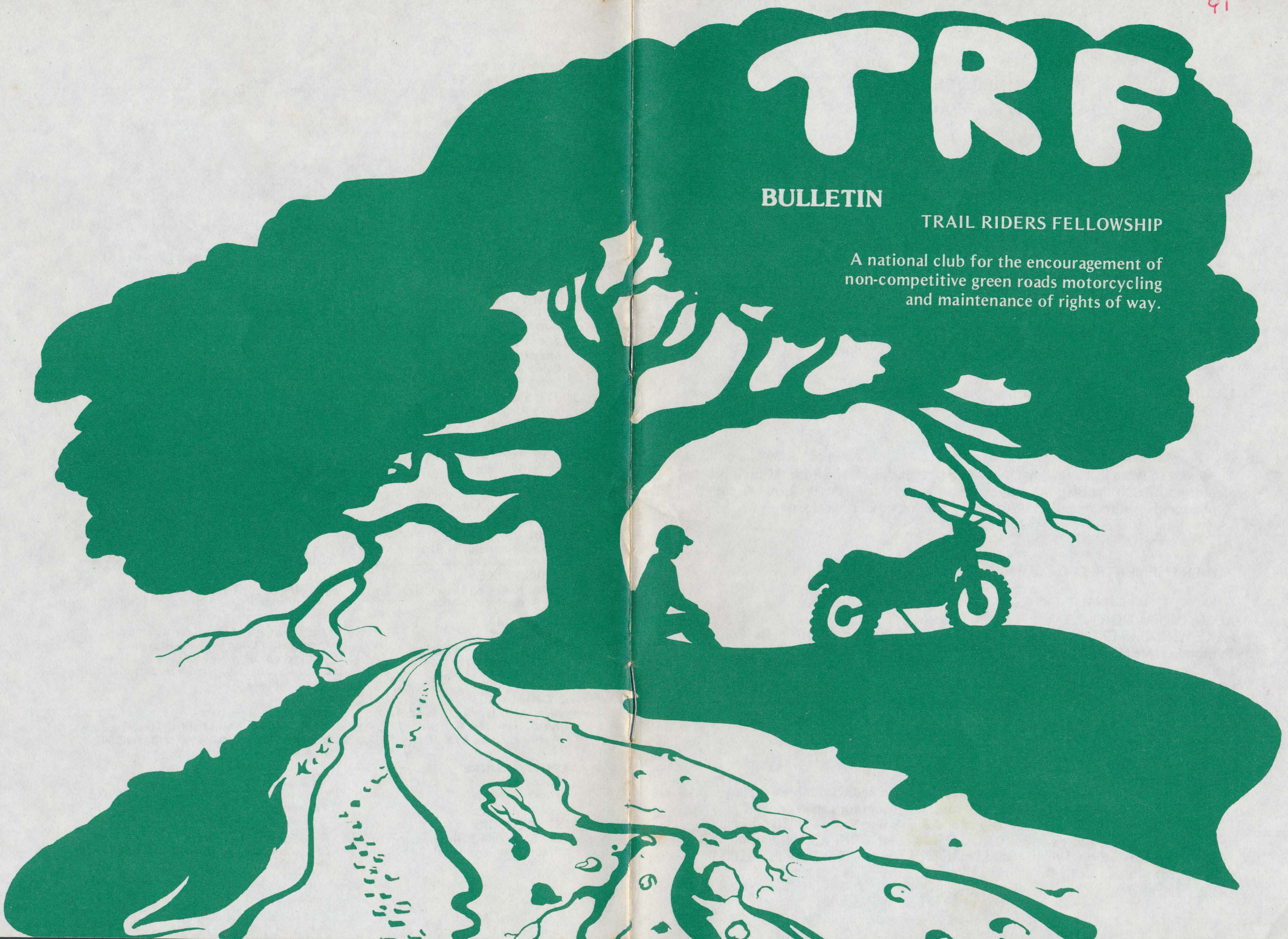


TRF

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 JULY/AUGUST 1982

DATES FOR YOUR DIARY

- 8th August. East Yorkshire Group. Contact Don Burt, 1 Villa Close,
Low Ackworth, Pontefract.
Tel: 0977 612258 (Hemsworth)
- 15th August. High Leics. Contact Graham Chinnery.
Tel: Derby 810059.
- 22nd August. East Yorkshire Group. Contact Don Burt.
- 6th Sept. Public Inquiry, Kirby Lonsdale & Avonside.
- 11/12 Sept. E. Midlands Group. Yorks Dales Weekend.
Contact Graham Chinnery
- 12th Sept. East Yorks Group. Welsh Weekend.
- 13th Sept. Public Inquiry. Cartmel, Nenbury Bridge.

The above runs are just a few that will take place all over the country. Many more are not notified to the Bulletin but details can be obtained from the Local Group Representative either by phone or from the meeting of your local group.

ADVERTISEMENTS £1 for four lines. Members Only.

