

GROUPS

BRISTOL

Richard Tallon, Tel: 0249 715426
2nd Monday, Tennis Court Inn, Deanery Road (A420), Kingswood. 4th Friday; Social Night - Tel. for location.

CAMBRIDGE

Howard Biddle, Tel: 0223 232879
1st Thursday, Golden Ball, Boxworth

CHESHIRE

J. Johnson, Tel: 061 427 6963
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport

CORNWALL

Roger Fogg, Tel: 0726 67198
3rd Thursday, Ring Secretary for details.

CUMBRIA

Roger Harris, Tel: 0539 725198
2nd Wednesday, Albert Hotel, Bowness on Windermere

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, Tel: 0742 748688
2 & 4 Tues. Enfield Arms, Broughton Lane, Attercliffe, Shefld.

DEVON

Richard Arscott, Tel: 0803 612950
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET

Pete Boyce, Tel: 0305 783210
1st Tuesday, The Royal Oak, Bere Regis

EAST MIDLANDS

Graham Chinnery, Tel: 0332 863433
2nd Wednesday, Three Horseshoes, Hemmington, Nr. M1 Junct. 24

EAST SCOTLAND

Les Mollison, Tel: 0382 738530
2nd Wednesday, Glencarse Hotel, A85, Perth to Dundee Rd

EAST YORKS.

Dave Barratt, Tel: 0977 672402
2nd Wednesday; Kellingley Social Centre, Knottingley.

ESSEX

Neil Gamble, Tel: 0245 461643
4th Tuesday, The White Horse, Old London Road, Widford, Chelmsford

GLOUCESTER

Ron Carter, Tel: 045 382 2707
1st Tuesday, Painswick Institute, Painswick, Glos.

HERTFORDSHIRE

Alan Vincent, Tel: 0923 775263
1st Wednesday, Coach & Horses, Newgate Street, Nr Cuffly

ISLE OF WIGHT

Mick Holbrook, Tel: 0983 866361
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Nick Moon, Tel: 0322 865335
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

LANCASHIRE

Keith Westley, Tel: 0704 893215
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4th Thursday, The Mall, Woodhall, Spar

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Don Lewis, Tel: 0252 616359
2nd Thursday, The Lamb, Theale, Berkshire
NORFOLK & SUFFOLK Stephen Canning 0359 31018
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NORTH MIDLANDS

Ray Morse, Tel: 0785 661543
1st Tuesday, Leek Area - Contact group rep (above)

NORTHUMBERLAND

Mark Snoddy, 091 386 0749
3rd Tuesday, Ryton Rugby Club, Ryton

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John Mills, Tel: 0477 34425
1st Wednesday, Hope & Anchor, Ewloe Place, Buckley, SHROPSHIRE

Steve Rodenhurst, Tel: 0952 244161

2nd & last Wednesday, The Bell, Crosshouses, Shrewsbury

SOMERSET

Peter Banks, Tel: 0749 86396
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Bevis Billingham, Tel: 0243 585128 Last Thursday, Ashing on Soc. Club, Rr. of Red Lion, A24, 9 miles N. of Worthing

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WEST ANGLIA

David Knight, Tel: 0933 313816
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WEST MIDLANDS

Dennis Hayter, Tel: 0527 23550
1 & 3 Thursday, Duke of Marlborough, Studley, Warks.

WEST YORKSHIRE

Gordon Carr Tel: 0535 644568
1 & 3 Thursday, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd.), Odsal, Bradford

WILTSHIRE

Bill Riley, Tel: 02216 3811
1st Tuesday, The Toll House, Holt, Trowbridge

WYVERN

Gwyn James, Tel: 0902 763824
Every Thursday, Hill & Cakemore Ex-Servicemen's Club, Victoria Road, Blackheath



TRAIL

SEPTEMBER 1992

No. 170

The Bulletin of the TRF, the National Club for all who wish to ride Legal Motorcycles on Legal Carriageways.

EDITOR: Mike "Nettlebed" Pedley.



THE TRF GOES TO FRANCE. *By Peter Ballard*

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Try to make it interesting! . . . All contributions to the Editor
COPY DEADLINE : 1ST TUESDAY IN EVERY MONTH

CLASSIFIED

AJS 1955 500cc Jampot. Mech. Sound, Paint Rough but comp. machine. £999. Mike 0993 (Woodstock) 811118.

CAN-AM Bombardier Trail Bike. VGC, T & T, Low Mlge. £400. Also D/Adult Busmar S/Car. £130 ono. Bob 0777 870531 (Notts)

DT175MX W Reg. Good cond., New Tyres, recent rebore (gen. parts), MoT, £400. 0332 834929 (Derby).

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HONDA MTX200. B Reg. New Pistons, bearings, clutch etc. Good fun & ride. Need to sell, £300 ono. 0225 339296 (Avon).

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KLR 250 W/c 4-Stroke. Stolen Rec. Some minor bits

missing. Good project. £250. Gordon, 0535 644568.

KTM 250 EXC. 1990. Full Rd. Legal, VGC. £1250 ono. RM250 1989, VGC. £700 ono. PE250 1977, VGC, (Regd.) Loads of New Parts. £400 No offers. TS185 1979. All there, needs sorting out (regd.) £500ono. KX250 MX 1984. Full Rolling Frame & all plastics. Offers. KMX125 engine, offers. Whitehawk Trials, Full Rolling frame. £500ono. 0279 771023 (Herts.).

SIDECAR Watsonian Monza, Good Cond. New Wood. £200ono. Crewe (0270) 586128

WANTED KLR250 W/Shop Manual. Buy or Copy. Colin Adams, 0252 519224.

