

# GROUPS

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Steve Pighills, Tel: 01902 672479  
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# TRAIL

NOVEMBER, 1995

No. 207

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

EDITOR: Mike "Nettlebed" Pedley.



An experiment in organised trail riding.

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All Contributions to the Editor ..... Please keep it short and sweet!  
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## TRF OFFICERS

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Tel: 01200 445657

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Tel: 01474 332785.

*The views expressed in 'Trail' are those of its correspondents and not necessarily of the editor or the T.R.F.*

## EDITOR

After a superb summer it's turning out to be a rather hectic autumn. On the way back from a fabulous trail riding holiday in France, (no gates, NO ramblers and breathtaking scenery) I joined Dave Dyer's excellent Exmoor and Quantocks weekend. Thanks Dave and the other leaders who gave up their weekend to show us some great trail riding in an area totally new to me.

Then of course the AGM. Hopefully a more complete write up will appear when our new Secretary, Dave Clegg of Bristol Group, finds his feet but for now the briefest of summaries from me!

We not only welcome Dave but also Tony Stuart from Cornwall as our new Chairman. Guys, when you get chance please let me have a piece for TRAIL about yourself by way of an introduction to the membership as it were. What else? Subs are up to £20. If you didn't attend please don't whinge about this, we live in the real world, find me any National body, motorcycling or not, who subs are less than ours! One other point, memberships will now all end at the year end and follow the calendar year from now on. This will obviously simplify renewals etc. and seems eminently sensible.

On the whole not a bad AGM. Attendance was as usual poor but we're used to that by now and for once we seemed to have enough time for a sensible discussion on the TRF's future.

Then it's on to the Bike Show! Once again a good day out if a little limited on the 'trail'

front. All the new 'trailies' were there however from the big four. Cheapest (enduro) was the Kawasaki KDX followed by the Honda XR at £3995 with both the Suzuki RMX and Yamaha TT250R at around £4400! Who buys them new at these prices? At the other end of the scale, you can buy a copy of a twin shock 185 Honda at a price similar to what you would have paid in the 1970s - how many of us started our trail riding on one of these? Even more interesting, for those who like the light weight of a trials bike, have a look at the RTX T212. This is a 200cc twin shock two stroke for about £1300! It's also available as a 125 and there is even a monoshock version and they don't look half bad.

Finally, Group reps. don't forget the next Exec. Meeting. When? Saturday, November 25th. Where? At the Motorcycle Museum again.

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**EAST MIDLANDS TRF MEMBER**

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## RoW NEWS

Having been voted in at the AGM as the National Rights of Way Officer one of the first jobs is to write an article for Trail saying what I'm going to do. That's easy. The job is the same as that of the Rights of Way Coordinator. As I have said before the job is too big to interfere too much in local issues. My job is to make sure that our interests are being represented in all areas we ride green lanes. The National Executive will assist where required e.g. like at North Stoke where the local group were under attack by powerful legal opposition using questionable tactics.

Another function is to represent the TRF Nationally with other organisations and bodies.

Finally there is the Strategy for Green Lanes setting out our aims, aspirations and desires. This is going well and I have received several encouraging responses. Anyone wanting the latest updated consultation draft should contact me.

The Internet web pages are being developed and if you have a browser you may want to check out Motonet, a US based off-road electronic magazine. In Netscape type into <file> <open location>.

The URL is <http://www.mindspring.com/~twalker/motonet/> By the time you read this there might even be an article on UK trail riding in it (by yours truly).

In this bulletin I am happy for anyone, especially the Group RoW officers, to write in directly to the editor about their local RoWs. Alternatively they can write to me and I will put it in with my report. This may take a little longer though.

This leads me on to whats been going on:

**KENT** - I used to think that Kent County Council was good for trail riding. Lots of byways and not too many TROs (about 8 too many though). Recently due to local parish council pressure and some local RoW officers prejudice and NIMBYism we have had to fight 2 TRO proposals. The latest is Drake Lane. This is not currently shown on the definitive map as anything and is what I call an unadopted road. To

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protect two parts of it that have been ploughed they want to make it a byway; great "Protecting Green Lanes" you think. Fine, but they want to TRO all vehicles off it for suitability reasons! You can't even ride a horse down most of it, it's so underused and overgrown. We are the only people that use the whole of it. A letter writing campaign to KCC has hopefully put paid to it plus me and Tim Stevens bending the ears of KCC officers, many of whom disagree with a TRO. If you are feeling bolshy one evening pen a letter to:

KCC, North Kent Highway Management Unit, Coldharbour Lane, Little Preston, Aylesford, Kent, ME20 7NS, fao MR A.J. Ross

**CAMBRIDGE** - The Glatton/Dunlop RuPP is back for a PI. This time as a bridleway. The AWDC are working hard. Can we match or better their efforts... watch this space.

**HEREFORD AND WORCESTER** - Elsewhere in Trail you should find an article from Richard Hawker about the Bevington Waste bridleway case in Evesham magistrates. I'll not repeat the contents but suffice to say we need to think about the implications, if any, of this case.