ACCOMMODATION

LAKE WINDERMERE. Bed & Breakfast. 26 separate beds, doubles/singles, Colour TV, lounge, Ale House 20 yds. Evening Meal, buffet Snacks & Packed Lunches available on request. Lock up yard for 10/12 bikes. Ample parking for cars & trailers. B&B £5.50, 3 nights or more £5.20. Evening Meal £3.00.
BRENDAN CHASE, Colledge Road, WINDERMERE, Cumbria, LA23 1BU.
Tel: 096 62 5638

ACCOMMODATION

Farm House — Welsh traditional, 4 single beds, 2 single beds, 1 double bed, large lounge, (colour TV). Under cover parking for bikes, room for cars & trailers. Plenty of home produced food. Costs — B & B & Evening Meal — £8.50 1 night. £7.50 for 2 or more, 1 week £49.00. Dick & Jean Sutton, Pen-Rochell Farm, Llanfihangel Rhydithon, Dolau, Near Llandrindod Wells. — Tel: Peny-Bont 200. O.S. Ref. 154665. (Sheet 148).

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The Editor's Corner

You will find that this summer edition is rather slimmer than previous issued due to a couple of reasons. The first is economic, it costs less! and the second is that few members have sent in contributions and I cannot make bricks without straw or magazines without your articles. I would like you to let me know what you would like in the magazine from time to time, but the main way that you can help is by writing something. There is another decision to be made, it is more economical to send say three or four big magazines a year through the post than six small ones, but the news is more out of date and members are not kept in touch, do you wish to continue to receive six issues or four?

* * * * *

RIDERS REPORTS

What I thought was a popular trail riders bike is obviously not, or its riders do not want us to know. This is the Honda XR200 for which I have not received any members reports. If you own one please let others know what you think of it, via The Bulletin.

* * * * *

REMINDERS

At the last committee meeting Bruce Roberts asked that all Local Group Representatives advise him of their current address and that of the Group and the time and place of its meeting. This is essential, not only so that we have a Central list of who to contact in each area, but so that he can send minutes and Agenda for the next Committee Meeting to the correct person.

I have been told that our Membership Secretary and Treasurer will be retiring this year and that we must therefore find replacement volunteers for these hard working people. Any kind souls who wish to fill those unfilled moments of their lives with essential work for the Fellowship should notify Bruce Roberts, our Honorary General Secretary, as soon as possible, but preferably not later than 13th September. To help you make up your mind, Colin Patient has written a brief 'job description' which is later in the Bulletin, and Keith Waddon has promised to let me have one for the next Bulletin.

The Annual General Meeting, or National Members Conference as I would like it to continue to be known, is in Shrewsbury on the 10th of OCTOBER but members wishing to put forward motions for debate should do so before Monday September the 13th, to Bruce Roberts, so that the committee can decide whether it will support them and advise members accordingly or otherwise.

LETTERS

Rambler's View

Sir, In B & B 1982/3 it is stated that the Ramblers' Association is willing to give the voluntary code for the Ridgeway "a fair trial" before considering renewing our request for a traffic order.

I must make it clear that, whether or not the code is "successful" this summer, in the sense that it keeps motorcyclists off the Ridgeway on Sundays, we shall continue to press for an order to be made. We believe that the Ridgeway long-distance path should be kept free of all but essential traffic at all times.

We do accept, however, that there is no point in pressing the Countryside Commission on this matter until they have the result of this summer's exercise before them.

Alan Mattingly, Ramblers Association, 1/5 Wandsworth Road, London S.W.8.

Motor-cyclists' View

Sir, On the 13th March I joined the North Midland Group of the T.R.F. in a Ridgeway Group run, of nine quiet machines, all save two of the riders being over the age of 30 and 'responsible' people, none of whom had ridden the Ridgeway before, who divided themselves into three groups of three riders, in accordance with the Code of Practice.

I took my 11 year old son on the pillion, partly for the experience of *The Ridgeway* and partly to visit the sites of antiquity. We used, as a starting point, the junction with the B4000 South East of Ashbury, and having fervently prayed for and had bestowed a fine, sunny day, I decided that it would be best, in order to obtain photographs before the weather changed, to head westwards first, to Barbury Castle, Avebury and Silbury Hill.

Having experienced the section between Ashbury and Fox Hill, below Barbury Castle and at the start of Hackpen Hill, I am at a complete loss to understand why the R.A. and Dr. Grant King and friends are wasting time and effort trying to influence the Countryside Commission to ban motorcycles, when it is patently obvious that we should all be united to take action on the disastrous surface damage which has been caused by agricultural vehicles. When I consider the extent and depth of the ruts (some of them between two and three feet wide with mud and water at least a foot deep in them) in some place right across the track, I feel great anger and sadness — shared by the other riders — that this, the most famous of our ancient roads should have been so wantonly desecrated, and worse still, that trail riders should be blamed and made the scapegoats.

Obviously, I would not seek to deny, restrict or extinguish the rights of the land-owners and farmers to use the track with agricultural vehicles, but some of them seem to have treated it just as if it was their own private occupation road or field access, without any thought whatever for its historical value and uses by the various leisure groups.

I suggest that saving the surface of the Ridgeway should be the next task for B.B.T.
Michael Rowley, Newcastle-under-Lyme, Staffordshire.

RIGHTS OF WAY NEWS at 23rd June

Lake District: I have just got back from two very wet days in the Lakes where the summer season of Public Inquiries is in full swing. The second at Ambleside went moderately well with 15 riders turning up and we spoke in support of Byway status for Garburn Pass. The main fight was against the National Park who want a total ban. The best news concerned our Byway claims held on the 15th June at Staveley nr. Kendal, to upgrade Gatesgarth Pass between Haweswater and Sadgill. As we were fully expecting the usual hostility towards motor cyclists (that dominated the first three inquiries), we were astonished at the friendliness and support for Byway status, unprecedented, in my 15 years experience.

