

## GROUPS

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1 & 3 Thursdays, 8.30pm, The Mitre, Church Road, Bradmore, Wolverhampton

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David Clegg, Tel: 01275 373652  
2nd Monday, Warmley Community Centre, Deanery Road, (A420), Kingswood.

**CAMBRIDGE**  
Richard Palmer, Tel: 01353 88344  
1st Thursday, Golden Ball, Boxworth.

**CHESHIRE**  
John Johnson, Tel: 0161 427 6965  
2 & 4 Monday, The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.

**CORNWALL**  
Sally A. Madgwick, Tel: 01208 74411  
Ring Secretary for details.

**CUMBRIA**  
Roger Harris, Tel: 01539 725198  
2nd Wednesday, Duke of Cumberland, Kendal.

**DERBYSHIRE & SOUTH YORKSHIRE**  
Kevin Marsh, Tel: 01246 257910  
2 & 4 Tues., Enfield Arms, Broughton Lane, Altercliffe, Sheffield

**DEVON**  
Richard Arscott, Tel: 01803 612950  
2nd Tuesday, The Welcome Stranger, Bickington, Nr. Newton Abbott.

**DORSET**  
Tony Summers, Tel: 01202 894419  
1st Tuesday, Greyhound Inn, Winterbourne Kingston. (Nr. Bere Regis)

**EAST MIDLANDS**  
Graham Chinnery, Tel: 01332 863433  
2nd Wed., The Chequers Inn, Main St., Breaston, South Derbyshire, J25 on M1.

**EAST SCOTLAND**  
Les Mollison, Tel: 01382 738530  
2nd Wed., Glencarse Hotel, A85, Perth to Dundee Rd.

**EAST YORKS**  
Dave Barratt, Tel: 01977 794143  
2nd Wednesday, Kellingley Social Centre, Knottingley

**ESSEX**  
Mark Kinard, Tel: 01279 777620  
4th Tuesday, Green Man Pub, on A120, Takley.

**GLOUCESTER**  
Charlie Morriss, Tel: 01453 885323  
1st Tuesday, Painswick Institute, Painswick, Glos.

**HERTFORDSHIRE**  
Colin Adlam, Tel: 0181 445 5203  
1st Wed., Coach & Horses, Newgate Street, Nr. Cuffly

**ISLE OF WIGHT**  
Mick Holbrook, Tel: 01983 866361  
Last Thur. Liberal Club, Landguard Rd, Shanklin, I.O.W.

**KENT**  
Jeff Hayward, Tel: 01322 863521  
2nd Tuesday, Pied Bull, Farningham, Nr. Brands Hatch

**LANCASHIRE**  
Keith Westley, Tel: 01704 893215  
1st Tuesday, Hindshead Pub on A49, Charnock Richard

**LINCOLNSHIRE**  
Alan Wilkinson, Tel: 01529 60793  
4th Thur. The Queens Head, Kirkby-la-Thorpe, Sleaford

**LODDON VALE**  
Bernard Green, Tel: 01344 50289  
2nd Thurs., Inn in the Park, Woodley Centre, E. Reading.

**NORTH MIDLANDS**

Simon Lowe, Tel: 01298 24388  
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**NORTHUMBERLAND**  
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1st Tuesday, The Beamish Mary, No Place, Co. Durham

**NORTH WALES**  
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Anthony Dinsdale, Tel: 01200 28507  
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**SHROPSHIRE**  
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2nd & last Wed., Cound Lodge Hotel, Shrewsbury Road, Shrewsbury

**SOMERSET**  
Peter Banks, Tel: 01749 860396  
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3rd Wed., The Ship Inn, Owlesbury, Nr. Winchester

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Trevor Gardiner, Tel: 01788 815927  
2nd Monday, The Spencer Arms, Chapel Brampton

**SOUTH WALES**  
Stuart Dodwell, Tel: 01446 710851  
1st Thursday, Welsh Institute of Sport, Cardiff, 8p.m.

**SUFFOLK**  
John Green, Tel: 01473 730493  
Last Wed., Manger Pub, A134 Sudbury Rd, Bury-St-Ed.

**SWINDON**  
Pete Owen, Tel: 01793 750557  
1st Wed, Jacobs Ladder, Stratton St. Margaret, Swindon

**SUSSEX**  
Bevis Billingham, Tel: 01243 585128  
Last Thurs, Ashing on Social Club, Rear of Red Lion, A24, 9 miles North of Worthing

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1st & 3rd Wednesday, Blacksmiths Arms, Swainby

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Don Hoaglin, Tel: 01474 813977.  
3rd Mon, District Arms, Woodthorpe Road, Ashford, Middlesex

**WEST ANGLIA**  
David Knight, Tel: 01933 313816  
1 & 3 Thurs, Scott Bader Clubhouse, Opp. Parish Church, Woolaston, Wellingborough

**WEST MIDLANDS**  
Dennis Hayter, Tel: 01527 23550  
1 & 3 Tuesday, Witmote Mens Club, Stratford on Avon

**WEST SOMERSET**  
David Dyer, Tel: 01643 841139  
2nd Wednesday, Anchor Inn, Exbridge

**WEST YORKSHIRE**  
Gordon Carr, Tel: 01535 644568  
1 & 3 Thur, Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford

**WILTSHIRE**  
Bill Riley, Tel/Fax: 01225 863811  
1st Tuesday, The Toll Gate, Holt, Trowbridge

**WYVERN**  
Steve Pighills, Tel: 01902 672479  
Every Thursday, 10pm, Potter's Rose & Crown, Colley Lane, Halesowen



# TRAIL

**MARCH, 1995**

**No. 199**

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

EDITOR: Mike "Nettlebed" Pedley.



Bellbusk to Gargrave Green Lane. Photo by Cliff Wharton.

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All contributions to the Editor ..... Please keep it short and sweet!  
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**WANTED** Kawasaki KLX250. 1993 or 1994. Must be in good condition. Full road or original enduro version considered. P/X available on 1992 KDX200 if required. Phone Malcolm on 0161 928 6754 (Cheshire).

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## MAGAZINE ADVERTISING

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## TRF OFFICERS

<b>CHAIRMAN</b> .....	Richard Marshall, 1 Burlington Close, Breaston, Derby DE7 3UB Tel: 01332 873416
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<b>MEMBERSHIP SEC.</b> .....	Graham Stratford, 38 Thornton Crescent, Old Coulsdon, Surrey CR5 1LH Tel: 01737 553599
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*The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.*

## EDITOR

The Countryside Commission seem to be currently preoccupied with long distance trails if their latest literature is to be believed.