**NORTH YORKS** - This CC are not into communication on green lane issues. Downgrading involves simply crossing names off the various registers. Due legal process seems to have gone by the board. Also they are imposing a TRO on Fangdale Beck, but if we agree to this Leo Crone tells me that they are now willing

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to talk regarding other TROs. Can we trust them?

**POWYS** - The Gap Road has had a TRO imposed on it to include motorcycles. Consultation took the form introduced by Mrs Thatcher a decade ago. viz "we'll consult and then do what we were going to do anyway". The only concession was to allow access between 1st and 31st March and 1st September and 15th October each year. A Highways Act section 56 notice has been served to repair the bridge etc.

As Andy Bush of the AWDC said ".....driving green lanes is actually pretty dull, it's much more fun getting involved in rights of way work and winding up county councils, ramblers, landowners and the antis ...".

But then he's not been trail riding on a motorcycle, yet.

*Steve Neville*

## USER EVIDENCE

### YOUR USER EVIDENCE IS NEEDED FOR RUPPs AT THE CANDOVERS, IN HAMPSHIRE

User evidence is desperately required for the Public Enquiry in December for the reclassification of the ten RUPPs around the villages of Chilton Candover (SU590400) and Brown Candover (SU578292).

The historical evidence for many of them is very thin so we need lots of user evidence. The lanes are mostly grassy tracks with a chalk or earth base running between overgrown mixed hedges containing many mature trees. They are typical Hampshire green lanes which, in a few places, have been 'improved' in the name of farming profits.

These lanes are well used by trail riders. Those north of the villages form a useful loop of about 7 miles, of varied going, and lead on to the Dummer lanes. Those to the south of the villages link in well with other lanes further south around Alresford and to the east in Bradley, Herriard and Wield.

If you have used these lanes prior to 1990 please contact Frank or Penny Page on 01703 777696.

*Penny Page*

## NORTH STOKE, AVON

We have just heard from the DOE that despite the combined efforts of numerous TRF'ers, BBT, LARA, BHS, ROWLR, WTRA, MCC, VMCC, LDMCC the Inspector is insisting on creating bridleways thus further enhancing the exclusivity of the North Stoke area. The Inspector's "Letter" ran to 15 pages and 64 paragraphs documented the regular M/C usage over the last 45 years and still further historic map evidence but he listened to the "NIMBYS of North Stoke".

*Dave Clegg, Bristol*

## BEVINGTON WASTE

### BRIDLEWAY IS A NO-GO AREA FOR BIKERS

HORSE riders have welcomed a decision by magistrates at Evesham which effectively bans motorcyclists from bridleways.

The test case was brought by the Crown Prosecution Service against Steven Smith (33), of Stoneleigh Close, Oakenshaw South, Redditch, and Stuart Jones (33), of Cockshott Lane, Dormston, who pleaded not guilty to riding motorcycles on a bridleway near Morton Hall Farm, Abbots Morton, on January 15.

In a hearing going into two days - regarded as a test case by the Trail Riders Fellowship - magistrates decided it was a no-go area for motorcyclists.

Both Smith and Jones were given absolute discharges, and magistrates said in view of the wider interests of the case, no order would be made for costs.

Mr. Richard Hawker, of the Trail Riders Fellowship, said the cases only came to court because the county council had failed to respond to applications to have the

bridleway upgraded going back over 20 years.

"Had a decision been made, we would have abided by it," he said. "As there was no decision, our members thought they were entitled to be there".

The result delighted Mrs. Jill Palmer, of Morton Wood riding stables, who said motorcyclists competing with horses on bridleways was a national problem.

"Now we have got the right result here, police can take action on behalf of other riders who suffer in the way we have from motorcyclists", she said.

"I hope riders will approach the police to take action, quoting this result".

Mrs. Palmer said: "This was the test case motorcyclists have been dreading".

● The Trail Riders Fellowship is a national body formed in 1970 by motorcyclists 'to conserve our heritage of green lanes for everyone to enjoy'.

*Taken from Evesham Journal, 31/8/95.*

### COURT BANS TRAIL RIDERS

MAGISTRATES have banned trail riders from an ancient road in Evesham, Worcs, after complaints from horse riders.

The local council has reclassified the road near Abbots Morton as a bridleway.

Gary Watson, of the Trail Riders' Federation, said: "We cannot ride on ALL bridleways, but this one was an ancient road, so it's still a road by law. We'll fight the decision".

Steven Smith, 33, of Redditch and Stuart Jones, 33, of Dornston, were found guilty of riding on the road near Abbots Morton in January.

*Motorcycle News, 6/9/95*

### BEVINGTON WASTE, WORCESTERSHIRE, from GR. 048530 to 030541 on Landranger series map 150.

Offence of riding a motorcycle on a Bridleway, on 15 January 1995, heard at Evesham Magistrates Court on 22 August 1995.