Two Parish Councils and many local residents spoke in favour of Byway. Only the Ramblers Association predictably opposed us and a lone objector (who went over the top!) The usual objections from the NFU and Lakes Park did not materialise giving us an easy ride. It was our finest hour. More than 30 riders turned up and I was able to select 7 with up to 60 years user evidence from veteran pre-war riders like Bob Humber, Alan Todd and George Abbey. The County Council and RA opposing our Gatesgarth upgrade did not succeed in defeating our strong evidence. The only difficulty was with the Inspector (a civil engineer, not a lawyer) who found difficulty grasping the legal significance of the pre-1835 map evidence.

Stile End is an admitted County Road and even if the RA succeed, full vehicular rights will still exist as on Garbourn Pass. The turnout was the best ever example of ACU, BMF, TRF team spirit and co-operation. Together we showed that we are a considerable force.

The result could take a year. Further inquiries will be held on July 12th, and 19th and Sept. 6, 13th and 20th with Walna Scar, Highway, Great Wold, Coal Road etc. etc. on the agenda. Special thanks to Alan Todd of the Westmorland Club for getting landowners on our side and to Pete Deeley (TRF) and Mrs. Deeley for putting me up.

East Midlands: The D. of Environment say that the reviews in Leicestershire and Notts will be dropped although in Northants 4 weeks of inquiries commenced on June 8th.

Peter Plummer turned out the first day but the DoE complained to me by phone that for the next two inquiries we had no one to represent the motorcyclists. This is a local matter and if riders have no wish to turn out then there is little we can do at national level. Dick Marshall and I have done our best to arouse local interest. Richard is in charge of Rights of Way for the ACU East Midlands Centre as well as Asst. TRF RoW Officer. Northants was once a hot bed of TRF enthusiasm.

Staffordshire: Three Shires Head on the border with Staffs/Derbyshire/Cheshire nr. Buxton is the subject of a traffic order. In 1946 an attempt was made to close this popular spot and a Public Inquiry ruled in favour of the ACU. We have mounted strong opposition but as with all traffic orders, have little chance of another inquiry.

Derbyshire: On Black Harry Lane (named after an 18th century highwayman) between Gt. Longstone and Eyam, the farmer continues to object to trail riders despite confirmation that this is a county road. If you are stopped then quietly insist on your right to proceed. Also in Derbyshire the RUPP over Eaglestone Moors

past Wellington's Monument is subject to interference by a person at the Baslow end claiming to represent the Parish Council. It is true that this RUPP will one day be reduced to bridleway and closed to vehicles, but until the 1980 Special Review Draft Map becomes Definitive it remains open. Meanwhile, the DoE tell me that Review is as good as dead. Highly sensible!

Scotland: Members here complain that there is never a mention of Scottish trail riding. This is true because there is virtually no legislation; no Definitive Maps or even county roads. There are some marvellous tracks but they depend on landowners.

Letter from America: The American Motorcycle Association have made friendly contact and we have exchanged information. They have full time staff on off road matters though their riding is all on private land through trail parks and sites. The US Government has done a lot more research into trail riding than ours and their statistics and findings make useful reading.

Wildlife and Countryside Act: It is hoped that this Act will commence in the Autumn. Not until then will all the 800 miles of green lanes wrongly labelled as footpath status and closed by the Mason case in 1978 be opened up. Section 56 spells out the new definitions of footpaths, bridleways and Byways. Decisions made by the Secretary of State will be delegated to the Inspector saving a year or so of delay. Reviews will be abandoned and piecemeal orders made on problem cases. Some parts of the Act are in force now i.e. ploughing (must restore within 2 wks.) warden's (power to appoint); signposting (must show Byways) and TRO's for horses.

The Berkshire Ridgeway: Is proceeding as planned and notices erected informing the public about the scheme. Ridgeway Officer Joe Burgon is getting plenty of co-operation from local clubs. The RA however, are not even willing to give the 1982 voluntary code a chance to work and say they will demand a closure order even if it succeeds. How unpleasant and utterly selfish they are. The major problem on the Ridgeway, highlighted by our Solicitor Mike Rowley recently, is surface damage caused by farm vehicles about which no one including the Ra seems bothered.

Spicer Committee: On which I serve has published a report of its work. A copy is available on request. Known as the House of Commons Rights of Way Review Committee, we meet regularly to advise on the new Act and recommends changes if necessary. The committee was formed two years ago and is a rare example of motor cyclists being fully consulted at the highest level.

Visit to Wales: Some riders still think I neglect the problems in Wales despite a two-day visit last December. On August 9th I have a meeting with Mrs. Richards, Rights of Way Officer for Powys County Council in Llandrindod Wells. I want to know why there are only 3 Byways in the entire County. Mid-Wales continues to be very popular with holidaying riders though the legal position remains uncertain.

Status of County Roads: Continues to confuse just about everyone. Some counties say yes, they are vehicular, others say no, they are not. The Secretary of State has just declared that they are full vehicular rights and ordered Byway dual status to be deleted. Good news if the SoS is consistent. The BBT is meeting the Minister soon to try and resolve problems like this. There is still confusion if it is valid to upgrade

a bridleway to Byway under the 1968 Act. We think it is. The RA say no. The DoE blame the local authorities. The authorities blame the DoE. I am raising this matter with the Spicer Committee.