WANTED 17" Rear Wheel for KL250A3. 0629 55559

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MEMBERSHIP SEC:Peter Clark, 34 Oak Rd, Barton -U-Needwood, Burton on Trent

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.....Tel: 0200 445657

EDITOR

The E2413 has recently been in the news - but if you don't live or ride in Warwickshire it probably doesn't mean a lot.

It's another Rambler versus the farmer. Once again the farmer has ploughed up and cultivated a right of way, but what makes this one slightly more interesting to us is that the RoW in question has undisputed vehicular rights and acknowledged as such by the RA "There's no way a cart or four wheel drive vehicle could get past this ditch" says Mr. Green of the Warwickshire RA and continues "We have been asking the County Surveyor to do something about this for the last ten years". Sound familiar RoW workers?

Do we have a Group in this area who could perhaps contact the RA with user or other evidence? We really are all fighting the same battle and this is surely one occasion where we would join forces. The best description of the E2413 I can give is as follows:

"It begins in Ladbroke as a tarmac road (Radbourne Lane) continues to Woodlands farm; beyond the farm it disappears and is marked out by British Telecom posts. Further on there is a bridge near to where it meets the site of the village of Lower Radbourne. Another section is visible near Hodrell Manor". Anyone recognise it?

Following a piece in an earlier TRAIL on TA (type approval), I received a letter from T.H. Waterer, Assisstant Director of the Motorcycle Industry Association Ltd., who makes a couple of positive points regarding the dreaded TA.

Firstly, because each EEC country has its own constitution and use regulations for motor vehicles there are many trail bikes that we don't see in the UK as it's just not worth the Japanese building them to UK specification when sales are minimal. So who knows we could eventually see those 200 Yamahas etc., on sale over here.

Secondly, there has always been a fear that TA would wipe out the small specialist bike manufacturers, but now it is likely that TA will not apply to manufacturers of less than 200 units per year. So not all is doom and gloom on the EEC/TA front!

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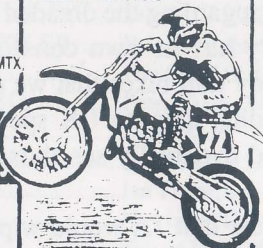
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LETTERS

Wiltshire

Two of us, whilst out riding near Bristol (Aug 16) came across a newish (E'reg) Vauxhall Cavalier that had been dumped, out of site, about 100yds from a main road, on a RUPP that we were using. There were no wheels on it, every piece of glass was broken and every body panel was scratched and badly dented. The bare metal, exposed by the scratches, had not yet started to rust. It was obvious that the car had not been there for very long. We took down some details about the car and carried on along the lane. Very shortly after this Pete Toghill got a puncture in the rear wheel of his DT125. After two unsuccessful attempts to fix it we admitted defeat and called the RAC. Pete's allergic to rubber anyway (that's his excuse!). An early and unhappy end to the day!

Back home, and a visit to the local Police Station, to report the damaged car, found earlier, revealed that it had only been taken earlier that morning (Sunday 4.15am). We both received a verbal pat on the back from the boys in blue for our help towards solving the crime.

To those of you who don't like riding in the summer because there is little mud and an abundance of dust and flies:- The July run, by the Wiltshire Group, showed me (a relatively new member) more mud and water than I've seen in my life. Thanks to Dave Dunn for leading the run.

Finally, can someone please tell me how to get the bead of a tyre to pop out and seat on a wheel rim when being refitted.

Peter Fennell. Chippenham. Wilts.

Lost A Map?

Found at Esgair Hengae Bog. At end of Monks Trod - Landranger 147 fully marked up, on 1st August '92. It will be returned to the owner if he made it through the bog!

Alan Brinsdon. Gloucester.

XT350 Sprocket

I have just purchased a 17 teeth sprocket, to run with my std chain, for well under £10 from PR Taylor & Sons, 23-25 Station Hill, Chippenham, Wilts (Tel: 0249 657575). They also tell me they can supply a 15 teeth sprocket. Here's mud in your eye!

Pete Anstey. Wiltshire.

Horse Clothing

As a new member who also rides horses I would like to contribute to the debate on the colour of clothing.

I have known many horses who startle easily at the sight of bright red, orange or yellow if they encounter it suddenly. This can obviously be very dangerous if the horse

rider is inexperienced and if the cause is the sudden appearance of a TRF motorcyclist, we will have just made another enemy!

As I understand it we are all looking for more friends.

Colin Adams. Hants.

P.S. Many horses also dislike the sudden appearance of large pigs.

Stuffed Passengers

May I commend you on the latest issue of Trail. As a relative newcomer to trail riding, I appreciate any hints and tips for riding on a variety of surfaces. My own hangups are dropping down steep stony descents and coping with long muddy stretches on an otherwise dry lane.

I only used to use green lanes when the Vintage Motor Cycle Club directed us along them. Finding this enjoyable and realising the threat to such lanes I joined the TRF to help with letter writing and some funds. This interest developed into buying a dual purpose machine to ride some more local green lanes and to use for work. My Can-Am Bombardier is not the ideal tool but was cheap!

My wife, who has organised a Village Ramblers Group, is also interested in keeping local lanes, tracks and pathways open and used regularly. She has useful knowledge about the status and vehicluar rights of way of local lanes and now accompanies me riding these local lanes.

Riding green lanes two-up is a very different proposition to riding solo!