Undoubtedly long distance walks such as the Pennine Way are extremely popular, in fact, perhaps too popular judging from the serious erosion on certain parts! I can't help wondering however, whether their latest conception, the Pennine Bridleway, may turn out to be something of a white elephant as far as horseriders are concerned. Why? Well if you have ever ridden our cross-Britain Scarborough to Morecambe event you may know some of the snags with long distance events. OK, you could ride your bike to the start but you could hardly do that with a horse. A horsebox would be the only realistic option but having towed the beast to Cumbria what do you do with the rig whilst you ride South? I know many of you have this problem with trailers - usually solved by persuading your good lady to play driver but that's only for a weekend. Who's going to hang around with your horsebox for a whole week whilst you get lost trying to find stabling/grazing every night?

These Trails can of course also be used by Mountain Bikers and, to be realistic, I would guess that these will be the main users, though how many will actually complete the full distance in one go remains to be seen. Yet you, like me, are probably itching to have a go!

With the exception of the Ridgeway we don't have any official long distance Trails yet we are probably best equipped to make use of them. The CoCo say that they

want user-groups and the like to manage 'their' Trails but would they let us create and manage one? I doubt it!

Going back to the Ridgeway, there was a piece in last weeks MCN from the Countryside Commission calling for trail riders to exercise 'restraint' (don't we always!) when using this route eg: no groups bigger than four, stay away at popular times, keep off in bad weather etc. Did the CoCo consult with the TRF on this?

Finally, on a more positive note, there was a report in the same issue of MCN of a new range of budget priced trail bikes of 125 and 200cc from a firm called Regent - A brand new 200cc trail for £1395! and it looks OK. I'm ashamed to say that I am unaware of this manufacturer. Perhaps if anyone connected with the firm reads our Mag. they might just get in touch (like Kawasaki) for a test!

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## TRF BURSARY

I received a letter from a "new" group representative the other day asking for details of the terms and conditions that apply to the Bursary Fund. This served as a reminder to submit an article to TRAIL summarising what has been achieved so far and how to go about obtaining funds from the Bursary. I have made a diary note to advertise the Bursary quarterly in TRAIL.

### Purpose and History

For those of you who do not already know, the Bursary was originally set up to encourage "new" Rights of Way Research by either individual members or Local groups. The original intention has been to allocate 20% of our Annual Subscription Income to RoW Research. Whilst several projects have been undertaken and in fact some are still ongoing we have never achieved the 20% target.

Needless to say through this article I am hoping to "drum-up" business. Remember you can either telephone me or apply in writing. The choice is yours.

### Terms and Conditions, etc.

Local groups are expected to fund their own RoW Officer. In the normal course of events the only times a Group would need to draw on National Funds are either when Legal Proceedings are being considered - in which case money would come from the Fighting Fund, or when a Group is putting on a stand at (say) the BMF Show.

The Bursary is intended to provide the finance for THAT project, generally in the Research field, for which no local funds are available.

To answer the question as to what terms and conditions apply to the Bursary fund what I would like to say is;

1. Think of a project you wish to undertake. I would suggest you confine yourself to something that is not over-ambitious. An easy example would be Archive Research to support claims for Byway in a particular County, or even, in the larger Counties, one or two Parishes.
2. Give some thought as to how you are going to undertake your project, visits to County Records Offices or even to the Public Records Office at Kew for example.
3. Give yourself a realistic timescale, some projects may easily take more than a year.

**WESTFIELD FARM**  
Haworth,  
West Yorkshire

**Bring the family to West Yorks.  
& your bike too!**

Wendy & Gordon Carr have 5  
high class Cottages on a hill  
farm with plenty of family  
interest in the area, but better  
still, hundreds of miles of Green  
Lanes within riding distance.

We'll mark your maps.

*Short lets in Winter,  
Weeks only in Summer.*

**0535 644568**

4. Ensure you have the Personnel to undertake the project and where necessary there are others in the Group to provide support.
5. Estimate the cost of the project, bearing in mind the TRF will pay reasonable travel and subsistence costs, costs of photocopying, admissions, etc. It is worth remembering further funds might be available if you have underestimated the cost.
6. Finally, decide how the project will be managed and who will be responsible for finance. More importantly what form your final report to the TRF Executive will take.

It could well be that you are not a local group member or alternatively wish to undertake Research on your own. If that is the case funds are still available but you would work to either myself or the other members of the Bursary Committee, Richard Marshall and David Giles.

### Grants made so far

No doubt this section will be of more interest as it illustrates the range of projects for which funding is available.

#### A. Bristol Group

- i. Funding provided for Research into RoW in Gloucestershire.
- ii. Further funding provided to carry out Research at Taunton Records Office. Part of the costs for this project will be charged to the Fighting Fund as they relate to Public Enquiry costs.

Further research is ongoing.

#### B. Devon Group

Funding has been provided for Archive Research involving visits to both County Records Office and Public Records Office in Kew. The project is still ongoing.

#### C. Dorset Group

One of the problems with old documents is their physical condition. Dorset Group set about overcoming this by photographing Inclosure Awards, Tithe maps, Parish maps and plans for three Parishes. These photographs were then enlarged to provide evidence to present to Public Enquiries which was in a clear, "user friendly" and more important robust format.

Dorset Group has incidentally used some of these photographs at Public Enquiries.

#### D. East Midlands Group

So far two projects have been funded to carry out "in-depth" research for Historical evidence of vehicular rights over RUPPs in Nottinghamshire.

Bursary support has served as a catalyst for further research.

#### E. Bursary Grant to Bill Riley

Bursary support took the form of the purchase of a word processor and Canon Image Scanner. Arguably this should have been charged as a Capital item but as the intention was always to provide the help and assistance needed for Bill to continue

with his tireless efforts in Wiltshire, it was decided on that basis that the purchase be charged to the Bursary.

#### F. Bursary Grant Administered by Gwynn Thomas

One thing that we all must acknowledge is that we do not all have the time and the expertise to research Rights of Way. Another point to bear in mind is that the Bursary Grant does not necessarily have to be paid to a TRF member, it could be to a third party undertaking the work on our behalf.

In Gwynns case the problem was that of time. This was overcome by the willingness of Somerset's County Archivists to do research on a "lane by lane" basis as directed by the TRF (working through the MENDIP HILLS AONB Advisory Committee). The project has been very successful.

Further research is continuing.

#### G. Bursary Grant Administered by Alan Kind

In conjunction with Mark Snoddy, Alan Kind put a student worker into the Northumberland Archives to research the North of the Great North Road area.

The research has yielded very useful information which Alan Kind is using to create a new set of Master Maps for the region which form part of our National Records and update the local groups own information.