No wonder the average trail rider is confused with rights of way law. Not even the experts agree. Two Inquiries have already been declared invalid by the SoS.

Brian Thompson.

MEMBERSHIP SECRETARY'S NOTES

Whilst correspondence is low and with A.G.M. looming up, I though some of your readers might like to know a little more of the workload of the National Mem.Sec. as the office stands. The system used has served since 1970 with little change, but perhaps prospective volunteers may well see an alternative way — some readers may feel that there is definite room for improvement!

Joining: When an application is received, details are entered in the current membership book, each member being allocated a personal number. These details are also entered on two file cards, county and alphabetic. The original application is then forwarded to K. Waddon for inclusion on the next mailing list. The initial reply, containing membership card and BMF card is, whenever possible, accompanied by a recent "Bulletin" and Constitution as well as the covering letter.

Renewing: Concurrent members supplying membership number or present/previous county can be dealt with swiftly (s.a.e's make things easier on the wrist!)

Simple so far? Cannot fail, can it?

Now, for the slightly darker news. Over the past, less than 50% of membership renew (the boxes of filing cards are evidence of this) — some members renew bi- or even tri-annually, and without membership number to work from, files have to be searched back to 70-71 if necessary!

At peak times twenty letters a day is normal.

General Requisites:

- 1) Tolerant wife/family/parents.
- 2) A telephone (often answered at 11.00 p.m.)
- 3) A large letterbox/friendly post person
- 4) A dog that does not eat letters/post person

It also helps a great deal if the local group assist during Nov./Dec./Jan.

Rewards:

- 1) Much closer contact with members generally, and the more active groups around the country.
- 2) A more balanced view of what is expected/required by members.
- 3) A telephone held together with Sellotape!

So there we have it — anyone wishing to see the system, my telephone number and address are given in this magazine. My term of office finishes in October, by then I will have served over 60 weeks' notice ! !

Colin Patient, 14 Ryecroft Close, Woodley, Berks. Tel: 0734 (Reading) 696783

BMF RALLY REPORT

Once again the duty of representing the TRF at the annual BMF Rally fell upon the shoulders of the local Cambridgeshire group. A hardcore of enthusiastic committee members laid early plans to ensure that our presence in 1982 would not go unnoticed by any of the many varied motorcycling fraternity.

To this end a large sign painted with the TRF motif, plus an equally large notice board displaying a range of coloured photographs showing groups of members riding in various weather conditions from sub-tropical to arctic, were prepared.

These stands, plus the usual gaggle of trail riding machines, created a great deal of interest and we had a steady stream of visitors to our 10' x 10' marquee where we served light liquid refreshments and answered their eager questions.

Despite forecasts of rain, the weather surprised us with a lovely balmy day with nether a cloud to be seen. This did much to draw a record crowd in excess of 26,000, and a record number to our stand.

All in all it was a great success and more lavish plans are already being formulated to make next year's rally an even greater event.

Alister McFarquhar, Cambridge Branch.

INTERNATIONAL SIX DAYS TRIAL 1983

Whilst spending a couple of days watching the Welsh Two Day Trial recently, I heard that next year the I.S.D.T. will be held in the Builth Wells area in the first week of September 1983. Whilst the Fellowship does not organise any sporting events itself, it cannot stop those members who wish to participate or spectate, and would not wish to do so. Those of you who wish to observe and need to book holiday dates early now know what dates to reserve and I have a feeling that assistance will be required by the organisers for course marking, route checking, crowd control etc. and by competitors for refuelling and repair stops both to themselves and their machines. In other words volunteers will be needed. I will keep you informed about any addresses at which to send your enthusiastic volunteering letters if and when I hear of them. Will members please let me know about any information they hear on this matter.

John R. Higgin. 11, Askew Drive, Spencers Wood, Reading, RG7 1HG, Berks.
Tel: (0734) Reading 882781

Jack Wiley died on the 9th of July 1982 aged 71. He was one of the workers of the motorcycle club movement and mainly the British Motorcycle Federation for which he acted as its full-time secretary for a number of years. I knew Jack as a fellow worker on a committee and although he was no giant of stature or voice he was sharp as a needle and quite a grafter for clearing the work. He always rode a bike, latterly a Honda 400 Four and was one of the founder members of this Fellowship, or at least the idea, with Norman Smith and Ralph Venables.

Although it may not know it, the whole motorcycling fraternity will miss him, "by his work shall he be known" and our condolences to his wife, children and grandchildren.



The Loddon Vale Group in Wales

LODDON VALE GROUP Group Reps Report on South Wales Trip

The Loddon Vale Group recently spend a very enjoyable weekend in the Brecon Beacons. We based ourselves in the town of Brecon and the three groups were led by Chris Thomas, Ron Rickaby and Dave Stewart. The latter two leaders being borrowed for the weekend from our neighbours, the Thames Valley Group. The weather all weekend was perfect, sweatshirts and jeans being our only clothing. Yes, of course we wore boots and gloves and helmets.

My group led by Ron tackled all the well-known trails; the Gap Road, Sarn Helen, the old Roman Road just north of the Usk Reservoir, Bryn Melyn and most of the others that I am sure most of you are familiar with. If you are not, as I'm not Dylan Thomas I could never describe them adequately to you. Do the only sensible thing . . . go and ride them yourself!