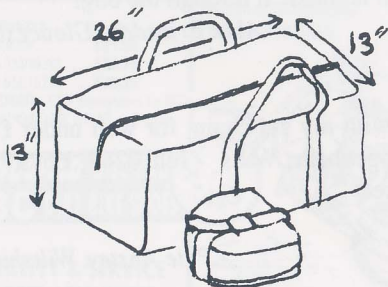
Although having a mobile gate opener is an advantage, every other aspect seems harder. What I need is advice on riding lanes with a passenger. (Apart from Don't)

One other small difference in riding with my wife is that ALL other users are prepared to pass the time of day and generally appear happy that we are there legitimately. Perhaps an alternative to the current dress debate is that we should carry lifelike stuffed passengers?

Reg Eyre. Glos.

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GROUP NEWS

DORSET. Run Dates

27th September, run leader Dave Willmott 0458 72111, area South Somerset and West Dorset. Please Note;- Always check with the run leader by telephone at least two days before the run. This gives the run leaders some idea of how many are likely to turn up on the day.

No minutes this month due to holidays but some good news. We recently complained to the local ombudsman about the lack of response from Dorset County Council in clearing an obstruction (a fence) from a Unclassified County Road near Worth Matravers. We had sent various letters and even mentioned this problem at a meeting with DCC.18 months later, still no action, so we complained to the Ombudsman and two months later we received an apology from Mr P Harvey, the Chief Executive of DCC, telling us the fence has been removed and he is sorry we had to complain on several occasions. Well done that Ombudsman and Dorset County Council we're watching you!

David Greenslade, Editor. (0305) 848468

Dear Mr Greenslade

COMPLAINT TO LOCAL OMBUDSMAN ABOUT OBSTRUCTION TO THE HIGHWAY

The Local Ombudsman has sent to me your complaint about the obstruction of an unclassified County road between Worth Matravers and Kingston.

I understand that after you complained about this obstruction, the County Surveyor sent the offending farmer a letter in June 1991, asking that the obstructions be removed. I understand that they were not in fact removed, and that you entirely properly complained to the County Council again in the Autumn of 1991.

I am sorry that, under the pressure of other commitments, officers did not follow up this complaint, until you again complained in June of this year.

The County Surveyor then took action, and I am pleased to learn that the obstructions about which you complained have now been removed.

I apologize, on behalf of the County Council, that you had to complain on several occasions before the removal of the obstruction was successfully secured.

Yours sincerely

NEW GROUP - SWINDON.

Meeting 1st Wednesday of the month at the Jacobs Ladder pub, Ermin Street, Stratton S. M., Swindon - 8.30pm.

Group Rep is Peter Owen, The Firs, Chelworth Cricklade, Swindon SN6 6HJ - Tel: 0793 750557. Chairman is Neil Hennion on 0793 782004.



P K Harvey LL.B
Chief Executive

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PR OFFICER

THANK YOU for all those members who took the time to write letters of objection to the Ridgeway traffic restriction. It took about three weeks of my spare time to write, type, print and send out nearly 900 letters. I am informed that there were about 300 objections which seems rather a poor response by the TRF membership when the least they had to do was sign and send a ready printed letter.

A public thank you to Tim Stevens and friends who borrowed my PRO hat (and the rest of my gear by the look of him) and did an excellent job of promoting the TRF. It is not always easy giving the best answers in this situation.

As the South Downs Way fight looms again I have been spending some time writing letters and lobbying influential people. During a recent inspection I found virtually no vandalism of the barriers except that in most cases a little path has been worn around the barriers by the only remaining users, walkers and cyclists. Only the latter seem to use it as a long distance route. The walkers either walk their dogs or picnic in the fields. The deep ditches are now overgrown with weeds and are a danger to children. It would be easy for a motorcyclist to ride past most of the barriers so the £100,000 cost was wasted.

Meanwhile Bevis Billingham has unearthed several more lanes in the area with evidence of vehicular rights. I donned my "disguise" and rode them all on the "80" without challenge. Some steep climbs are a challenge of a different sort.

I have recently been disappointed to discover that Surrey C.C. have encountered much resistance to the reclassification procedures. I quote "Reclassification has focused the hostility of many members of the public to off road vehicles and has led increasingly to requests for traffic regulation orders, usually from a local residents association, parish council or the landowner. It has also highlighted maintenance and safety problems." Perhaps the wording and explanations involved in the review are not simple enough. Just as in the R of W news in Bulletin 168 if people do not understand they tend to think the worst. It is just as Hampshire and the Winchester Conference all over again.

Many letters and articles are designed to encourage a response in order to explore an issue. So thank you David Bentley for the letter about dress, you may have a good point about maintaining a high profile and being seen. However, there are times when it may be in our best interest to keep a lower profile. Such as, when compiling user evidence. Most areas have "new" lanes which have had TROs applied as soon as we begin using them, most recently in Cornwall. It seems to me to be pointless to do all the research and clearance work and then lose a lane by adopting a high profile. A compromise solution would be to let a landowner or resident know of our usage, emphasise that we do not overuse or damage the surface. Even invite them to inform us of any problems they have in the future. Give them a friendly wave as you go past Dick Sutton does this but on private land. Martin Harding does it on green lanes and highly effective it seems to be. Does any other group adopt this procedure?

Regarding the "Moorwatch Needs You" sign on the Bulletin cover. My feeling is that the anti motorist lobby have scored points here. Remember most laymen do not know when a rider is legal. I would suggest a small supplementary sign explaining that certain vehicular rights exist especially on parts of the Pennine Way and motors are not necessarily being used illegally.

My apologies to Leo Lacey. (Bulletin 168) I was indeed in the area on that day. By coincidence I was able to meet two police officers. One is the local Green Lane Officer who has been given the job of patrolling the local lanes. I seized the opportunity to lead him round and make sure he saw the problem areas. This policeman was intending to take his own CX 500. I suggested he borrow my Honda 80 while I used my KDX and "We could swop later" After a couple of miles and only the second lane he was gasping "I did not realise it was such hard work" I had to ride the 80 up a rain rutted hill for him. We never did swop bikes!