#### H. Wales

Research was undertaken to produce a marked up map of the Parishes of Radnor. It is worth noting this project was undertaken by one member on his own as no local group exists.

#### Footnote

There are at present three applications for Bursary Funding with me and the West Somerset Group have plans for Research which will require funding.

#### Summary

If you, or your group, want to undertake research but do not have the funds to fully finance it let me know. It may be that if it does not qualify for Bursary support, money might be available elsewhere.

I look forward in the coming months to receiving your applications for Bursary funds. If there is anything you wish to discuss with me before you make your application please phone.

*Tim Ley, Treasurer*

## RoW NEWS

### RE: RUPPs IN GREATER MANCHESTER

Rights of Way Officers in Bury and Rochdale are in the throws of updating the definitive map and are reclassifying the RUPPs to either BOATs or Bridleways. If you have used any RUPPs in these areas please let me have a list of the lanes, when used, and how often, or telephone me on 01706 352585. Phil Lord, LARA Respondent/Lancashire TRF, 84 Fallowfield Drive, Shawclough, Rochdale, Lancashire, OL12 6LZ.

## LAKES AND DALES TRAIL RIDE 1995

This event is being run from Kendal on the weekend of 17th and 18th June 1995.

Alternate days will be spent in the Lakes and Dales in groups of 6 to 8 including the leader and backup. All entrants will receive a T-shirt and leaders will also receive a sweatshirt. Anyone else requiring a sweatshirt as an extra must add an extra £12 to their entry fee.

Please send this entry form back to the address below as soon as possible with a cheque for £17.00 made out to the TRF.

Places will be limited and those accepted will be notified as soon as possible, including a list of accommodation available in Kendal. All/any profits will go to the Northern Region TRF for basic office expenses in RoW work, etc.

NAME .....

ADDRESS .....

POST CODE ..... PHONE NUMBER .....

MACHINE ..... TRF MEMBERSHIP NO. ....

Shirt size required. Large (40-42)  XL (42-44)  XXL (44-48)

I am willing to lead 1. Lakes ..... 2. Dales .....

I am willing to backup 1. Lakes ..... 2. Dales .....

Tick the group which you wish to be placed in.

*Please be as honest as possible in your reply to this since there is nothing worse than finding you are not as fit, or capable, as the rest of the group and end up hurting yourself through pushing yourself too hard.*

1. Novice

2. Intermediate

3. Experienced

4. Over 600cc (Transalp etc.)

If there is a small group who wish to run from 10am to 4.30pm only on easy routes, I will take them out myself on one, or both days.

*Entry to be sent to:*

Richard Dugdale, 53 Park Avenue, Clitheroe, Lancs., BB7 2HP.

Tel: 01200 24962 (NB Please do not phone unless urgent).

**PLEASE SEND S.A.E. OR YOU WILL NOT GET A REPLY**

## MASTILES LANE PUBLIC INQUIRY

I read TRAIL on a regular basis and it was partly the sentiments expressed in those pages that encouraged me to write this piece. Whilst I do not necessarily agree with everything the TRF does (and the same can be said for most other user groups of all persuasions!) it does appear to me that byway users are getting less than fair coverage in the press - I hope my piece went some small way to correct this. Stuart Craven, Keighley.

### *Ancient byways once used by horses and carts are becoming cross country "motorways" for four wheel drive vehicles. But are environmentalists right to mount campaigns against these historical rights of way?*

An independent inspector has confirmed the National Park's view that Mastiles Lane in the Yorkshire Dales is an ancient public byway.

As in many similar cases, there was a great deal of local opposition to this green lane being opened up for use again.

But the outrage is due to widespread misconceptions - and it usually comes from those who believe their rights have some divine monopoly in the countryside.

What must be understood is that local authorities are not creating new routes - they are simply recording existing ancient bridleways and byways which are missing from rights of way maps.

These errors, and they are not uncommon, mean many people assume horse riders or motor vehicles are "trespassing" when riding on these green lanes wrongly recorded as footpaths.

In some cases they have as much right to use the route as a walker - they are not at fault, it is just the official records that are incomplete.

Registration depends on historical fact. A route used by packhorses could today be a bridleway. Ancient use by horse and cart can create a byway for off-road motor vehicles and there is the rub.

Objections based on desirability are not valid - even for the most intimate reasons - as the naturalists of Ashdean Sunclub near Halifax found out. It made no difference that riders discovered an ancient bridleway which passed next to the club's perimeter fence.

Objections came thick and fast when the nudists realised that the horseriders had a bird's eye view of them in their birthday suits.

Sadly, expensive public inquiries are frequently needed due to a minority who, once their paths are recorded, become motivated by prejudice to oppose the ancient rights of others.

*Their idea of country life must be George Orwell's Animal Farm where "All animals are equal, but some animals are more equal than others."*

This hypocrisy is not universal or unique to any particular group - the culprits may be walkers, horse riders or parish councillors.

An example is the rambler who objects because she does not want to share "her" footpath with horses.

Seconds later, she condemns landowners for not respecting rights of way when, in fact, any such prejudice is no different to her own.

These protesters may appear sincere and convincing, but in truth their arguments are ill

founded or equally apply to all types of public access.

One myth is showing these ancient paths on maps will cause excessive use. Yet after registering 80 miles of byway, Catriona Mulligan, now Head of Recreation and Visitor Services in Northumbria National Park, states: "There hasn't been an influx of anything".

Even Tony Drake, National Executive Committee member of the Ramblers' Association, believes all users "have a common interest in getting all public roads (byways) distinguished" so walkers can use them and acknowledge other people's rights.

Ultimately defeated by successful registration, protesters call for a ban on vehicles using ancient lanes, claiming conflict with other users.

But after extensive research on the popular Ridgeway National Trail, the independent inspector said demands for restrictions were based "on opinion and not enough on fact".

Surface damage is given as a reason for closure. Yet I do not know any bridleway or byway problem that, mile for mile, needs a fraction of the £1 million spent on the eroded Three Peaks footpaths near Settle.

Of course, byways can become muddy and rutted by vehicles, although this is often due to insufficient maintenance by local authorities.

But instead of taking councils to court for this dereliction of duty, groups like the Trail Riders' Federation offer to repair these routes.

With teachers, company directors, solicitors and even a farmer in their ranks, they are also mature enough to endorse restrictions if there is no reasonable alternative.

Enlightened authorities successfully use this help. Sadly, certain Yorkshire councils prefer draconian bans, despite Department of the Environment advice for solutions "based on co-operation and agreement".

*As the Yorkshire Dales National Park considers it's next move, I sincerely hope it heeds this advice and sets an example to us all.*

Management policies should fairly address the ancient rights - and problems - associated with all types of a public access.

