Ordnance Survey Map, to give from 40 to 80 miles riding (including metalled roads). Check that the route is all legal and officially a public 'Right of Way' because if you, or I, go down the road on our own we can apologise to the landowner and withdraw, but if a band of 20 people go down a footpath or bridleway, then the reputation of the TRF is at stake.
2. Rights of Way can be checked at the County Council offices on the Definitive Map, at the District Council offices of the area concerned and in some local libraries. Some areas of the TRF have R of W area agents to help you.
3. For publication notify the editor of the BULLETIN the proposed date and starting time, at least 12 weeks before. Also notify the Group Secretary, so that it can be announced at the next indoor meeting, even if you cannot go, and local help can be provided if you require it.
4. Check the route on the ground, for suitability for road bikes/trials tyres etc., and for illegal obstructions etc.
5. Find a pub, or cafe, to be used as a meeting place, lunch stop, and car park (for those people who come by car, with a bike on a trailer).
6. The optimum size of a group of trail riders is around 8. If larger groups go together it causes agro to waiting ramblers, horses, etc. and delays multiply enormously. Take your leaders around the route both ways about three weeks before the run. This allows time for cry-offs, illness, breakdowns etc. that inevitably crop up, and still allows two weekends for training new group leaders etc.
7. Check on petrol stations open on the day of your run, and whether 2 stroke is available.
8. Check on the nearest hospitals and whether they have an accident ward. This is the work of a moment—when it is not required, but surprisingly difficult when it is.
9. Do not tell people where the run is to start from, until they have paid their entry fee, so that you have a good idea of the numbers to plan for. This saves gatecrashers and nightmares of 200 riders waiting for you at the start. It also saves you riding round with a pocket full of small change which is inconvenient.
10. On the day, get there early please. Get riders to sign the disclaimer form. If possible send groups round in opposite directions, but meet for lunch. Carry a full set of tools yourself, including a Finilec aerosol and other puncture repair kit, some wire, a tow rope, a spare sparking plug and spanner, and a small tin of sticking plasters.
11. After the run meet the other group leaders for a post mortem to discuss any snags.
12. Send a report of the lanes used, the date held, and the people who used them to your area Rights of Way representative.

REMEMBER:-

The route will take twice as long to get round with people who don't know it as with your two or three friends.

The weather may change between your recce and the day of the run making certain 'easy' parts impossible (or impassable) so prepare for diversions.

It may help your peace of mind to have the telephone number of someone at home with a car who can come and rescue you if disaster really does befall you, as a bike isn't very comfortable for taking people with broken bones to hospital.

It is a common courtesy at least to warn a pub/cafe to expect you to meet there, and ask their permission. Don't pre-book any meals if you can help it, as it is absolutely impossible to forecast exact numbers and their tastes.

Publicity isn't vital, but it helps to recruit new members and spread the good name of the TRF. Anyway who doesn't like to see their name in the newspapers?

The riding is the easy part, you know the route so don't go too fast as it isn't a competitive event and there might be a group of horses round the next bend. Always take it easy with horses around, cut your engine and warn anyone following you, let the horses through first, up or downhill and warn their leader to expect another group coming in the opposite direction, or following you in X minutes.

These notes are for guidance only, not mandatory. Only from experience will any variations to suit, you or your group, be known.

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'ON THE GUATAMALA TRAIL'

To many of our members October 20th was just another Monday, which happened to follow the TRF Annual General Meeting in St. Ives, but for me it was the beginning of a trail riding holiday with a difference. I was driving up from flat and desolate Cambridgeshire en-route to the Central American Republic of Guatamala. The trip departed from Manchester airport that evening with fourteen of us facing a 25 hour trip, with four stops along the way, each one putting the cold and damp climate we had just left further behind us. This trip, although rather tiring, was something of a "gastronomic enduro" with KLM serving up meals with great regularity until everybody was feeling decidedly bloated!

We arrived at Guatamala airport at 1.30 pm (local time) the next day, were driven to our hotel without any customs delays, and within a few minutes the whole contingent were relaxing in mid-seventies temperatures by the hotel pool. The trip had been organised by the Manchester based Worldspan International Tour Operators, and was the first trail riding holiday of its kind. They had chosen Guatamala for a number of reasons. The temperature is nearly always in the mid-seventies, mainly due to the fact that nearly all of the riding was to be at heights in excess of 5,000 feet. The humidity is very low, so there is none of the feeling of having all of your energy sapped until you fully acclimatise, which is so frequently experienced in many sub-tropical countries. Also there are no environmental groups attempting to interfere with everybody's pleasures, the local people are extremely friendly and easy going, and the day to day cost of living is cheap. The tour was led by Len Wilcox, Managing Director of Worldspan, who had the idea of such a trip as a sensible business venture. He was a motorcyclist,

but prior to this trip had little trail riding experience. The rest of us were a pretty mixed bag, varying in age from early twenties, to one chap of 63 who had lapped Brooklands at over 100 mph in 1939 on an HRD, and was still a very capable trail rider. About half were regular trail riders, although only two were TRF members, and one belonged to WETRA.