The second police officer was a Sergeant, very smart in new blue leathers and K75 (No, he would not take it off tarmac!). He had made contact with the TRF through Tim as a result of no TRF rep. attending the last meeting of the South East Sports Council (How about it Brian Read?) This officer was very knowledgeable and keen to support trail riding. I need some of Peter Bank's leaflets for him.

The sign that Leo mentions in his letter is causing some confusion. It was intended to show people the way back to the Leith Hill car park. However, because of the Land Rover shape on the waymark, several people have assumed that it marks a byway. I will write to Surrey CC about this.

Finally I have to ask for more letters of objections. Surrey CC have suggested a section 116 extinguishment to the lane next to the M23 Motorway. Briefly, the Motorway was built over part of Hathersham Lane, a lovely old road. New sections of way were built to replace those lost, but they were designated bridlepath. Thus we have now a way which changes from byway to bridlepath to byway and so on. The argument is that as they are now cul de sacs the vehicular rights are not needed. We recently lost Moats Lane to the Newts in this area, so I am convinced we will lose these too unless we obtain a large number of objections.

Please send individual letters to me for forwarding.

Who can tell me if an Order of Certiorari would be appropriate and what it might cost?

Brian Wright. Public Relations Officer

RIDGEWAY TRO: There is to be a Public Inquiry in Swindon from Tuesday October 20 to Thursday November 5. Those who took the trouble to register their feelings will know this, and that there has been a pre-Inquiry meeting, also in Swindon, on September 10, to try to establish a timetable for all the objectors to have their say. If you wish to say something, but you were unable to get to the first meeting, you have not lost your chance, your rights are "in no way prejudiced" as it says in the quaintly formal official letter. But obviously it is no use just turning up one afternoon and standing in line with your hand up. The possibilities are these:

1. You can turn up on the first day of the Inquiry proper to get yourself on the list, but you will need to come again on the day appointed for your 'appearance'.

2. You can ring to make an appointment. The contact is Mrs J A Lewton, Inspector's Assistant, on 0272 218905. No details are given of how this might work, but I imagine this should be done before the Inquiry proper starts, to have a reasonable chance of a sensible slot.

3. You can get someone who already has a slot to speak on your behalf. Don Lewis of the Loddon Vale group will be there, and so will I, so you have a choice. Just write down the points you would like to make, and send it to either of us (but not both, please!) The Inquiry is 'to inform the Secretary of State of the weight and nature of the objections' and the Inspector is there 'to take account of the objections of the Order, and any other material considerations'. If you do not want to write something special, send a copy of your original letter with a note saying 'please put these points to the Inspector'. If you speak on behalf of others, such as your TRF group, say how many you are, and when the meeting was at which you were asked to speak for them. And don't leave it too late, because if we don't know about you we might not have time to include your valuable contribution.

4. You can do nothing. In this you would have quite a lot in common with other members of the TRF. Well, work it out for yourself. Lots of clubmen wrote in from lots of clubs. Several people, too, from no club at all. Six hundred altogether.

FOSSWAY TRO: As if a ban on Britain's 'oldest road' was not enough to be thinking about, now there is news of a ban on a road which was the very edge of civilisation as Julius Caesar knew it. Not this time because someone paid by the taxpayer told walkers it would be nice to go there, and they did, and someone else paid by the taxpayer thought that walkers should have it all their own way. No, this is because someone paid for by the taxpayer and wearing dark blue told someone in a battered caravan that this ancient highway would be a good place to stay for a day or two. Unfortunately the locals, farmers and councillors included, did not agree with the tall man in the blue uniform, and took the law into their own hands. Last year it was the hedge grubbed out, and Roman cobbles scattered around. This year it is a large heap of rotten silage, a disabled trailer, and

several ditches dug from the Roman foundations, and piled up into solid heaps across the road. Yes, it is illegal to obstruct the highway, to disturb its surface, dig ditches in it, to allow 'filth, dirt, lime or other offensive matter' onto the highway, to deposit anything at all on it to the interruption of any user, we know all that. And we know about the duty to assert and protect our rights, but all that is, as you might say, by the way. All these offences can be excused because the people in the caravan had no jobs, had no mortgages, and were therefore spongers off the welfare state, so the council is going to finish off the job in fine style with a TRO. If only these itinerants would realise that the proper way to live is in a proper house, paid for with a proper job, then we wouldn't have to use tax payers money to pay the police to stand, jemmy in hand, at the roadside. And we wouldn't have councillors and MP's urging the 'law enforcers' to try harder to turn them back, get them away, any excuse, anywhere, as long as they are out of the county by nightfall.

There are those who think that we should not take sides in this matter, that we should let 'justice' take its course, that there is no sympathy for these people, they deserve none, and they should be left to fight their own battles. The law is on the side of the oppressed, after all, and why should we help a minority which has done nothing to help us? If they are under attack it will keep us out of the limelight. Just don't let any thought of what happened in the thirties cross your minds. The Jews were an innocent minority, picked out by their customs and their way of life, forced to stick together for self-protection, herded from one miserable place to another, and they were set up as scapegoats by a government that was faced by problems of inflation, unemployment and homelessness. Not at all like the present situation which is because a few lawless drug-addicts want to live in derelict shreds of canvas rather than go to the jobs, and the houses, that are just waiting for them...