With 75 per cent of public paths for walkers only, is it asking too much to share the remainder with horse riders, cyclists or a few motorised vehicles?

## PROPOSED CODE OF RESPECT FOR THE RIDGEWAY

The views of users of the Ridgeway National Trail are being sought about a draft Code of Respect which people who visit or use the Ridgeway in the future will be asked to observe. The Code is being developed to help protect the historic and popular trail and to reduce possible conflicts between users who share sections of the path.

### WALKERS You can:

- \* enjoy the Ridgeway
- \* use all of the Ridgeway
- \* use the information Hotline
- \* spread the message about responsible use

### HORSE RIDERS You can:

- \* enjoy the Ridgeway
- \* use all but footpath sections
- \* use the information Hotline
- \* spread the message about responsible use

### CYCLISTS You can:

- \* enjoy the Ridgeway
- \* use all but footpath sections
- \* use the information Hotline
- \* spread the message about responsible use

### RECREATIONAL VEHICLE USERS

(Horse drawn carriages drivers, motor vehicle drivers, motor cyclists) You can:

- \* enjoy the Ridgeway
- \* use all but footpath and bridleway sections
- \* use the information Hotline
- \* spread the message about responsible use

### FARMERS AND LAND MANAGERS

You can:

- \* enjoy the Ridgeway
- \* use all of the Ridgeway for access for agricultural vehicles
- \* use the information Hotline
- \* spread the message about responsible use

You should:

- \* respect the special character and beauty of the Ridgeway
- \* understand that others have legitimate access to many sections

You should:

- \* limit your use when the route is vulnerable during wet weather
- \* at other times keep to already well used/muddy parts of the track
- \* give way to walkers and travel at a safe speed

You should:

- \* give way to walkers and horse riders and warn them of your approach
- \* travel at a controlled speed, taking special care on wet surfaces
- \* make sure your bicycle is roadworthy

You should:

- \* limit your use when the route is vulnerable during wet weather
- \* at other times keep to already well used/muddy parts of track
- \* help other users, and make your own visit more enjoyable, by using the Ridgeway when it is less busy. Drive at a quiet and careful pace with no more than 4 vehicles in any one group
- \* watch out for and respect temporary voluntary restraints
- \* report identity of those who break codes to LARA
- \* make sure your vehicle is fully road legal

You should:

- \* avoid using the Ridgeway if you can find or develop another route
- \* limit your use when the route is vulnerable during wet weather
- \* at other times keep to already well used/muddy parts of track
- \* continue to reinstate the route

### Everyone can enjoy the Ridgeway if they remember the three R's

- \* **Respect the Ridgeway and its many users**
- \* **Be aware of the RIGHTS of all users**
- \* **Act RESPONSIBLY to avoid damage**

You should:

- \* enjoy the countryside and respect its life and work
- \* fasten all gates
- \* keep to public paths across farmland
- \* leave livestock, crops and machinery alone
- \* help to keep all water clean
- \* take special care on country roads
- \* guard against all risk of fire
- \* keep your dogs under close control
- \* use gates and stiles to cross fences, hedges and walls
- \* take your litter home
- \* protect wildlife, plants and trees
- \* make no unnecessary noise

If you require more information, have any comments to make or require copies of the draft Code, the consultation period for which runs until the end of April, contact Jos by writing to her at **The Ridgeway Office, Countryside Service, Dept. of Leisure and Arts, Holton, Oxford OX33 1QQ or telephone: 01865 810224.**

*Editorial Comment: it would seem that yet again users of recreational vehicles have more restrictions and responsibilities than other users.*

## A LETTER FROM THE BRITISH HORSE SOCIETY

I am the Bridleways Field Officer for the British Horse Society for the Craven area. Head office has asked all its bridleway officers to report directly to them about the state of the green lanes in their area and, knowing the dreadful state of Cliffords Bog on Middleton Moor at Blubberhouses, I set off on Sunday 29th January armed with my camera to photograph the track.

The weather had been particularly wet and snowy the previous week and the ground was water logged. I was therefore, somewhat surprised to see a group of about 4 motor bikes being ridden across Foldshaw Ridge, the track running across Langbar Moor. Continuing on towards Cliffords Bog along the bottom of Middleton Moor we met 2 members of the Trail Riders Fellowship, had a chat with them and then walked on up the hill. Before we arrived at the top we saw a group of about 10 motor bikes crossing the moor far off the definitive track, so trespassing on the moor owner's land. I must say they appeared to be having great fun judging by the shouts of encouragement and whoops of delight they were giving each other. Their bikes regularly became stuck in the wetter parts of the moor but by revving hard they managed to get their tyres free leaving behind them a trail of broken vegetation and deep wheel ruts as they rode away out of sight.

Now it might be thought that this is a complaint from another green lane user who has a grudge against motorised vehicles, but believe me if I had seen horse riders riding so carelessly across such wet moorland, my reaction would be exactly the same. The green lanes are the fragile remnants of our transport history. They were used by our ancestors as trade routes for the passage of goods, animals and crops from one area of the country to another and much of this merchandise was of a seasonal nature, eg: wool after shearing time, crops after harvest, etc. We have been left with a system of fragile roads which are not suitable for the use expected of them today. Nowadays, thanks to tarmac and concrete providing a hard surface we expect all roads to withstand any use we choose to give them regardless of the ground conditions. Bad weather caused problems then as now and the bulk of packhorse transport happened in the drier months of the year so giving time for the tracks to recover. Even so roads in Yorkshire were notoriously bad to use and with the increase of wheeled traffic came the construction of roads which had a good enough quality of surface to support waggons and carts.

There has been a tremendous increase in leisure in the countryside as we all rush to get away from the constrictions of suburban life. However, the regulations we are fleeing will follow us if we do not learn to respect what we most enjoy. I don't believe the majority of people willfully set out to destroy these green lanes and intend to trespass, what is more likely is a lack of realisation of how easily the land is damaged by wheels, hooves and boots and quoting chunks of the law of rights of way will not improve the physical surfaces of the byways.

Volunteer officers of all user organisations work hard with each other, their members and highway authorities to reopen and maintain the rights of way network for everyone to use, don't let a minority spoil it for the majority.

*Sue Rigby, Bridleways Field Officer for the Craven Area*

## ◆ ◆ ◆ TRAILS IN ZAMBIA ◆ ◆ ◆

I am at present engaged as project coordinator for a wildlife and wildlife tourism development project in Mpika district, Northern Province, Zambia. An area which has some of the finest wildlife and natural resources in Southern Central Africa although less glamourised than our neighbours.