After three days in the capital city we left on the coach for Antigua, the old colonial capital, which was to be our first trail riding centre. The hotel here was in the old spanish style of building, with pool of course, and stood in the shadow of a 12,500 foot volcano which we were to ride up, a couple of days later. By and large the trails were not too difficult, even the relative newcomers to the sport not having much difficulty managing, although the loose sandy surface kept most people on their toes. Many of the trails were used as everyday roads and it was by no means uncommon to round a corner and find a six wheel Mercedes with a trailer coming towards you! The attitude of the local Indians had to be experienced to be believed. Most of the trails went through or near their villages and they would stand outside their huts smiling and waving to each and every rider, even gathering in groups to applaud those who made it successfully up some of the most difficult hills.



A lunch stop in Guatamala

The ride up the volcano was, to my mind, the highlight of the whole holiday. We left the hotel in the dark at 4.30 am intending to try and reach the top by daybreak, as we were assured by our guide that the view of the sun rising over the other volcanos would stay in our memories for the rest of our lives. Unfortunately, the climb took longer than anticipated, and we didn't make the top until a couple of hours after daybreak, but nevertheless to look down on the world below you as though it were a relief map, and know that you had ridden all the way up unaided, was more than adequate value for the sweat and energy used in making the long climb. The bikes were mainly 100 cc and 125 monoshock Yamahas and they stood up to the battering much better than most of us expected, the main problems being a spate of burnt out clutches on the volcano climb. The owner of the machines, who made a living by renting them to tourists, followed in a four wheel drive jeep, accompanied by his mechanic who seemed able to cure most problems in a matter of minutes, and who earned the undying respect of most of the party.

After four days at Antigua we went to our next base, a village on the shores of Lake Atitlan, said to be one of the most beautiful lakes in the world and I certainly wouldn't disagree with that. Again a superb hotel, with a myriad of small trails all around the edge of the lake, which we were to ride in the following days. Throughout the holiday the trail riding was mixed with visits to places of interest, always accessible by bike, usually at the end of an interesting ride.

Day sixteen saw us back in our chilly homeland, tanned, tired and already feeling a little nostalgic for the T shirt trail riding we had just left behind. The cost? £916.00 all in, not cheap but in the opinion of everybody excellent value for money considering that it covered air fare, hotel, most meals, hire of machines, and transport between riding centres. Prior to departure we had been a little apprehensive about the political state of Guatamala, but any fears were totally unfounded. As so often happens, the press had shown the problems in a most exaggerated manner, and we saw no sign of any political problems or even any tension.

Worldspan intend to run three more trips in 1981, and although doubtless details will eventually appear in the weekly motorcycle papers, the address for anyone wanting details prior to that is:-

**Worldspan International, 278/9 Royal Exchange, Manchester M2 7BT.
Tel. No: (061) 834 4862/4**

From: Hugh Mason, 2 The Green, Haddenham, Ely, Cambs.

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TRAIL RIDERS FELLOWSHIP RENEWAL OF MEMBERSHIP

NAME..... (forename) (surname)

ADDRESS.....

.....

..... (county)

..... (post code)

PHONE No.....

MEMBERSHIP No.....

I enclose £5 CASH / CHEQUE / P.O.*

I do / do not* wish my name included in the membership list

Has the address given recently changed? YES / NO*

*Please delete as necessary.

.....

Membership renewal notes.

If you are renewing an existing membership please use the above form but if a new member joins using this form please mark it "New Member". Send it off quick or you won't get any more of these fantastic, newsy, wonderfully informative and interesting Bulletins, so there.

Send form and fee to:

Colin Patient, 14 Ryecroft Close, Woodley, Reading, Berkshire RG5 3BP.

Any problems, ring Colin on Reading (0734) 696783.

If you wish to send any money for the TRF Fighting Fund please add it to the membership fee and Colin will pass it on into the Fund.

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Members of the Derbyshire and South Yorkshire Group crossing a ford at Deepcar. (Picture courtesy of The Star, Sheffield).

SMALL ADS (Free to members)

- FOR SALE:** Kawasaki KL 250. 'V' reg., very good condition, very economical, tank cover, spate exhaust. £595 ono. Keith Hampshire, tel: Ossett (West Yorks) 273880.
- FOR SALE:** Two bike trailer with 50mm ball hitch. The trailer is a converted box trailer of strong design, wired with tailboard lights. Mini wheels and spare. A fair price at £60. Stephen Russell, 56 Winston Ave., Branksome, Poole BH12 1PG, Dorset.
- WANTED:** Interested members to partake in a spring Treasure Hunt, south Wiltshire area. £1 for members, £2 for non-members, husband and wife team £1.50. Write, with SAE, to Stephen Russell, 56 Winston Ave., Branksome, Poole BH12 1PG, Dorset.

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★ NEW! ★

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