It is surely common sense that houses are better than tents? That poll-tax payers are better than scroungers? That cars are better than motorbikes? That tarmac is better than dirt?

Tim Stevens

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"Fear for Ancient Right of Way"

In the city of Wells a 200 year old cobbled road was discovered behind the museum. This caused great excitement and a front page in the Wells journal.

In Shepton Mallet, about six miles away, The Roman Fosse Way, which is nearly 2000 years old, was being dug up by local residents and farmers. See press reports, this also hit the front page!

The Dorset CLA (August 1992 - Trail No. 169) have self interest at heart when they make such statements. There are always hidden motives behind what the opposition say. Development, gentrification and ploughing are the real causes of damage.

Gwyn Thomas. Somerset.

New Age prevention work a 'tragedy'

Diggers tear up Roman road

Amenity groups have reacted angrily this week to what some describe as the appalling destruction of a Roman road in Shepton Mallet.

And they are determined that local residents who moved in with diggers and placed barriers across the road to prevent the return of New Age travellers, must be brought to book.

Feelings have been running high for some time on the part of landowners and residents in the Martin's Lane/Bodden area.

But their actions have now sparked off a major row which could turn into legal action.

Members of the Mendip Bridleways and Byways Association have taken photographs of work allegedly carried out by landowners and letters have also been sent to every member of Somerset County Council's environment committee urging support in protecting an ancient monument — the 2,000-year-old Roman Fosseway at east Shepton.

by Brian Seal

The association alleges some members of the county council appear to have condoned what it considers to be unlawful actions in the cause of preventing the travellers from camping.

County archaeologist Bob Croft went to Martin's Lane on Tuesday. He later spoke of his great sadness over the appearance of a two-foot deep, 500-yard trench which, he claimed, had destroyed something which had survived all pressures of the countryside over the past 2,000 years.

He claimed the damage was more permanent than any gypsy encampment would have caused. He could only describe it as a tragedy.

The Mendip BBA liaison officer, Gwyn Thomas, commented: "I am not unsympathetic to people troubled by hippies. I know how distressing it can be. But no one should take the law into their own hands and dig up a Roman road to achieve their objectives."

The county council has now published its intention of making a traffic management order, but the association, as well as other amenity groups, will be opposing this, regarding it as an unfair and unjust instrument affecting the rights of law-abiding citizens wishing to use the old road.

A spokesman for the residents said the action taken was designed to restore peace to the area so that local families could use the lane without fear of threat or intimidation. Further landscaping would be carried out.

SHEPTON MALLET
Journal
THURSDAY AUGUST 20, 1992
PRICE 30p

Martin's Lane – from an insider

Sir — As a habitual user of the Fosseway I would like to take this opportunity to redress the unbalanced reporting conveyed on the front page of last week's Journal.

1. The article neglected to state that ditches were also dug along a 500-yard length of the Fosseway, destroying flora, fauna and archaeology (Roman Shepton revisited).
2. Martin's Lane has been used by travellers for at least the past 100 years (the Fosseway is over 5,000 years old).
3. Rubbish, when skips were supplied, at the travellers' request, in January and July, they were filled to the brim, wing to this summer's influx, second skip was required but not supplied, hence the litter

which remained.

4. During May and June, police directed travellers to the Fosseway from as far afield as Worcester, Oxford and Dorset, overloading the site.

5. The forensic report on a cow death by salmonella has not been made available for independent corroboration, i.e. the details of exactly when and where the incident occurred have not been stated.

6. Outline planning permission sought by developers to build houses, either side of the Fosse indicate a strong reason for a minority of people to destroy this traditional site.

7. The hysteria invoked by biased journalism promotes vigilantism.

8. Those who ditched the Fosseway had no legal authority to do so.

9. The batteries which were

stolen were returned by travellers who found the thief.

10. Over 300 different travellers' dwellings have been located at Martin's Lane over the past three years.

11. Local police have no complaints over the Fosse, it is a discreet place out of the way, known to them.

12. Why is a fully functioning transit site destroyed when there is such a demonstrable need for one locally?

The evils of pollution, drug addiction and petty crime are endemic throughout all society, yet it is only travelling folk who have to suffer the indiscriminate punishment of eviction, scorched earth and resource denial, much to the detriment of our common heritage.

Tony Thomson,
c/o Peter Street,
Shepton Mallet.

This road blocking is unlawful

Sir — I think that the public must be informed about an action that has been carried out, supposedly in the public interest.

I refer to the unlawful blocking up of the ancient Fosse Way north of Charlton, Shepton Mallet, known as Martin's Lane.

The Fosse is a public right of way — thanks to the actions of people who are not the owners of the land, this public right has been removed as far as vehicles are concerned and made difficult for cyclists and horse riders, and at certain points pedestrians as well.

As readers probably know from your cover story last week, this area has been home to a number of travellers who left the site prior to having an eviction order served on them.

This matter is not one that I wish to make comment or judgment on, as I consider it separate to the consequent actions by some local farmers and landowners.

Travelling towards Beacon Hill from Charlton now involves negotiating earth banks that make the Fosse much narrower than it historically should be.

One also stumbles over loose stones dropped by machinery brought in to dig ditches on one side and deposit the spoil on the other (to make the parking of vehicles impossible), and one has to view giant hay bales wrapped in now tatty and litter creating black polythene thrown into any undig-gable gaps.

The digging of these ditches (there are many hundreds of yards of them) has exposed and cut many tree and hedge roots, so we may see some more of our countryside die by the bulldozer.

Further north the Bridleway from Yellingmill Lane to the Beacon (still the old Fosse) has been blocked by a gigantic heap of manure.

It is here that only the most determined will proceed — I personally waded ankle deep in the stuff to get through.