This as you may imagine gives ample opportunity for trail riding in the bush whenever possible. However most of my time is necessarily spent behind the wheel of a Tdi Defender Land Rover, the less said of which the better.

Most of Zambian roads are "trails" or Brown Lanes might be a better description, the only tar sealed roads being the main arterial routes linking urban and industrial centres and export routes to the neighbouring countries.

Upon reflection the risks of riding here are perhaps no greater than in the UK with the possible exception of attack by Elephant or Lion which is unlikely although possible. A VSO friend (David Hoyle) did get caught in a poachers snare however in Chikuni Game management area giving him an impressive but not serious weal around his forearm.

For any long distance trip a back up vehicle is necessary to carry fuel, water, cold beer and spares. More importantly is the need for a vehicle in case of medical evacuation as there are no emergency services here.

A favourite trip is to go westwards on the Great North road out of Mpika and turn left towards the Muchinga escarpment 10kms past Chilonga mission. Approximately 50kms later on a good dirt road brings you to Ntunta Game scouts/Tsetse monitoring camp and Meteorological station. Here may be enjoyed what to me is one of the finest views in this part of Africa. On a clear day one may see 200kms across the South Luangwa valley towards Mfuwe.

The greater experience is then to descend 15 kilometres and about 2000 feet down an extremely bumpy road to the Mutinondo river at the bottom. This river has a gravel bottom and the XL250 crosses it with ease if the correct speed is maintained and the bow wave judged accurately so as not to swamp the ignition. This is as far as I have taken the bike but in the Land Rover have many times driven directly due south to Mfuwe down the 05 road.

Alternatively one may turn left after 8 kms due south and take the old mail and administrative route (from British South African Company and colonial days) to Nabwalya village, itself an old administrative centre. This is about 60kms of very bumpy road.

Thereafter the road goes due east to Nyampala Safari Hunting Camp where there is a pontoon nearby by which one may cross the impressive Luangwa river into Luambe National Park. One then turns South West down the RD105 to Yakobe village - Chibembe Lodge through Nsefu Quarter of the South Luangwa National Park through Chikwinda gate thence through Milyoti gate to Kakumbi and Mfuwe. However one can only go as far as Nabwalya on a private motorcycle as they are not allowed in the

National Parks at present. This beats me, one is just as likely to be gished by an elephant in an open game viewing vehicle as on a bike. Chances of escape on a bike are far better too.

Another privileged trip is to Shiwa Ngandu estate (which those of you who watched Pole to Pole may remember). Shiwa is run by David Harvey a motorcycle (and cricket) enthusiast himself. We ride up the North Road (which really goes East) 100kms and turn off left (North) to Shiwa remembering to pay respect to the forest spirit of Shiwa by hooting as you pass through the gate. The Mpika motorcycle club were privileged last Halloween to have a 50km ride around David's estate (this is a big estate) on the Saturday afternoon. Many of us coming off in the deep sand on the road to the Kapisha hot springs where one can sit in the hot sulphurous pools and have a cold beer and then jump in the cold river afterwards. Perhaps this has something to do with why more people fell off going back to Shiwa house from the hot springs session? We then had a Barbeque, booze up and disco at the house in the evening followed the next day by a grand cricket match which Mpika of course won against Mpulungu.

Other trips include one to Bangweulu swamp game management area. Bangweulu is a huge flat area populated peculiarly by Black, Lechwe and if you are fortunate Shoebill stork both only found in Zambia as far as I am aware. The latter creature having left last year due to the drought turning swamp into dustbowl.

I have two XL250s, one TT600 Yamaha and an XT500 undergoing restoration

(difficult in Africa) we also muster an XL125 and two 185s. However the most common bike in Zambia seems to be the CT110 step through trail which at \$3000 US duty paid is the cheapest bike available!

There are relatively few motorcycles and scooters in Zambia not only due to the 100% import duty on them but also the huge distances involved make them unattractive for long journeys to most folks. Bajaj are however making modest successes with their two and three wheeled products although scooters have not been promising. Otherwise there is one Honda and one Suzuki dealer in Lusaka. Malawi is better off for motorcycle dealers in small trail bikes.

The forests, bush and attendant wildlife and birdlife of Zambia are second to none and the country is a breeze to travel and

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operate in relatively speaking. The Zambians are great people and the country is in the rural areas possibly one of the last countries where you will find the "real" Africa ie: vast expanses of bush, thinly populated and unsullied by the minibuses of our neighbouring countries safari industries. Food is expensive compared to Europe but beer is cheap, 'nuff said.

With reference to R. Stephens letter in December's Trail, I have to agree with him. It is to my eternal dismay that motorcyclists of whatever ilk seem unable to agree with one another, fall out with themselves and as a result fall divided as this lack of political unity allows the legislative authorities of the UK and Europe to discriminate against and marginalise us, thus ever weakening motorcyclists as a legitimate political body and eroding our rights. (This is how the Anglo-Saxons took advantage of us 1500 years ago it seems).

If we wanted to join an organisation whereby we all looked and acted the same we would join the armed forces. It disturbs me as R. Stephens hints at, that anybody should be marginalised or be discriminated against because of the type of clothing or motorcycle they choose. This is nothing less than bigotry and few attitudes are less noisome. I fervently hope such attitudes do not poison our organisation.

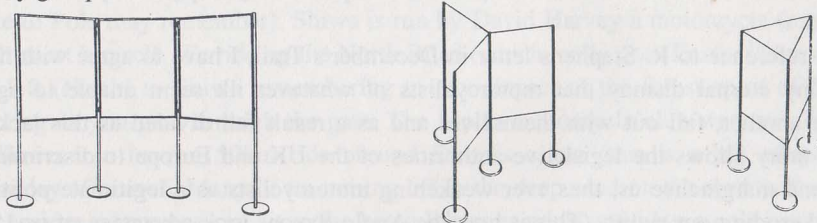
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*Ben Maxted, Cardigan Bay*



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Each set comprises 3 Panels, each 900mm x 1200mm (approx. 3' x 4'). The aluminium framed panels are covered on both sides with a green loop nylon material to which photographs, posters, TRF logos, etc. can be instantly attached by use of small Velcro tabs in each corner.

The shipping weight for a set of panels is approximately 22 kilos, and the flat pack dimensions for the panels are 3' x 4' x 3". The panels are thus easily transported in estate cars or hatchbacks with a width of 3' between wheel arches.

Groups should order the display equipment from Jeff Ward of South Northamptonshire Group, using the form provided. The equipment can be sent by Road Carrier on a 3-day service for delivery on weekdays to commercial premises, at a current cost of £6 + VAT.

The Display Equipment will be booked out to the TRF member named on the form, and this member will be fully responsible for the care, use, and safe return of the equipment. Damage/shortages will be charged to the Group.