**Verdict: Guilty**

**Result: Absolute discharge, and no award for costs.**

Two TRF members were riding their bikes on the above way when they were stopped by a local resident who runs a riding stables adjacent to the way. The resident had called a neighbour to assist, this neighbour being



a police officer with the Warwickshire Police. Details were taken, and a summons duly issued to each rider.

### Why were they riding this track when it is clearly shown as a bridleway on the Definitive Map?

They were new members of the West Midlands Group of the TRF, had marked up their own maps from the club maps, and were out for the day. They understood that such ways were believed to have public vehicular rights which are, as yet, unrecorded.

### What led the West Mids TRF to believe there are vehicular rights?

Our files show that N.C. Smith of the British Motorcyclists Federation Limited wrote to the Worcestershire County Council on 12 February 1973 claiming this, and over 20 other ways, should be classified as Byway Open To All Traffic under the Special Limited Review, which that Council was to undertake under the Countryside Act 1968. Under the terms of that Act, suitability for the use was a factor which was to be considered in that review.

That review was abandoned without action being taken on the claim, and nothing more heard of it until after re-organisation of local government in 1974, which resulted in Worcestershire being amalgamated with Herefordshire to form the new county of Hereford and Worcester. A letter to N.C. Smith from the County Secretary dated 18 March 1975 reports the review being about to be recommended, and asking for any further submissions to be made by 1 May 1975.

The next correspondence on file is dated 23 April 1979, whereby the West Mids TRF claimed this, and over 50 other ways, as vehicular, under the Rights of Way Review the County Council were undertaking. The basis of the claims is given as "shown on older editions of the Ordnance Survey maps as roads".

On 10 November 1980, the files show that six user evidence forms were submitted to the County Council, and claiming that the way was also shown on the 1802 Abbots Morton Inclosure Award. The user evidence forms were triggered by section 31 of the Highways Act 1980, presumably, by which it is possible to claim a presumption of dedication by the owner of the land, to the public, for use as a right of way if it can be shown that such use had been in practice for 20 years.

*Of all the correspondence listed above, the County Council, on 2 June 1995, informed me they were only able to find that dated 23 April 1979. At no time do they appear to have communicated a response to the above items.*

### Any other supporting evidence?

Ordnance Survey map dated 1884 shows the existence of the way on its present route, complete with Spot Heights and Bench Marks; does not show it as "BR" nor "FP", but in the same manner as other present day surfaced highways in the vicinity.

Bartholomew's map dated 1971 shows coloured yellow as "other good roads" distinct from "other roads and tracks" or from "footpaths and bridlepaths", but carries the usual disclaimer about being "no evidence of a right of way".

### What was said in court?

#### Prosecution:

The present route of the way does not appear on the Abbots Morton Inclosure Award of 1802; the nearest way on that award is Mapple Redding Road, which runs in a more northerly and easterly direction from the route under discussion (ironically, around the back of the riding stable owned by the local resident!) and that was awarded as a "private carriage road, public bridle road, etc.", (but which is today shown as only a footpath - even more irony!!). The award in respect of the private carriage road aspect referred to specific persons, as distinct from the public bridle road, and the inference made that it was not a public road for private carriages.

At the time of the Inclosure Award, the current route was part of extensive woodland, with no through way.

The user evidence form aspect was dismissed by contending that the making of the Definitive Map in 1953 effectively called into question all uses of the way

which did not conform with its classification as a bridleway, and that if the aim was to prove other higher rights existed by means of evidence forms showing 20 years user, it would need to be calculated backwards from the date in 1953!!! So much for Highways Act 1980 section 31. This arises out of the Robinson-v-Adair case in Queens Bench Divisional Court, March or May this year, apparently.

#### Defence:

The map evidence of 1884 OS Map, and the significance of the spot heights/bench marks to the military of the nineteenth century, and that these markings were primarily placed on public ways so as to be certain of accessibility; the relevance of showing in the same manner as other made-up roads in the area.

The map evidence of Bartholomew's

# FALCON

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edition of 1971.

Our attempt to participate in the due processes of the Definitive Map and the lack of courtesy and consultation.

**Memorable statements?** (not necessarily verbatim)

Q. "How would a motorist know if an unsurfaced road was a public right of way for vehicular use?"

A. By County Council RoW Officer, "There's a rule of thumb in Worcestershire that if it is not surfaced, it ain't public".

County Council RoW Officer, "The National Parks and Access to the Countryside Act 1949 required the drawing up of the Definitive Map showing public rights of way as footpaths and bridleways" (*there are virtually no RUPPs, and no byways, in what was Worcestershire*).

Prosecution "yes, there are RUPPs in the former Worcestershire, they are the subject of the reclassification process at the present time" (*there is a handful in the Wyre Forest area, near Bewdley*).

Public Rights of Way Strategy of Hereford and Worcester County Council - Para 4.5 "... concerning byways there is no network worthy of the name." - approved by Committee on 23 March 1989. (*I am not aware of any in the Worcestershire part of the county*).

Q. "Are they life members (of the TRF)"

Me. "No, they are new members".

"It will cost them more than that for me to come down" (to help and advise).