Perhaps I can change the subject and move on to two letters that appeared in the latest issue of B and B.T. The first from our arch enemy Alan Mattingly epitomises the rambler's attitude towards bikes. In essence what he says is, that regardless of whether the voluntary restraint on the Ridgeway is seen to be successful or not by the powers that be, they, (the Ramblers Association), intend to press as hard as they can for a total ban of all vehicular traffic on this ancient road. How he can justify this attitude is beyond me. Bearing in mind that he and his colleagues are purely fair weather users of this road, the mere thought of a drop of rain is enough to send them scurrying back to their cars (parked on the Ridgeway) and what is more, heaven forbid that they should use the road between November and March, their little tootsies would get ever so cold. Come on Mr. Mattingly, be a little reasonable, even if it does go against the grain. We use the Ridgeway all year round, come snow, hail, rain and sun.

Anyway, having got that off my chest, the second letter from one Michael Rowley (haven't I heard that name before somewhere?) makes the point that having ridden the Ridgeway recently, he came to the conclusion that the surface damage was caused not by the dreaded motorbike, but by farm tractors and the like. Whilst all of us realise that Mr. Rowley maybe (perhaps) biased, we must hope that his argument is seen and agreed with by those who matter.

John Holloway, 25 Pheasant Close, Winnersh, Berks.

BOOK REVIEW – Motorcycle Electrical Manual (A Comprehensive Guide)
By A. Tranter. Published by Haynes.

One aspect of motorcycling, both ancient and modern, that is guaranteed to strike fear into the heart of 99% of riders is the subject of this book, the dreaded electric. There has been a need for a long time for a book setting out the subject clearly in a structured way, both to assist the rider in understanding the background and theory and in effectively resolving the inevitable problems!

This book by Mr. Tranter who is admirably qualified as he is Principal at Merton Technical College, succeeds in meeting these needs, and at the same time provides a very worthy addition to ones (my!!) collection of well thumbed books.

It begins with reviews of basic principles of electricity, magnetism and ignition as well as identifying why various components are even needed at all. The book goes on to look in depth at the different areas of electrics.

The mysteries of coil ignition, flywheel magnetoes, energy transfer and electronic ignition systems are clearly explained with many examples and illustrations. The book goes on to treat in a similar comprehensive way alternators, generators and ancillary equipment and resolves what are many often 'grey' areas to most of us. Even if it does not specifically refer to your exact model it should allow you to 'troubleshoot' effectively, and what's more it gives you no excuse for having a less than perfectly maintained electrical system.

Altogether well worth the asking price of £3.99 – think how much a trip to the dealers would cost!

Ray J. Pittman, 4, Hollydale Close, Reading.

July 1982

DALCASSIAN MOTORCYCLE CLUB Irish Southwestern Trials/Trail Safari.

Kenmare, Co. Kerry will be headquarters for this year's Safari organised, as usual, by Mick MacEoin on behalf of the Dalcassian Motor Cycle Club.

For the benefit of the uninitiated, the Safari consists of six days of non-competitive trail and/or cross country riding over some of the most challenging trails in Europe and along the unrestricted mountain ridges that abound in this area of great natural beauty. A good trail, enduro or trials motorcycle is essential and all machines and riders must be street legal in the matter of driving licence, road registration and 3rd party insurance.

There is, as will be well known to regular visitors, a strong social aspect to the event: the nightly after-dinner "Briefing Sessions" tend to develop into something in between a Munich Beer Festival and Finnigan's Wake!

This year the Safari will once again be based at the Kenmare Bay Hotel, providing the very finest in accommodation and cuisine, where there is nothing stuffy about the atmosphere and where riders and their friends are made to feel at home from the start. And the reasonableness of the charges – in these days of spiralling costs will come as something of a surprise. It is actually cheaper than last year!

Talking about money, it is worth noting that for visitors from Great Britain (or Northern Ireland) the present favourable rate of exchange between sterling and the IR£ is a further attraction. The cheaper cross-Channel ferry fares come into operation at that time of year, plus the duty free shopping facilities on board.

If intending to stay in the Kenmare Bay, send completed booking form direct to the hotel without delay. There is no entry fee for the Safari: riders who turn up will be asked to make a token contribution (£1) to Club funds to help defray the cost of organisation. While the majority of riders and their friends will be staying at the hotel, participants are free to make their own arrangements regarding accommodation. There are plenty of good B&B's and camping and caravan sites in the area.

For further information write: Mick MacEoin, 1 John Street, Limerick, Ireland.



"This way up. . . !"

THE NATIONAL MEMBERS CONFERENCE 1982

The Shropshire Group is the host this year and Owen Booker has given details and cordially invited all members and he writes . . .

Firstly I'd like to mention that we were pleased that Mike Dutton's offer to host the Conference was accepted. We have only been together as a formal group for eighteen months and still feeling our way, although it seems a long time since there were only four members listed for Shropshire, it is six years in fact. There is a feeling amongst our members that the interests of trail riding are best expressed and enjoyed as social events in which family involvement should be welcomed. This ranges from children and wives/husbands riding pillion, to lane clearing and barbeques. My own family will drive and spread a picnic in some remote spot. Chilled wine and games in the heather make a change from a pub venue and keep the whole family happy.

On a more serious note, if trail riding is to secure its base in the 80s it needs to be seen as an acceptable leisure past-time rather than another hedonistic sport for macho bikers, as some would like to paint us. Trail riding for me is much about environmental access.