Further on still there are more manure heaps to narrow the way, along with blowing tatters of black polythene, hardly fitting for the approach to a site of great antiquity.

I make one statement and ask but one question: It is undemocratic to alter or restrict rights of way without consultation, and what can be done to redress the balance? This action affects three parishes: Shepton Mallet, Doultling and Ashwick. Suggestions from all three please.

Jonathan Badger,
Green Party, Shepton Mallet Town Councillor.

15 Tipcote Hill,
Shepton Mallet.

The ancient Roman

SHARING

SINCE MY last column I have been working between 10-12 hours a week on the TRF, that's about 30% more than usual. How much did you do? I think that's a fair question when we all belong to the same club and pay the same fees.

I am abandoning any further 'Sharing' in favour of straight information; because the response to my appeal for feedback to my last column plus request for photos and the skills register produced just 5 returns. I don't accept this as fair give and take.

Below members will find a copy of the agenda for the next Executive meeting and a set of background notes. I think it's win or bust.

The Ridgeway inquiry starts on the 20 October in the Wiltshire Hotel, Fleming Way, Swindon. It may well run for two weeks. TRF members will represent LARA and the TRF: Alan Kind and Don Lewis head the Inquiry team, John Higgin and Bernie Green the support team. Support is needed, a coordinated stream of motorcyclists attending for just one morning or afternoon on a rota would help our team and might even create in the inspector's mind an awareness of our depth of feeling. All you need to do is turn up - spend an hour or two there - and carry a crash-hat so that everyone knows you are a rider. Please offer your support to John Higgin, 197 Britten Road, Brighton Hill, Basingstoke, Hants. Drop him a line because he works shifts.

*D. L. Giles.
National Chairman*

TRF EXECUTIVE MEETING 26.9.92

ALL GROUPS ARE INVITED to send their representative to the next TRF Executive Committee meeting on Saturday 26 September.

Venue: A.M.C.A. Headquarters, Darlaston Road, Walsall.

Time: 10.30am. Note this is earlier than usual. It is important that the meeting starts on time.

Agenda: (please read the background notes).

1. Record of those present.
2. Apologies.
3. Objective of the meeting.
4. Proposed structure for the meeting.
5. 'The Future Organisation of the TRF'.
6. Conventional business:
minutes of the last meeting
matters arising
AGM motions received
AOB
7. Arrangements for the AGM
8. Provisional date for the next meeting.

OFFICER'S REPORTS

Chairman: Dave Giles, see my Sharing Column.

Secretary: Peter Ballard is continuing with everyday business.

Treasurer: Tim Ley, we are running to budget, if this continues we can anticipate an operations surplus on the year of £1500. Ridgeway costs will come out of next year's budget.

Membership Sec: Peter Clarke, current membership 1478 which is about the same as this time last year.

RoW: Tim Stevens, please see ROW News each month.

Public Relations Officer: Brian Wright, the old folks trip along the South Downs Way to Cissbury Rings by Range Rover was greatly appreciated by our guests. It makes the point that the enjoyment of the countryside is for all, including the infirmed.

Editor: Mike Pedley.

BACKGROUND NOTES TO SUPPORT THE AGENDA

Following the Chairman's call for a rethink as to how the TRF is run in his 'Sharing' column, TRAIL No. 169, Aug. '92 the elected officers were asked to comment. These notes act as an aide memoire of their opinion as expressed directly to the Chairman or to him over the phone.

There was unanimous agreement that the current method of management of the TRF was inadequate for the pace of change.

That the membership had simply not got to grips with the succession problem:
the Chairman intends to stand down.
the Vice Chairman believes that he will be unable to act as Chairman, due to the pressure of work.
the National Sec. has had to stand down. (Peter Ballard is providing cover until the A.G.M.)
the Membership Sec. is standing down.
the ROW Officer is looking for a job and cannot guarantee to continue.

In the perception of a number of officers the gap between those capable and experienced enough to take office and those willing to is growing rather than diminishing. We must evolve a way of fostering this experience rapidly through delegation and the support of members willing to take defined tasks.

Therefore we must redefine the way we run the TRF. All members are requested to give

this their earnest consideration and to feed back their ideas. We may not be able to elect teams, but we should be able to elect Team Leaders around whom a team could form. For national roles this may need to be a Group, like the Lancs group who currently produce our bulletin. It may be possible to split the responsibilities of some of the National Officers. Communication must become even better! We need a team feeding us with immediate & important Rights of Way News.

FOR THIS REASON THE NEXT EXECUTIVE COMMITTEE MEETING ON THE 26th SEPT, AT AMCA H.Q. WALSALL WILL BE RUN ON THE LINES OF THE CHAIRMAN'S SUGGESTED PROCEDURE FOR THE NEXT AGM (Sharing, Trail No 169)

We will then see if this or any other idea is workable. Conventional business will be kept to a minimum. Ken Morris, a friend of the TRF and a management consultant, has agreed to conduct the session. Everyone of you should prepare before you come by listing those EXTERNAL factors which in your view threaten us or provide us with an opportunity. And then list how you see our INTERNAL strengths and weaknesses.

ALL GROUPS ARE REQUESTED TO HAVE THEIR REPRESENTATIVES PRESENT.

Sprockets and chains-

Renthal alloy sprockets, JT & Chiaravalli steel sprockets, DID & RK chain (standard, heavy duty and O ring), 520 conversions, special rear sprocket manufacturing.



SOUTH DOWNS WAY

REPORT ON THE SOUTH DOWNS WAY COVERED BY THE TRAFFIC RESTRICTION

During the month of July 1992 this section was inspected.