**My personal understanding of the implications for TRF locally, and nationally.** Map evidence on its own is not much use.

Inclosure award, Tithe Maps, Finance Act 1910 records, Railway/Canal maps are best evidence - but availability is the problem.

User evidence is apparently worthless unless it pre-dates the making of the Definitive Map by the requisite period, this means back to the 1930s in most cases, I imagine.

**My advice to any rider of a motor bike in what once was Worcestershire is:**  
**keep off tracks shown as Bridleway or Footpath**

unless YOU know of solid vehicular user evidence from 1933 or before or you know they are cleared, in eg: Inclosure awards, as public cart or carriage roads **you are probably safer to ride tracks not on the definitive map at all** you will only be on highway, or else someone's private road (trespass?)  
**consider selling your bike!!!**

*Richard Hawker, Rights of Way Officer, West Mids TRF*

## OFFICERS REPORTS

### MEMBERSHIP SECRETARY'S REPORT

For those of you who were not present at the AGM in October, here is the good news and the bad news (you can decide which is which!)

1. I am remaining as Membership secretary for the next year.
2. Membership fees increase from January 1st 1996. The new subscription rates are as follows: Normal rate - £20 per year. Life membership - £140.

3. We revert to a January to December membership year. The members at the AGM felt that the rolling membership was a cause of the reduction in the number of members.

If you have only just joined or renewed, don't worry, we will not be asking for more money in January. The 1996 renewals will be worked out on a pro-rata basis eg. Jan-March £20, April-June £15, July-Sep £10 and Oct-Dec £5.

To end on a personal note - many thanks to Dave Dyer and his helpers for an excellent weekend in Somerset - I'm looking forward to the 1996 one!

*Graham Stratford*

### KEEPER OF DISPLAY BOARDS REPORT

Report for 1995 AGM of TRF by Jeff Ward (South Northamptonshire Group)

#### DISPLAY EQUIPMENT

The Nimlock display system purchased a year ago and introduced as a "library service" available for use by Groups when not required for National events, has been well utilised throughout 1995.

Both sets of panels were used to form large displays at two major events - the BMF Rally at the East of England Showground in May, presented for the second year by South Northamptonshire Group, and the Town and Country Festival at the Royal Showground at August Bank Holiday weekend organised by National PRO Mark Holland.

Individual sets of panels were provided for 12 other displays by Groups at events which included the Southampton Motorcycle Show, the Beaulieu Motorcycle Extravaganza, the Lincoln Bike Show, two Police Motorcycle Displays, and local dealer open days.

In all cases the display panels were sent to Groups in "ready to use" form, with photographs, posters, logos, literature dispensers, and a basic supply of TRF publications and Membership Forms, etc. Groups were able to add their



own display material, and were encouraged to comment upon the service provided.

I am pleased to report that all the users with whom I had contact expressed themselves pleased with the service provided and with the actual display material. Indeed the only criticism which I received was for failing to provide a screwdriver for fitting the clips to the panels!! (I made a mental note never to go trail riding with him!!).

With one notable exception (when the equipment was misdirected upon delivery to an RAF base, and never got to the right person in time for the Open Days - if anyone has an hour to spare I will give them a blow by blow account of that particular saga) the operation of the "library service" went very smoothly.

The display units are still in excellent condition after 14 events, and the total cost of carriage re-charged to TRF was just £75 for the delivery and return of the units by Road Carrier. In some cases it was possible to transfer the panels from one event to another to save costs, and in others I was able to deliver the equipment.

At the beginning of the year a new supply of enlarged photographs, encapsulated in clear plastic, was originated, and two sets of Header Panels were purchased, together with four perspex literature dispensers (these purchases were advised to and approved by the Treasurer in advance).

Where specific costs were incurred in originating material for the "National Events" these items have been separately charged to those events but the material has of course been retained to increase the range of items available for future use.

I consider that we have achieved our objective of providing a service which enables Groups to mount a professional looking display with minimum preparatory effort. Therefore it is apparent that the requests for use of the display equipment are likely to increase.

For example the display mounted by Kevin Marsh at the South Yorkshire Police "BIKESAFE" event attracted significant interest within the other Police Forces attending. TRF are likely to be invited to support similar events in other areas, and we have been invited to exhibit at the International Police Road Racing Championship event at Donington Park in August 1996; an excellent public relations opportunity.

In my opinion this highlights the need for TRF to establish a policy for Public Relations and Publicity, with clearly identified aims and objectives and a budget to cover future needs.

*Jeff Ward, South Northamptonshire Group*

## NOTICES

### NATIONAL EXECUTIVE MEETING: NOVEMBER 25TH 1995

Would all Group Reps and Members please note that the next NATIONAL EXECUTIVE MEETING is to be held at the National Motorcycle Museum, Kirkmichael Suite on November 25th 1995, starting at 11am. (Birmingham, M42/J6)

Agenda will be available on the day.