Unless otherwise requested, the display units will be supplied complete with a basic supply of enlarged laminated photographs, logos, and posters to form the basis of a display providing high visual impact coupled with TRF identity. Groups may then add items of local interest as required.

Display Equipment Co-ordinator:

Jeff Ward (South Northamptonshire Group)

Daytime telephone: 01536 267036 Fax: 01536 408787

Jeff Ward Ltd., Gretton Road, Weldon, Northamptonshire NN17 3HY

\* \* \* n o t i c e s \* \* \*

### SUFFOLK GROUP

- will hold it's AGM on Wednesday April 26th at Primrose Cottage, Washbrook, Ipswich at 8pm. Tel: 01473 730493.

### DONATION

I have received a donation to the Fighting Fund of £67 from the Teeside and North Yorkshire TRF. The money was raised marshalling at Horse and Mountain Bike Events in their local area.

Stuart Jerram (Treasurer) told me that the events proved to be excellent for Public Relations and also enjoyable.

*Tim Ley, Treasurer*

### SOUTH WEST REGION - NOTICE OF SPRING MEETING

All TRF members are cordially invited to the next meeting of the South West Region of the Trail Riders Fellowship, to be held in the Village Hall, Cossington on the 29th April 1995 starting at 10.30am.

All will be welcome, particularly those not in regular contact with local groups and those from other parts of the country. In view of the current difficulty finding volunteers for our national executive positions, this promises to be an important meeting; how to ensure the continued effectiveness of the TRF will be one of the crucial subjects open for discussion. Each group in the S.W. and our national officials are usually represented. Cossington provides an opportunity for all who are working for the good of the TRF to compare notes and exchange ideas at an informal event. Expenses, including tea and coffee, but not lunch, will be covered by a donation from S.W. groups. I will reserve places at the Red Tile Inn for lunch so please let me know if you wish to join us.

Cossington, near Bridgwater, Somerset, grid ref: ST360402, is approx. 4 miles east of M5 junc. 23 (Nth. Bridgwater); take the A39 towards Glastonbury and look out for the left turn. See you there or get in touch if you have any queries.

*Peter Banks, Somerset*

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## LETTERS

### WAINWRIGHT ON REGIONALISATION

What a narrow minded, head in the sand attitude we were presented with by a Black Country Group member in TRAIL 198.

If regionalisation didn't work in '88 it was most likely that there wasn't the need for it then that there certainly is now.

I know in recent times that there's now a bigger proportion of TRF members who are aware of RoW problems and the terminology that goes with it. This is not before time, as there are an increasing number of restrictions being imposed upon our rights by County Councils and National Parks Quangos.

Regardless of the status of a new National RoW Officer in the TRF, paid or Honorary, he could only be spread very thinly across the whole country. It's one thing being aware of the law of our land, but the ever changing application of it by local authorities everywhere cannot be effectively challenged by one man.

The seven groups in N. England have now met 3 times (the next on 22nd March) and are co-ordinating action against threats of closure. We can understand and associate with our mutual problems in 'TRF North'.

We freely share information on all the riding maps in the region. The more we know, the more we realise we don't know about 'our own' large area. We are all happy to share information on lanes in exchange for informed support that we all need when meeting challenges from mis-informed landowners and not un-biased officialdom.

How on earth can a supposed long time TRF member be so unaware of what is being and has been done to make available to him a RoW network throughout the country?

Wake up Black Country, we all need each other. If you join and contribute within your region, you'll find there's life outside Staffordshire.

R.I.P. John C. Your apathy is appalling. You've obviously taken all you need from the TRF.

*Gordon Carr, W. Yorks.*

### ISN'T IT OBVIOUS?

When I worked in Germany in the 1960's I was surprised to find that there was a law which required a driver who came across an injured victim of a road accident to stop and render assistance. One could only wonder at the events which led to such a fundamentally obvious course of action finding its way into the statute book.

Sadly, recent circumstances have led me to the conclusion that the TRF, in a somewhat less serious context, may need to formalise what should surely be a normally accepted practice.

Those members who attended the rather pre-empted meeting at Dorking to decide the future of the TRF S.E. Region may remember my comments on the subject of people writing to highway authorities on behalf of the TRF.

To me it seems a matter of common sense and courtesy that NO ONE should write to a County Council about RoW matters as a representative of the TRF without first advising the Group RoW officer who has been appointed to deal with that authority.

At best such action may make us look silly, and at worst, if it concerns a matter which the local person has been working on for some time, it can be damaging.

When I complained at the Dorking meeting about a recent occurrence of this type, there were two comments from people who have been "guilty" of this practice, namely:

1. "There is nothing in the constitution to say that we can't do it".

I feel that that remark is covered by my comments above.

2. "Duplication is sometimes useful".

I entirely agree with that. Sometimes we want as many people as possible to write in, but NOT without the knowledge of the local group RoW officer.

I am not for one moment suggesting that individual members should not write to a Council about a RoW matter on their own behalf. To put any constraint on that would be an infringement of personal liberty, and totally unacceptable. Also, the attitude of councils towards members of the public is sometimes different from their attitude towards organisations, and I have occasionally asked a local member to write to the council as an individual for that reason.

Apart from their own common sense, it appears that there is nothing to stop the TRF regional officers writing to councils without being aware that the subject of correspondence is already being dealt with by the local group RoW person. It would be a pity to have to propose adding yet another rule to the constitution, but I am not at all happy about the situation as it stands, and I would be interested to have the views of other members.

Since writing the above, I have received the February TRAIL containing the letter from John Chilton. I agree 100% with everything he says about regionalisation. The TRF is respected by national and local authorities because it is seen to have its act together, and unless regionalisation is very carefully considered (which it has not been) we are in danger of throwing away a reputation which has taken years to achieve.

*Bevis Billingham, Sussex*

### TYRES

As a regular trials and enduro competitor (you may have seen my home built trials bike featured recently in TMX News) and member of the East Mid TRF group since 1991, I have tried most makes/types of trial/enduro/MX and trail tyres. Late in 1993 I purchased a Barum ED93 120/90-18 enduro tyre from a chap at an event. It proved to be the best tyre I've used to date, giving excellent grip for six enduros before it was removed and fitted to my trail bike on which it covered another 1500 miles of road and trail work and was fitted when my KMX125 passed its MOT.

The problems started when I tried to buy another as most advertised Barum dealers only stocked or knew of the Moto X tyres. As a measure of desperation I contacted the importers, who I remembered talking to at the 1993 Bristol Dirt Bike Show. They sent me a dealer list and details of the full range of Barum tyres. It was then that I realised what excellent trail riding tyres the less aggressive enduro tyres would be.