The West Sussex Council report mentioned some limited vandalism to the barriers last year. We saw little then but now it appears to be almost nil. One traffic restriction disc is missing. It seems significant that the SDW waymarks are no longer being broken off. Although in the past the motorised users were blamed for this, although I cannot see why we would do this. Our evidence was that this damage was carried out by the anti motorist and this would now appear to be so.

The only other thing that could be termed vandalism is that the walkers and cyclists have worn a pathway by-passing most of the barriers. At the Amberley end one gate is permanently open and the other was never erected. The only place a motorcycle cannot easily pass is at Washington where the farmer has placed a farm implement in front of the barriers. Obviously cars could freely pass the Amberley barriers.

It would seem that the West Sussex Council could have saved the local taxpayer a good part of the £100,000 erecting the barriers and earthworks had they known that the motor users would be so law abiding.

At Chantry Hill and Springhead Hill the deep ditches are a danger to children playing around the car park especially now that the weeds have been allowed to grow around them. How surprising that nobody has complained. If a Land Rover leaves ruts just a few inches deep, there is an immediate outcry e.g. "How many legs have to be broken before something is done?"

A careful evaluation shows that the general condition of the roadway is very similar now as 10 or even 20 years ago. It was noted however several sections of the way are narrower because more weeds are growing. At Amberley they have completely engulfed the horse entrance which cannot be used anyway as the farmer has a regular bonfire next to it.

It would appear the walkers have now won almost exclusive rights to this old road apart from a recent increase in mountain bikes. It is ironic that only the latter tend to regularly use the Way as a long distant route. The majority of the walkers, esp. midweek tend to be walking the dog or illegally picnicing in the fields nearby. I was surprised at how many parents and children play in and around the car parks as they always claim it their wish to get away from the traffic, noise and danger. The Ramblers now want similar "protection" for their members on the Chanctonbury Ring Section as "cars have been seen in this area" (it IS an unmade road). I wonder why the Ramblers don't demand protection from vehicles where the SDW meets and travels along the very narrow section of tarmac on the Steyning to Sompting Abbots road?

The representative of the Ramblers until recently denied the existence of a letter claiming that they were "delighted" when the traffic restriction was made. The landowner of the Chanctonbury section is supporting a further ban because he is worried about "New Age Travellers", dumped cars and has apparently been informed his section is "only" a green lane. The West Sussex Council has been infiltrated by anti motorists and there is clearly a conflict of interest in their decision making although they consistently deny this.

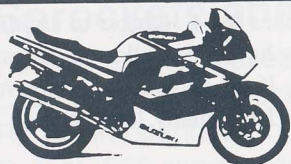
WHAT CAN WE DO? We can fight battle after battle until we win the war.

The last fight against the TRO cost £10,000. This amount might buy a lease or even freehold of a barn or small field. If we owned something we could claim access for a co-owner or his agent, which could mean every member.

A piece of land covered in trees might be worth less than prime arable land. The timber rights could be sold. Steeply sloping land is difficult to farm and therefore worth less. It might even be possible to purchase a strip of land such as a bridle path. This would be almost worthless to a farmer.

Ultimately, no doubt the law would be changed. But in the meantime we would have found a way to defeat a TRO.

Tim Goodison has already come up with an idea. We ask for permission to buy a piece of land to erect a monument. This might be sympathetically received. He suggests that the first one should be to the memory of Norman Smith, "Father" of the TRF. Please think about the problem. The TRF Committee need some feedback if we are to fight and win another battle. *Brian Wright. PUBLIC RELATIONS OFFICER*



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AGM

We should like the following motion to be put to the Annual General Meeting on 1st November 1992.

MOTION This Annual General Meeting requests the Executive Committee of the Trail Riders Fellowship to organise the production of a TRF Yearbook for the year 1993. To contain the names and addresses of all TRF Principal and Group Officers for 1993 and include such other information as may be of value to TRF members and other interested organisations.

PROPOSED Peter R Banks member Somerset Group
SECONDED Tim Stevens

TRF MEMBERSHIP SECRETARY

The most obvious part of the Membership Secretary's job is to deal with the membership renewals each year, which start to arrive soon after the renewal notice goes out with the Bulletin in December. The busiest month is January when there are about twenty renewals per day. In February the number goes down to about ten per day and by March there are about five per day.

Most new members tend to join at the beginning of the year too and there is a pack of information to send them with their membership cards.

There are also letters and phone calls from people who would like more information about the adverts they have seen or articles which they have read.

The other important job is to send a label for every current member of the TRF to the Bulletin Editor once a month. This is done very efficiently by the Amstrad PC1640 HD20, on to a double row of self adhesive address labels in about half an hour, using an Amstrad DMP4000 printer.

You do not need to be a computer expert to be Membership Secretary. All it involves is entering names and addresses of new

members into an existing program or updating the details of members who are renewing. You do need a bit of spare time in the evenings, especially in January and February and access to a photocopier would be useful.

T.R.F. SECRETARY

Ian Thomson has decided to stand down as TRF secretary. I wish to thank him for his services and let you all know that my offer for support has been accepted and that I will be standing in until at least the AGM. Maybe I'll be elected onto the Executive Committee for '92/93 then.

I have been in the TRF for 3 years now. I play a small part in the Trail editorial team by getting people to place and pay for advertisements in the bulletin, a useful fund raising and publicity exercise.

I also look after the maps for the Lancashire group, lead a few runs and try to keep my XL185, XR200 and Ural green lane outfit on the road for green laning and a small collection of Russian and Ukrainian bikes for rallies.

I am President of the Cossack Owners club, which is not a very demanding role, but also act as technical adviser which is more demanding as you might expect.