All members are welcome to attend and meet the 1996 National Executive. For those who were unable to attend the 1995 AGM the following Members were elected as new Honorary Principal Officers; Tony Stuart - Chairman, Steve Neville - RoW Co-ordinator, Dave Clegg - Secretary. All other 1995 National Exec. Officers stood unopposed and will continue with their good work for 1996. The full AGM Minutes will be published in a future TRAIL.

For those who have not attended a National Executive Meeting before ALL Members can join in with the discussions - but please note that if any motion requires a show of hands only one vote per Group is permitted.

*D.C. Clegg, "Caretaker" Sec.*

### THANKS

I wish to thank all those who attended the 1995 AGM, particularly the Proposer and Secunder who, and virtually by default, helped elect me as your "Hon Sec" for 1996.

Over the next year I hope to make a regular input to TRAIL and although I was not required to make an "election address" I had prepared a "TRF'ing CV" to demonstrate my long standing and ongoing commitment to non-competitive Trail Riding (and suitable lunch stops!).

*All the best, Dave Clegg, "Caretaker" Hon Sec*

Please note change of address and telephone number: 10 Hardwick Road, Pill, Bristol, BS20 0DG. Tel: 01275 373652, Fax: 01275 374859.

PS Sorry, no E-Mail address, yet, and if you really have to send me a fax please include my telephone number so I can be informed of the transmission. Fax number may change subject to acquisition of suitable hardware.

### PROPOSED NEW GROUP PEAK DISTRICT GROUP

Meeting at The Travellers Rest, Ashbourne Road, Derby. 1st Thursday of every month at 8pm.

For more details please contact Phil Sadler on 01332 344495.



## OFF SHOOT GROUP

We are currently forming a TRF off shoot group for North Wales Coast, which meets at The Harp Inn the first Monday of every month. All types of members and machine can be catered for including groups from other TRF branches who require runs in North/Mid Wales. The emphasis is on the fact that everyone can ride no matter what, to preserve, protect and gain knowledge on our green lanes.

For further information please contact Andrew Wood on 01745 822922 during working hours.

*A.D. Wood,  
Woods Motorcycles, Rhuddlan Rd., Abergele, Clwyd, LL22 7HF*

## SW REGION YEAR BOOK 1995

Following on from Peter Bank's excellent start, the SW Region intends to update its Year Book for publication in the second week of January 1996. Factual information, from any source, will be considered for inclusion if sent to Peter Anstey at 21 Elley Green, Corsham, Wilts. SN13 9TX.

*From P.S. Anstey, Wilts Group TRF*

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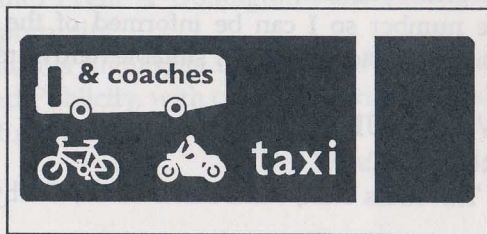
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## MOTORCYCLES TO BE ALLOWED TO USE BUS LANES IN BRISTOL

Avon County Council is introducing a Traffic Regulation Order which will allow motorcyclists to use bus lanes within Bristol on an experimental basis.

Motorcyclists will only be permitted to use those bus lanes where the signs illustrated below, incorporating the motorcyclist symbol, are displayed (there are certain bus lanes where, for road safety and environmental reasons, use will continue to be restricted to buses and pedal cycles only).

This will be the first such initiative in the country. Other Local Authorities and the Department of Transport will be monitoring the progress of the scheme closely with a view to introducing it elsewhere, should it prove to be successful.



## A RIDE IN THE AFRICAN SUN

### PART TWO

I'd say that a quarter of the roads in Zululand are immaculate tarmac; as straight as a rush for miles on end; and when hills get in the way, the swoops and swerves are glorious. The good news is that the other 75% are green lanes: well not actually green, but well-graded dirt and stone - similar to the Stake Road on our O.S.98. Good for 60 or 80 k.p.h. and enough camber to lean on both left and right, as there's little traffic and usually no hedges or walls to obstruct visibility. Most are 20 ft wide but when the country is most interesting they're single track through the 'bush' - most of the time, dry and dusty - but fascinating when wet!

Our first day out from BIKETREK Pietermaritzburg was into pleasant farming country: orange groves, a bull farm, sugar cane and maize. There were some peaceful homeland settlements and isolated Kraals - round stone houses with beehive-shaped thatched roofs.

We were both excited and apprehensive of tomorrow's adventure into Lesotho - a land-locked independent state on a very high rocky plateau. We arrived early at our appointed stop-over - a rare, small country hotel in a 30-year time warp. We dropped off the panniers and drove the 15-mile dirt road to the S.A. Custom Control at the bottom of the 5-mile climb, up the 10,000 ft escarpment that keeps the Basuto people in their place. From the Province of Natal there is only this way into Lesotho - the famous Sani Pass. Only 4WD's are allowed to make the attempt - bikes are discretionary. Now we were fired-up, and said "No thanks" to the Land Rover that Gail had arranged for us.