It is with these thoughts in mind that I suggest members bring their families along, if they've the means to enjoy a breakaway weekend although not necessarily to be involved in Sundays business.

The Venue for 1982 is a natural beauty spot in the South Shropshire Hills with the Welsh Border a few miles away. Within 5 miles is a golf club, some pony trekking and riding and a Welsh Farm Museum. There are also National Trust beauty spots and scenic viewpoints and miles of open heather on top of Long Mynd. Within 15 miles are the Historic towns of Shrewsbury, Ludlow and Ironbridge. The latter with its complex of award winning museums of Industrial Archeology.

We would like you to see our part of the world and there will also be rides on Saturday, starting about 1-2pm. and finishing centrally at a pub venue for all, mid evening. If there is sufficient support 3 rides 1) Epic high roads into Wales. 2) Farm lanes through Valleys around Church Stretton and 3) Mixed going in South Shropshire. For further information let us know by sending a stamped addressed envelope by 10th September to Mike Dutton, Top Cottage, Eaton Mascott, Cross Houses, SHREWSBURY, Tel: Crosshouses 317.

The National Members Conference Venue is THE SILVESTER HORNE INSTITUTE, High Street, CHURCH STRETTON, Shropshire. This is well appointed, heated and with plenty of room for gear. Please use the Public Car Park near by. There will be the normal break for lunch and there are four pubs locally where both bar snacks and cooked meals will be available.

There is plenty of accommodation available with Hotels and B+B from £5 per person. If you require lists of accommodation or caravan and camping sites or any other tourist information then contact (with s.a.e.) Shropshire Hills Inf. Centre, Church Street, Church Stretton, Shropshire, Tel: 2535. If you require information on Museums of special interest such as ornithology, geology, historical sites, then I will do my best to answer them.

O.A. Booker, Chapel House, Newton on the Hill, Harmer Hill, Nr. Shrewsbury, Shropshire. Telephone number: Bomere Heath 290 830.

BYWAYS AND HOW TO SUCCEED

PART TWO: HOW TO HANDLE A PUBLIC INQUIRY

A Public Inquiry is convened by the Dept. of the Environment usually many years after objections and representations have been made. The record set in Northants is 14 years. An Inspector appointed by the D of E hears the evidence for and against and his report goes to the Secretary of State for confirmation usually after another wait of about a year. Under the 1981 Act however, Inspectors will decide; a big step forward.

Typical Inquiries are held in the village or town hall as near as possible to the highways in question. You can be forgiven if the entire procedure appears to favour the county council employing Solicitors and the same for other official bodies such as National Parks, Water Boards, Forestry Commission. Landowners too often employ Solicitors and even Q.C.'s. But don't be put off. The Inspector does not expect you to be a skilled lawyer with clever cross examination techniques like Runpole. Remember one thing. You have to convince the Inspector of your case and nobody else matters. An important point often overlooked.

This is democracy and free speech in action. I shall use an actual Inquiry into Byway claims held at Orton near Kendal in Cumbria in September 1980 as an example. I was put in charge of the TRF Byway claims made in 1976 to upgrade Bridleways and in support of a Byway made by the Council.

I arrived half an hour before the 10 am start having already asked about a dozen user witnesses to turn up and give evidence. Five actually turned up which is very good because at the next two Lakeland TRF Inquiries NONE turned up, probably because of the severe mauling they received at Orton. I had already prepared our documentary evidence which was pre-1835 maps with three certified copies, and also three copies of the many user statements.

It was like a school concert with a stage at the back of the Church Hall slowly filling up with officials and locals, including the Vicar. There was plenty of surly glances in our direction. When Mr. Reese the Inspector (a Solicitor) arrived, I asked him if the TRF cases could be dealt with that day as none of my witnesses or myself could appear tomorrow, to which he agreed.

Forty persons were in the Hall by the time Solicitor Mr. Ritchie opened the case for the County Council. This is the usual number and most of them were hostile to any question of Byways. We were regarded in the same way as the Falkland Islanders felt about the Argentine invaders.

The first case to be heard was Breat High Pass, a former RUPP reclassified a Byway in 1976, but objected to by the Ramblers Association and National Farmers Union. The Council took a neutral attitude and did not defend their own decision made in 1976, in my opinion because of the unexpected strong opposition to Byway status. It seems that they bend with the wind, so they can have a quiet life. The Council said they were satisfied as to vehicular rights though they produced no evidence. They thought it unsuitable except for motorcyclists.

A good deal of opposition came not only from the statutory objectors but from a wide cross section of farmers, land owners, local residents etc. We tried to make it clear that we simply want to preserve existing and ancient rights, not create new ones. The Ramblers Assoc. concentrated on 'unsuitability' and the National Farmers Union on danger to sheep and livestock, damage to the moors, and that 'food is more important than recreation'. I cross examined, and there was no evidence in support of NFU and RA allegations. It was then our turn to prove our case, though we were only there in support of the Council, as interested parties.

I outlined the law in support of the several good pre 1835 maps that showed Breat High Pass existing as far back as 1770. Copies were handed to the Inspector and Council and other objectors. The NFU dismissed the maps as just bits of paper. I stressed that this way was suitable for motor cycles and proved Test 3 and that Govt. Circular 44/68 urged Byway even if unsuitable. I claimed considerable hardship if this Pass be extinguished.

All this time the Inspector took written notes and said very little.