So to cut a boring story short I then decided to start a small business called Trail Sport primarily aimed at selling tyres to trail and enduro riders at realistic prices (you may have seen my advert in TRAIL)

The response and feedback has been very positive and encouraging so if you have any tyre fitment or any other queries give me a call.

*Kev Rice, Nottingham*

## BIKE TRIALS

Last December Billy, Chips and myself decided to ride in the final round at the Sammy Miller British Bike Trials Championship, although primarily it caters for various classes of British Trials bike it has a class for trail bikes, probably to help fill the entries. The trial itself was based at West Hagbourne which is just off the A34 south of Abingdon and consisted of 35 observed sections dotted around a 45 mile lap of the beautiful Berkshire downs. The majority of the lap was on the many green lanes which the area boasts including various parts of the legendary Ridgeway (apparently all rounds follow this format).

The sections were fairly easy in fact Andy Butt 'chips' won the trail bike class for a loss of only three marks but the day was very relaxed and enjoyable and we intend to compete in a few rounds this year. So if any trail riders fancy a relaxed event with excellent riding between sections check out Trials and Moto X News in the regs available columns for the dates and locations of this year's championship.

*Kev Rice, Nottingham*

## HISTORIC ROADS FELLOWSHIP?

There are about 30 other people at my place of work. They all know that I ride a motorcycle, that I ride across country and get muddy, that I occasionally have something to do with horses. What I cannot instil in any of them is that what I do is not in some way illegal or slightly suspect.

After some reflection I've come to the conclusion that despite all my patience and careful explaining there is one stumbling block that I can't do anything about, and that is the word TRAIL in Trail Riders Fellowship.

To many uninformed people Trail and Trial are the same thing. Go on admit it, how many times have you had to explain the difference between a trail and trials bike? Even some bike dealers get it wrong!

Trail/trials to a lot of people is what you see on TV's Kickstart programme, consequently they believe that's what I do at weekends. Wrong!

If you consult the OS Landranger maps there is no mention of any trails in the keynotes, plenty of footpaths, bridleways, and byways but no trails.

When the TRF was launched in the early seventies the term trail probably didn't matter too much. Now in the politically sensitive, contentious nineties I wonder if it's about time to change the club name to something a bit more descriptive and accurate.

To start the debate I'd like to suggest the HISTORIC ROADS FELLOWSHIP. It's no longer than TRAIL RIDERS FELLOWSHIP and HRF rolls off the tongue as easily as TRF. It might make a bit of difference when trying to explain that we're not really interested in footpaths and bridleways.

Maybe then, the blokes at work will understand that I didn't spend all of last weekend trying to ride over a VW Beetle or an inverted skip.

*One of the TRF 300*

## SURPRISE, SURPRISE?

Recently while trail riding down the Ridgeway with a mate we dropped down the RUPP from East Ilsley to Bothamspead and then to Cold Ash, Bucklebury Common, where we rode the super little network of byways in these areas, and came across a number of large signs protesting of vehicle use. A KDX and Landrover were shown, and stated that if damage to the surface carried on a TRO would be evoked? There was a contact number underneath but unfortunately I didn't have a pen to note this down. Does anyone out there know this number (Swindon Group?). If so please forward it to TRAIL. P.S. All damage was 4 x 4. Surprise, surprise?

*N. Evans, S. Northants*

## BIRTHDAY PRESENT

I've got to the age where birthdays just aren't fun anymore. That was until my thirty third. My wife, Vicky, had been reading TRAIL and noticed the advert for Westfield Farm. She wondered if I fancied going there for a weekend's trail riding for my birthday!! I couldn't believe my luck. She phoned Simon Lowe and my brother Ginger, who is now blonde, to see if they wanted to go. They didn't take much persuading. Vicky asked her friend Caroline to go with us to help her look after our wild son Mickey.

When we arrived at Haworth on the Friday, we were all impressed with the accommodation and the view over the valley. Gordon and Wendy Carr made us very welcome. Gordon said that he would have taken us out, but unfortunately it was his 'domestic' weekend. I marked up my 98 map and couldn't believe the amount of lanes - much different than the Peak District.

We set out on a damp and miserable Saturday morning. Ginger and me on KDX200s and Simon on his WR200. We headed for Threshfield for a gentle start, except for the poor visibility. Riding on unfamiliar lanes with steamed up goggles made it interesting.

The weather worsened as the morning progressed and made the wearing of goggles impossible. We made our way to Settle for a well deserved lunch. In the afternoon we saw a couple on KLX250s, the only bikes we saw all day. We stopped for a natter and they confirmed that we were on the right route. We made our way to Mastile Lane, superb fun, but showing signs of heavy 4WD use. Starbotton was the last lane of the day and we all struggled on the rocks at the bottom. Then it was back to Haworth for a much needed shower and delicious meal cooked by Vicky and Caroline.

We had intended an early start on Sunday morning, though for once my son decided to sleep until seven.

Luckily the weather was much better and we could actually see the stunning scenery. We started at Feizor and the going was quite easy until we came to what looked like an easy river crossing at Austwick Beck. Ginger went first and cleared it without too much drama. Simon went next, a little too slowly, hit a boulder and toppled off. We tried not to

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laugh, but failed miserably. Luckily it didn't take long to clear the WR of water and we were soon back on the trail.

We made it to Hawes for lunch, which we elected to eat Al Fresco, because of the state of our clothing. We were talking to a couple of mountain bikers who expressed their concern that Nettlebed wasn't guiding us.

We headed out of Hawes to Buttersett, we took a wrong turning and found ourselves on Wether Fell Side. It's the most desolate landscape that I've ever seen and impassable. The rest of the afternoon was relatively uneventful, until the last lane of the day. We were nattering to some trail riders from Kirkby Lonsdale on the car park at Buckden. We unwisely decided to do the lane at Starbotton that we missed on Saturday. Big mistake. We struggled through Knuckle Bone Pasture and then I got stuck in a bog on Starbotton Fell. We managed to pull my bike clear, only for Simon to get stuck in the next one that we encountered. We were running out of daylight, ie: it was dark, so we turned back and slithered all the way down to the pub. It seemed a long ride back to Haworth, but it made the hot shower and the take away curry even more welcome.

I can't recommend Westfield Farm highly enough. It's an ideal base, warm, comfortable and they've even got a tumble dryer.

Thanks to Vicky for a truly memorable weekend.

*David Riley, North Midland Group*

*Are you in partnership with Wainwright? - Ed.*

### 'WE SHALL NOT BE MOVED' SAYS BIKER BARRY

Leafy country footpaths aren't necessarily just for walkers, says a Dunstable motorcyclist who's standing up for his rights.