For earning the money essential to keep motorcycling I work for a company who design, develop and build car exhaust systems; I manage the Computer Aided Engineering Department of 7 engineers and look after about 15 Computer Aided Design workstations. After that pushing the green lane Ural out of a bog is a great relaxation.

See you at the AGM

Peter J. Ballard

TRAIL RIDERS FELLOWSHIP

We should like the following motion to be put to the Annual General Meeting on 1st November 1992.

MOTION That paragraph C4 of the Trail Riders Fellowship constitution be substituted by the following:-

C4: Each Group shall hold an Annual General Meeting for the election of the following officers:-

A Group Representative on the Executive Committee.

A Group chairman

A Group treasurer

A Group Secretary

A Group rights of Way Officer

Only National TRF Members are Eligible for election and not more than two offices may be held at any one time.

Officers will serve from 1st January next following the group AGM for twelve calendar months. The names of those elected shall be notified to the National Secretary before commencing in office.

PROPOSED Peter R Banks member Somerset Group TRF

SECONDED Tim Stevens

TRAIL RIDERS FELLOWSHIP

Please put the following motion on the Agenda for the TRF AGM on November 1st 1992-

MOTION

This meeting confirms the decision taken at last years AGM to add to the TRF Code of Conduct a requirement to display the current membership sticker, and to carry the membership card, and produce it on request.

Note:(not part of the motion but to explain it)

It has been ruled that the Code of Conduct is part of the Constitution. As the motion last year did not receive a two-thirds majority, its validity is in doubt. If this motion receives a two-thirds majority all will be in order. If not, the 'display and show' requirement will not be part of the code.

Proposed: Tim Stevens member LA86RGT

Seconded: M. Stevens

BRITISH HORSE SOCIETY ENDURANCE RIDING EVENT FROM
CIRENCESTER PARK, 15TH & 16TH AUGUST 1992 - ASSISTED BY
THE TRAIL RIDERS FELLOWSHIP, GLOUCESTER GROUP.

Report on the event and thoughts on future co-operation.
by **Mark F. Holland**

Acknowledgements and introduction

Sincere thanks are due to the Organisers, who were on hand to brief the riders. They were very friendly, appreciative and well organised. Thanks also to Ron Carter of the TRF for liaising to organise the co-operation. We were provided with unlimited free food and hot and cold drinks from the catering stand and the Saturday night barbeque.

The author is sure that all the trail riders enjoyed the event.

The course is shown on the accompanying map. The outer loop was 100 miles, and there were inner routes of 20, 30, 35 and 50 miles. The routes were taken in reverse on Sunday. The author was present on Friday, Saturday and Sunday. This report contains only the authors personal observations and opinions. None of the content herein has been discussed with others.

The role of the TRF was to

1. put up course markers on Friday afternoon and evening.
(These were made from bright orange polyester ribbon, 500 -600 mm. long x 20 mm. wide, stapled into a loop. They could be looped over boughs, fences, posts, etc.)
2. ride the course ahead of the horse riders on Saturday and Sunday morning to check markers, no obstructions, etc.,
3. general patrolling during the day, reporting to checkpoints,
4. ride the course behind the last rider of the day. This is not necessary if all riders are accounted for through checkpoints,
5. take down the markers after the last horse on Sunday, secure gates and report problems such as broken gateposts.

The author was in a group of three riders who marked a southern outer route, about 35 miles, which took 6 hours. The route was mainly off-road with short runs, so needed frequent markers. Another group on the northern loop were unable to complete marking by 10 o'clock after 8 hours.

Opening the whole southern route, i.e. via checkpoints 1,2,3,4,9 and 10, took 4 hours to cover about 35 miles. It had rained torrentially on Saturday night, so going was treacherous.

The going varied from grass tracks in forests in Cirencester Park and Oakley Wood to bridleways to tracks, which may have vehicular rights, to class C roads.

On some occurrences.

The Broad Ride near Sapperton village has deep ditches with railings and a gap with three 350 mm. high ground barriers at both ends. The Ride is grass, shorter in the centre, and is some 200 metres wide. Children were seen playing on bicycles on the Ride. It is a shame that as vehicular rights are denied they are breaking the law.

The gate at The Tunnel public house was locked. We were told it would be opened for us at 6 o'clock. We did not arrive until 7 o'clock. (The gate is not on a R.o.W.).

We found that some gates did not open far because of undergrowth, and many had ineffective latches. A latching post was later found broken off at the ground, where it had rotted. The horses has dislodged it when squeezing through the gate opening limited by undergrowth.

There were some very tasty blackberries at places.

Some parts with hard cart tracks had very overgrown hedges, forcing trail riders to follow the horse tracks in the grass centre. It is debatable if vehicular users should ask Councils to cut the edges back. There may be a risk of punctures, and growth may be encouraged. The overgrowth probably dies back in winter. However, when tree growth threatens passability then the lanes should be cut.

Only two short lengths were inaccessible. One was a Nature Reserve marked on foot by the Organisers. The other was a bridleway with a large fallen log. We had to struggle around the end of a log, but later declined to cover this section when the horses trod the remaining track into a steep bank.

WE WANT A PICKY NOT A PATHY COMPETITION PHOTOGRAPH FOR 1993 TRF CALENDAR

Let us see your best colour photographs,
we will display them all at the A.G.M.

WIN!

**A TRF SWEATER OR SWEATSHIRT
and your name on the calendar.**

Please enclose a S.A.E. if you want your pictures returned.

All entries to:-

Fred Ellison, Sheepcote Farm, Wiswell, Blackburn BB6 9DG