I called five witnesses who have used this route. Reg Turnbull had used it for 10 years on his motor cycle, others also gave very impressive evidence of use on motor cycles. All came over very well and stood up to fierce cross examination from the RA, NFU and locals, including the Vicar who claimed to have God on his side. Then Mr. Guyatt, a full time Lakes Park Warden, gave evidence on oath in support of Byway. Very brave, because Lakes National Park do not favour Byways and have made it clear we are not welcome. After all the evidence was completed I summed up our case and main points in our favour for Byway. The County Council did likewise without enthusiasm. The Inspector then made arrangements to inspect the Pass. This one Byway took about 3 hours mainly because witnesses take a long time to be heard. The Inspector does not announce any decision there and then and the Sec. of State did not confirm his report until Oct. 1981 when he confirmed Byway status and rejected the objectors claim for Bridleway.

On the Great Asby RUPP, so great was the opposition that with the full agreement of all the witnesses we withdrew our claim. There were too many problems on this pre 1835 RUPP including an unlawful obstruction. Everyone was surprisingly grateful and relieved. The old road down Borrowdale was lost mainly due to lack of good user evidence.

I was delighted at the end when a chap from the Nature Conservancy Council came up and congratulated me on how well we handled our case and offered me a full time job – which I foolishly turned down.

The day ended at 4.30 p.m. A day well spent because one Byway like Breat High Pass is very worthwhile and we considered this a victory. Do remember that the press are often present and whatever you say is liable to appear in tomorrow's paper. At Orton the Daily Express picked the story up and to our surprise came out showing motorcyclists in a good and responsible way. In contrast, the local press attacked the TRF and printed a letter calling for all green lanes to be ploughed and sprayed with acid in order to prevent motorcyclists. How nice!

Let us look at the general points you should bear in mind . . .

No. 1. Prepare your case in advance . . . Use the highway and know it well, noting how many gates and signs there are and take notes of the surface. Take photos in black and white. Select witnesses and aim for those with over 20 years' knowledge.

Call no more than six. Local people are best and if used for non-recreation, like going to work. Minimum is 4 or 5 years user. Meet your witnesses and make sure they know what to do and where to attend. One witness in person on oath is worth 10 statements on paper.

No. 2. The Inquiry . . . At the start, give your name, organisation and number of witnesses. The authority will always start first and may call witnesses, usually a council worker. Make a note of what they say and cross examine with care.

Don't try to be clever and always be polite. You are not in the Crown Court. Questions must be relevant and this is not the place for statements. Open your case briefly and call your witnesses. They take the oath and gently ask them questions such as: How long have you used the way? Were you ever challenged? Is it suitable? Do you want to use it in future, and so on. Then come the opposition and the witnesses are very much on their own. Afterwards you can re-examine. When landowners give evidence, (usually denying use), ask what hours they work? i.e. if 5 days, then how could they know about use at weekend? Also how much time did you spend in the field in question? Don't worry if you make mistakes. At Orton I made the error of stating that a downgraded RUPP is not extinguished of vehicular rights, which is correct, but this had the place in an uproar and I should have kept quiet. I also never had time to get Tithe Map evidence. Do **not** give hearsay evidence . . . (i.e. what Uncle Charlie said in 1950 simply because Uncle Charlie died in 1960 and cannot be cross examined. You should have got Charlie to do an Affidavit). Keep to the law and facts. This is what the Inspector wants, not your own personal opinions. Only ask questions that can be properly answered. Use lots of common sense.

The Inspector must obey the law and that is his duty so refer frequently to the 1968 and 1949 Acts and what is required. Half the talk at PI's is useless and you can easily prejudice your case by annoying the Inspector.

Indeed at Orton the RA trio were so persistent that they managed to disturb the quiet calm of Mr. Reese. I was delighted when he turned on them. Inspectors are very tolerant and understanding and don't be afraid to ask his advice on procedures and what is admissible evidence. As an interested party you can take part in any claim, even if you are not the one that objected during the draft map stage. Plenty of help is available from the various organisations such as BBT.

Brian G. Thompson, 39 Warren Road, Thorne, Doncaster, DN8 5PP. S. Yorks.
Tel: Thorne (0405) 814388

I wish to renew my membership of the TRAIL RIDERS FELLOWSHIP for 1982.

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Save postage costs, get your group secretary to buy in bulk at the quarterly Executive meeting.

WEST ANGLIA GROUP

Since Bruce Roberts moved even further north of Watford to what all Southerners will regard as 'Indian Territory' in Derbyshire the West Anglia Group have been left leaderless (at least) if not loanless — as Bruce works for a bank! However, a new Group Representative has stepped forward and he is: David Knight, of 89, Blackfriars, Rushden, Northamptonshire, and he has a telephone for urgent enquiries that is Rushden 313816.