Barry Houldsworth, 30, of Beech Green, fears responsible trail bikers like himself are being tarred with the same brush as those youngsters who cause a nuisance.

He said: "Bikers have a legal right to use part of Green Lane, in Dunstable and we don't want to lose that right."

This story in my local free paper came about because they ran an article about 'nuisance bikers' causing problems on local lanes and listed a number of lanes on which they had received complaints. One of the lanes I knew to have vehicular rights so I rang the paper to correct them. The reporter didn't seem too interested until I told him that articles like his give people the (wrong) impression that we should not be there and this caused unnecessary conflict while out riding.

In the background of the picture that accompanied this article there is a TRO sign in the background showing both cars and bikes. Until recently this showed cars only and I was rather shocked to discover it on this lane as I had heard nothing. On the Monday I rang Beds C.C. RoW department and asked them when this change had taken place, and why they had not informed the statutory bodies (in this case the ACU rep. for Bedfordshire, Dave Knight) and was told that the TRO had not changed but that the wrong

sign had been put up by somebody! I was told to continue using the lane and that the sign would be changed.

This is the second case in only a few weeks of TRO signs that should not have been there. The other was discovered when the Herts. group received notification of a proposed TRO on several lanes. This was a surprise as we thought that they already had them on but it turns out that they were never confirmed because of a 'legal technicality'. They did still put the signs up however. We have of course written asking what the 'technicality' was, why the signs were put up anyway (surely a breach of the law), and why we were not informed of this problem even though we had objected at the time.

It leads one to wonder though how many TROs were never confirmed or simply have the wrong sign on them. Perhaps each group would like to give one or two lanes to each individual (rather than loading it all on one person) and have them check out the validity of the signs. You never know until you try and we might even get back the use of some lanes.

*Good luck, Barry Houldsworth, Bedfordshire*

### HORSE EVENTS

I read with interest in the January issue of TRAIL, Norman Howards' account of the 1994 South West horse events.

Having had the opportunity of helping out at one horse event I know what pleasure and potential PR for the TRF these events can be, however, I find it strange that on occasions Norman could not find any volunteers.

Surely a few telephone calls to other local groups would, even at short notice, prove fruitful. I, for one, would have been available.

*R. Sweeting, Cornwall group (new member)*

## BRECON BEACONS

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*We welcome old members and new!*

### THE FIRST ROADS

In the cave man's time there were very few travellers, and of course there were no roads. The countryside was wetter than it is now, and dense forests covered the lowlands. Walking through these forests was dangerous, because of wild beasts. It was also slow, for streams and marshes barred the way.

The easiest ways were along the lines of the hills, where the land lay open and dry. In Southern England there are several lines of chalk hills, and these were the 'main roads' of those very early days. There was very little 'traffic', for walking was the only way to travel. A few people used to walk along these hills to sell flint knives and arrowheads, and other precious things made of stone. Others travelled many miles to the meetings in the great stone temple of Salisbury Plain. *Do you know its name?*

Hundreds of years later came the Romans, who built our first roads. When at last the Roman legions went away, the Saxons invaded Britain and settled down in little farming villages all over the countryside. They used axes of iron instead of stone, and so they were able to cut down some of the forest trees to make room for more fields.

The Saxons were not interested in travelling, and they built their villages well away from the old Roman roads.

'An honest man is too busy to travel' they thought, 'so the people who used these roads must be bad characters'.

Yet these Saxons left their mark on our countryside, for some of their rough tracks have become the winding roads of today.

#### A ROAD BUILT FOR SPEED

Roman roads were built for speed. The Roman soldiers had to be able to march quickly to any place where danger threatened, and so their roads ran straight, across hill and valley alike.

Then the fierce Saxon invaders burnt and looted the cities of Roman Britain, and the fine roads that had joined these cities were neglected and overgrown.

Some of our main roads today still follow the line of the old Roman roads, but most Roman roads are now only tracks such as the one across Bridgham Heath in Norfolk. It is called the 'Peddar's Way'.

*Find out if you can ... Are there any Roman roads near your town?*

Are they still used?

What cities or camps did they join together in Roman times?

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#### THE ROADS WERE SO BAD -

in the Middle Ages that men were sometimes drowned in the mud holes on the King's highway? Heavy loads could not be carried far by road, and all the big cities of those days had to be near rivers, so that boats could bring in the coal, corn, timber and other things they needed.

Coal mines also had to be near rivers, for the same reason. As time went on, the colliery owners found many good places for new mines, but these places were farther away from the rivers. How could they get the coal to the riverside without the carts getting stuck in the mud? They tried many ideas. One way was to lay down lines of stone slabs in which the wheels could run; but of course the carts often slipped off onto the soft part of the road, and got stuck. Another idea was a road of logs, with strips of wood bolted down each side to stop the wheels from slipping over the edge. Then, gradually, they used iron rails in place of wooden ones, and fitted special wheels so that the carts ran on these rails instead of the logs. The horses could pull a much heavier load on this smooth track.

By this time (about 1800) steam engines were being used to pump water out of the pits. Several men whose names you have probably seen in the history books, tried to make a steam 'locomotive' to take the place of the colliery horses. Before long they had succeeded ...

When Grandfather was a boy there were no roads like the M1 motorway. Even the main roads were narrow and rough, and many of them were winding too. This did not matter very much while horse drawn carriages were the fastest vehicles on the road, but the invention of the 'horseless carriage', which arrived about 1890, soon brought about a change.

Fast motor cars and heavy lorries play a part in all our lives nowadays, and our engineers are building smooth, straight roads to carry this new kind of traffic. In how many ways (apart from its straightness) does it help vehicles to drive fast *in safety*?

Such roads are expensive, but 20 or more people are killed in traffic accidents every day, and somehow we must stop these tragedies from happening.

The next stage of 'progress' which will be here sooner than later, will be something similar to the 'Turnpike System', but much more up to date way of charging the road user by using 'Information Technology'.

The technology is frightening in its power and potential. Vehicles will soon be fitted with computers capable of calculating the position of the vehicle to an accuracy of a very few feet, all done by the geostationary satellites able to process hundreds of thousands of vehicles each second! Nobody has YET suggested that this space age turnpike will bar the way of Trail Riders, but it ushers in a new age of pay as you travel on the highway, just as is done by trains, buses and planes.

**Hang on to your old Japanese trail bike, do not be tempted to buy another that has all this technology fitted, keep a low profile, ride one that has been fitted with smaller diameter wheels!**

*Julian Bruford, West Somerset*

#### USEFUL NAMES AND ADDRESSES

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