Early the next day we had clear, high pressure weather: it was warm by 9a.m. We were back at Sani bottom and asked permission to go. We were going to test the FUNDURO now. It wasn't my bike, but I was aware of Stuart's concern. Would I let a stranger play on my big bike up Walna Scar?

Wendy kept quiet on the back as the 2-ply track got steeper and the hairpins nearer together. She was gobsmacked but not complaining. After 20 minutes, on a steep, tight bend, a frozen waterfall was oozing out of the hill and across the track. With only 500 ft still to climb, Wendy said she'd walk - and was I glad. It looked like Kilnsey Crag from where we were. I admit to needing a prod or two, but we got out onto the nine and a half thousand foot level where we had our passports stamped at a very rural sty. A peasant lady fell in love with me, I think, and a 4WD pick-up driver gave Wendy his address in MOKHOTLONG and asked for a picture of Margaret Thatcher - there's no accounting for tastes!



After welcome refreshments at the highest pub in Africa, we rode on another 20 km or so to the Black Mountain pass to get over 10,000 ft. Here, the BMW rolled over onto 10,000 km, so I got the speedo onto 100 k.p.h. at 6,000 revs. I shouted to my management to aim the camera over my shoulder to show the speedo, the track and the mountains in front. No time to protest that she'd never stood up on a motor-bike before. She got some kind of result tho' - both needles, a muck road, but no mountains.

An exhilarating day - we'd never set foot so high. We gathered a few handfuls of green and brown quartz rock and rode back down together. How could we follow that? Watch this space folks.

*Wainwright, West Yorkshire*

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## MASTILES LANE - YORKSHIRE DALES

A bid to classify historic Mastiles Lane so its use could be managed has failed with a high court ruling.

The Yorkshire Dales National Park wanted to make the green lane, which runs from Kilsney to Malham, into a 'Boat', so it would then have the right to maintain and manage the route.

As it stands nobody can do anything to manage or maintain it.

Following a public inquiry, which was reopened to allow motorcyclists to have their say, an inspector confirmed the Boat order.

Objector Richard Harland, of Intake Lane, Grassington, then appealed to the high court, and the Department of the Environment has accepted that the inspector's ruling was mistaken. This week it was confirmed that the high court has quashed the Boat order.

Mr. Rae Lonsdale, of the national park, said that once classified as a Boat he could have consulted with user groups to manage the use of the lane.

"We could have discussed with the farmers and users what work needed doing and whether we should prohibit any traffic. If we didn't get the co-operation of the users we could put a weight or speed restriction on it, or even say simply no motor vehicles".

Now the national park will either begin the whole process again, or it will try to make some arrangements with users.

*Seen in Craven Herald, 20/10/95*

## NATIONAL TRUST

### A POSITIVE APPROACH

Following consultation with all sorts of users, including LARA members and officers, the National Trust Access Review Working Party Report has been adopted by the Trust's Council and Committees. This promises a more positive approach to vehicular rights on NT property. Their report, entitled *Open Countryside*, sets out the Trust's position regarding their management of motoring activities on National Trust property:

#### GUIDING PRINCIPLES

1. The National Trust should recognise the legitimate rights of access for motor vehicles.
2. The Trust should not resist well founded claims for vehicular Rights of Way.
3. Where damage due to this activity is caused or anticipated, voluntary solutions should be sought through liaison with LARA and the local highway authority. Only if these efforts fail should the implementation of Traffic Regulation Orders be sought.
4. The Trust recognises the progress made by LARA in respect of explanatory information, codes of conduct, and conferences, but should encourage it to extend this education process still further.
5. Recreational use of vehicles in open country off Rights of Way should be strongly resisted.

#### GOOD PRACTICE

There should be extensive liaison with LARA representatives and local highway authorities when conflicts of interest arise or when byway applications are made, to develop a positive approach to the management of off road vehicular access.

Close liaison should be established with local users wherever possible to encourage responsible use of Trust property.

LARA's Code of Conduct should be promoted wherever possible.

The report also echoes the recommendations of the Environment Committee for positive provision of trail park facilities. It commits the Trust to considering 'Adventure areas for skills development and to allow local exuberance on appropriate sites'.

Copies of the report can be obtained from the National Trust, 33 Sheep Street, Cirencester, Glos., GL7 1QW. The cost is £10, which includes post and packing. Please mention LARA.

*Taken from Bristol Group's October Newsletter*



# LETTERS

## LETTER OF THANKS

Many thanks to all those who came to the Exmoor and Quantock Weekend and to those who have written and phoned me.

A special thank you to the following lads who assisted me on the rides. With out their help, and some at the very last hour, the event would not have taken place.

N. Arnold, S. Beard, M. Dascombe, D. Fish, B. Greedy, R. Ell, C. Jones, B. Laramy and Martin.

*Many thanks, David Dyer*

## ABBREVIATIONS

R. Combley of Oxford writes that he does not understand the abbreviations used in trail riding so here are a few to help him.

BOAT A useful accessory, when riding Strata Florida in winter.

CoCo Every group has one, usually dresses in day glo colours, rides a high powered 2 stroke and generally acts daft!