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



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**TRAIL RIDERS FELLOWSHIP
LOCAL GROUP MEETINGS**

Group & Group Rep.	Pie & Pint Night Venue
ANGLIA Bob Aley, 1 Aldersford Street, Sible Hedingham, Nr. Halstead.	NONE
BOURNEMOUTH & POOLE Keith Cockrell, 'The Bungalow', Winterbourne Kingston, Near Bere Regis, Dorset.	1st Tuesday — Dorset Soldier, Corfe Mullen
BRISTOL Ron Carter, 'Lynton', Westwood Road, Ebley, Stroud, Glos. Tel: Stonehouse 2702	2nd Mondays Stanshawes Court Hotel, Sundridge Park Road, Yate.
CAMBRIDGESHIRE Hugh Mason, 3 The Green, Haddenham, Ely, Cambs.	1st Monday of the month — The Golden Ball, Boxworth, Cambs.
CHESHIRE David Eaton, 125 Victoria Road, Northwich, CW9 6JH	1st Thursday — The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
CHRISTCHURCH Carl Nicolls, 30 Southey Road, Somerford, Nr. Christchurch.	1st Thursday — Ashley Hotel, Ashley, New Milton.
CUMBRIA Norman Phoenix, The Vicarage, Warcop, Appleby. Tel: Brough 683	NONE
DERBYSHIRE & SOUTH YORKSHIRE Ian Dunsire, 1 Lodge Drive, Harley, Rotherham, S. Yorks.	2nd & 4th Tuesdays — The Victoria Hotel, 248 Neepsend Lane, Sheffield.
EAST MIDLANDS Graham Chinnery, 28 The Woodcroft, Diseworth, Derbys.	2nd Thursday — Flying Horse, Kegworth, Leics. (on A6).
EAST YORKSHIRE Howard Wadsworth, 7 Hammond Road, Knottingley, WF11 0HL.	2nd Tuesday — Kellingley Social Centre, Knottingley.
ESSEX Dave Andrews, 123 Burrow Road, Chigwell, Essex.	Last Tuesday — Warley Sports Centre, Holdens Wood, Warley Gap, Brentwood, Essex.
EXMOOR Ian Thompson, 17 St. Michaels Rd., Burnham on Sea, Somerset.	Last Monday of each month, 'The Stagecoachs' P.H., Taunton (Centre).
GLOUCESTERSHIRE Fred Lord, 22 Glynrosa Road, Charlton Kings, Cheltenham.	1st Monday — Raglan Arms, Conduit Street, Gloucester.
HERTFORDSHIRE Frank Diamond, 42 Aldridge Ave., Stanmore, Middlesex.	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
LANCASHIRE Keith Westley, 6 Briars Lane, Lathom, Ormskirk, Lancs.	1st Tuesday — The Bay Horse, Leyland, near Preston, Lancs.

LODDON VALE John Holloway, 25 Pheasant Close, Winnersh, Reading. 785995.	2nd Thursday — The Lamb, Theale, near Reading, Berks.
NORTH MIDLANDS Don Smalley, 33 Paris Ave., Newcastle Under Lyme, 620848.	3rd Tuesday — Jervis Arms, Onecote.
NORTHUMBERLAND David Young, 9 Edwards Road, Whitley Bay, Northumberland.	NONE
NORTH WALES Stan Whitaker, 15 Wedgewood Heights, Holywell, Clywd.	1st Wednesday — The Fox & Grapes, Hawarden, Clyd, (near Queensferry and Mold).
NORTH WEST LONDON Roger Newark, 76 Hale Grove Gardens, Mill Hill, London, NW7. 01-959 2386	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
NORTH YORKSHIRE M. Drury, 21 The Avenue, Starbeck, Harrogate. Harrogate 885410	4th Tuesday — Prince of Wales, Starbeck, Harrogate.
SHROPSHIRE Mike Dutton, Top Cottage, Eaton Eaton Mascott, Cross Houses, Shrewsbury.	Last Wednesday of month, except December) Bell Inn, Cross Houses.
SOUTH EAST Mike Rich, 18 Way Volante, River View Park. Gravesend.	2nd Tuesday — The Westcourt Inn, St. Hildas Way, Gravesend.
SOUTHERN Peter Wildsmith, 5, Meynell Close, Eastleigh, Hants, SO5 4DZ.	3rd Tuesday — Tabby Cat, Hiltingbury Road, Chandlers Ford, Eastleigh, Hants.
SUSSEX John Penfold, 'Marriners', Nyton Road, Aldingbourne, Chichester.	Contact John (every other month i.e. Feb, April, etc. Hassocks Hotel, Hassocks.
TEESIDE John Bloomfield, 31 Thames Ave., Thornaby, Cleveland.	1st Wednesday — The Station Hotel, Kirby, near Stokesley.
THAMES VALLEY Terry Jolley, 49 Herondale, Addlestone, Surrey.	3rd Monday — District Arms, Woodthorpe Road, Ashford, Middx.
WEST ANGLIA David Knight, 89 Blackfriars, Rushden, Northamptonshire Tel: Rushden 313816	3rd Thursday — Scott Bader Club House (opp. Parish Church), Woolaston, near Wellingborough, and 2nd Thursday, The Swan, Salford, Near Cranfield, Beds.
WEST MIDLANDS Mrs. Sheila Lewis, 72 Field Barn Road, Hampton Magna, Warwick, CV35 8TS.	1st & 3rd Wednesdays — King George V Memorial Hall, Stratford Road, Hockley Heath, Solihull, W. Midlands.
WEST YORKSHIRE Mike Pemberton, 36 Alder Hill Grove, Leeds 7.	1st & 3rd Mondays — Frizinghall Conservative Club, Off Manningham Lane, Bradford.
WEST WILTSHIRE Bill Riley, 141 Bath Road, Bradford on Avon. Tel: 3811	First Tuesday in month, Cross Guns, Avoncliff near Bradford on Avon, Wilts.