BR In charge of steel lines which generally knacker up many a good lane!

RoW What differing points of view end up in at AGM.

RUPP Road unridable, probably ploughed.

OCR Orrible crazy rabble; another name for the East Yorks Group.

UCR Unpleasant complaining rambler.

FP Normally met on disputed tracks, second word 'Prat'.

I am sure others will be able to give further examples.

*Willy Eckerslyke, RNPOW, Really nasty piece of work*

## LETTER OF THANKS

Having recently returned from the Somerset (TRF) weekend 14/15th October 1995, I had to put pen to paper to say a big thankyou to Dave Dyer and his lads for giving up their weekend, to take us round some of the best trails, and scenery that I've done since starting trail riding 5 years ago, Dave organised a brilliant weekend, and the Forrester's Arms (Dunster) where we stayed was

excellent value for money. So again from myself and ALL the South Northants Group a big thank you to all of you (see you next year).

*Nick Evans (Teds Boys?)*

## IN RESPONSE TO RICHARD SMITH

I feel I must reply to Richard Smith's letter in TRAIL 205 in which he is so bitterly critical of my attitude to John Toothill and the Lake District Traffic Management Initiative.

Mr. Smith states he has not read the article which prompted my original letter. Perhaps if he had, he would not be so critical of me. The article was not ABOUT Mr. Toothill - it was an interview WITH Mr. Toothill, so perhaps he'll forgive me if I tended to believe the comments attributed to him. Maybe I have got it wrong - maybe we will get this "hierarchy" of recreational roads. In which case I will be man enough to say I was wrong and withdraw my comments whilst wholeheartedly and unreservedly apologising to Mr. Toothill.

But lets wait and see what we actually get first. I tend to believe those in authority AFTER they deliver their promise, not before.

I also think that Richard failed to see my letter was about the whole subject of traffic restrictions, of which closing "green lanes" is only a part. I recently participated in a "phone-in" programme on the BBC's Greater Manchester Radio

about the very subject of traffic restrictions in the Lake District. The "expert" in the studio was an official from Cumbria C.C. who seemed to be labouring under the misapprehension that it is impossible to move anywhere in the Lake District due to snarled up, grid locked traffic. Callers to the programme generally fell into 2 categories. There were the walking types, who, needless to say, wanted all of the Lake District "out of bounds" to everyone - except walkers, of course! The other type of caller tended to be involved in the Lake District tourist industry and they were aghast at the proposed restrictions as they could see the threat to their livelihoods.

I tried to point out that traffic in the Lakes is nowhere as bad as some people think it is. I'm a sales rep and visit the area many times a year in the course of my work. I NEVER get caught in traffic and NEVER have trouble parking. And

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this is at all times of the year - Midsummer or Midwinter. But the official from Cumbria C.C. was having none of it - he had it fixed in his own mind that you can't move in the Lakes for cars and "something had to be done about it".

You can call me King Cynical of the Cynical people if you want, but what's the betting that closing green lanes to trail bikes will be done under the same laws as banning HGVs from places like Grasmere?

All this debate got me thinking about my visits to the Lakes by car and motorbike, for work and leisure, spanning a period of nearly 30 years. It occurred to me, that, on many occasions in recent years, the traffic seems actually LESS than it was, say 15 or 20 years ago. I thought I was imagining it - after all, we have a whole industry of experts telling us the opposite. But, it seems, I may be correct after all. In the Daily Mail for Saturday September 23rd 1995, there was an article about declining numbers of visitors to the Lakes. Now I know I shouldn't believe everything I read in the papers but here was an article that supported my own experiences.

Apparently, the numbers of visitors to the Lakes has been declining significantly in recent years, especially from 1990 onwards. The report states that residents who live on or near that most picturesque of picturesque roads, the A591 Kendal to Keswick, are adamant there is less traffic now than in the 1950s.

And what reasons do the locals give for this decline? - why, none other than

the threat of speed restrictions on Lake Windermere and - surprise, surprise - increased traffic restrictions.

Nuff said!

*Paul Atherton, Ribble Valley Group*

## EXMOOR AND THE QUANTOCKS

Thank you, thank you, thank you, to Dave Dyer and his band of helpers for a terrific weekend on Exmoor. I know that he must have put an awful lot of work into it and despite the fact that he was let down by no less than five leaders on the Wednesday prior to the run, on the day, as they say, it all came together. Even the sun came out.

Saturday saw our group, comprising mostly of southern softies, like myself, follow last minute leader Bob (Honda TL), around some super lanes in the Quantock hills. Bob must deserve a special thanks, as he was not only a last minute leader, but it was only his second green lane here ever and what a super job he did. It's a tribute to his memory that he never had to refer to a map until after our lunch stop, which incidentally was in a marquee in Bob's back garden. The local pub didn't want us so Bob and his wife did it themselves. Well done both of you.

Sunday saw us with Steve and another newcomer to our sport, Chris who acted as back marker. Our destination this time was Exmoor. Brill, super, trif, etc., etc., etc. and dare I say it but the lanes were even better than in the Quantocks with the challenge of the day being Bury and it's rock slabs. OK so it cost me a front brake lever but my trusty 185ER Suzuki got me to the top where others failed. Very satisfying.

Rumour has it that Dave is planning to hold this again. Well count me in.

Whilst I have my pen in my hand I would also like to thank Paul Atherton for his help in fitting lights on to my Suzuki. You may recall that Paul wrote in praising the virtues of his TS and mentioned that he had got his lights working of direct. Well, I tracked him down and gave him a call. The result was a large envelope stuffed full of info hitting my door mat a few days later. Two euroliners in the workshop and it all works. Thanks Paul.

Lastly anyone who is about to throw out any old TS ER bits throw em my way please.

*John Grew, Sussex*

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## TRAILBIKE MAGAZINE

Having just returned from the AGM, I must say it was good to see and hear those that organise and campaign on our behalf, and for the second time in as many months, thank you.

The AGM, as most AGM's was pushed for time and I was not able to speak out on an aspect that reared its head in both the last Executive Meeting and at the National Motorcycle Museum.

There seems to be some concern over TrailBike Magazine and it came across,



not just to me, that it could be counter productive to the Good Message presented by the TRF and for some reason, even construed as competition to our Fellowship.

On the evidence of the issues to date, I cannot see why.

Despite a couple of comments to the contrary, (Devils Advocacy, surely) we need more members and the readers of TrailBike are a ready made target.

So far, the magazine has reported in both an entertaining and responsible way and specific reference to ultimate off road performance has been in the context of entering machines in proper competition events, not evaluating them on public rights of ways.

This is more than can be said of articles in a weekly motorcycling paper or some of the A4 glossies.

To use the buzz word of our AGM, TrailBike will only be sustainable if there are trails to ride and an attitude of responsibility through informing their readership of where they can explore the potential of bike and rider legally and safely is laudable.

Someone mentioned a target of 25000 readers, that is one heck of a lobby for our common cause in relation to the TRF contribution.

It's a war out there with so much opposition between different groups of countryside users, how much effort is being exerted into fighting battles with our allies?

On my last three trips to the Ridgeway area, I have not met any TRF members. I have met a few riders who would be an asset to us and showed interest in the Fellowship and expressed previous difficulty in finding out about us ... and a few who would never be. On each occasion there have been unregistered motocross bikes and 'sawn off numberplate' field bikes within yards of the East Ilsley car park ... and no sign of vans or trailers.

On one visit there was also a Police visit which was confined to a quick survey of tax discs on the parked cars ... with not a glance toward the just pubescents trying to bumpstart an ancient Bitsa some 100 metres away.

To the runners, walkers, cyclists, horse riders, dog poochers and car park sitters, we are all motorcyclists.

That's what should concern us and we should use the opportunity presented to

us by the only publication dedicated to our pastime to further a universal desire ... to have as many or more Green Lanes to ride up to and into the next millennium.

Thank you for allowing me (again) to air my views.

*Peter A. Lee, Towcester*

## TAIL END CHARLIE

That was me, I was just supposed to bring up the rear. But on the Wednesday two days before Dave Dyers weekend trail in October across Exmoor and the Quantock Hills Dave found himself stuck for run leaders. Not being very experienced but keen to help I volunteered to take out the Saturday and Sunday's run across the Quantocks.

After a busy day at work on Friday, I had to plan my route for the weekend's fun. I had decided to set up my marquee in the back garden for the lunch stops as the local pub did not seem too keen. I then had to run around and get refreshments organised and still at 11.00 that night my bike was still in bits and there were still 25 rounds of sandwiches to make and seating to set out in the marquee. My dear wife helped me with the sandwiches and at 1.00am we decided to call it a night.

Unable to sleep knowing I had lots to do, I got up at 4.30am to put my bike back together and organise the marquee. After my breakfast I loaded my trusty TLR200 onto the trailer and set off for Dunster at 7.00am to pick up my bunch of 8 lads from the Foresters Hotel. We set off at about 9.30am and headed to the top of the hills. It was a misty morning so the views were limited though the sun did shine later in the day. Stopping for lunch, my wife made sure everyone was fed and watered and after a good afternoon's green laneing we arrived back in Dunster at about 6.00pm. A swift pint and a quick chat I returned home and after a hot bath and some grub my wife and I set about making sandwiches etc. for Sunday's lunch stop, I then had to re-route Sunday's run, as a few of the lads had come from afar and so didn't want to arrive back in Dunster too late because of the long drive ahead.

Sunday morning I headed for Dunster once more, mounted the TLR and with a different bunch of lads again set off for the Quantocks. The morning went well apart from a puncture, but it was overcome without any problems. At today's lunch stop I had to cope with the tea and coffee as my wife had gone to the Mother-in-laws for lunch. After a few more lanes we arrived back in Dunster for a few beers and a chat about the weekend's events. If everyone that took part had half as much fun as I had then everyone still had a really good weekend.

*Bob Geedy, West Somerset*

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