

GROUPS

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1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore,
Wolverhampton

BRISTOL Martin Harding, Tel: 0117 969 6674
2nd Mon, Warmley Community Centre, Deanery Road,
(A420), Kingswood

CAMBRIDGE Richard Palmer, Tel: 01353 688344
1st Thur, Golden Ball, Boxworth

CHESHIRE Tony Bramah, Tel: 0161 366 6813
2 & 4 Mon, 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 Tuesday, Derby Arms Hotel, Witherslack, Nr. Kendal

DERBYSHIRE & SOUTH YORKSHIRE
Kevin Marsh, Tel: 01246 237910
2 & 4 Tue., Carbrook Hall, 537 Attercliffe Common, Sheffield

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

DORSET Tony Summers, Tel: 01202 894419
1st Tue, 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 YORKSHIRE
Howard Wadsworth, Tel: 01405 860904
1st Tue, Boot & Shoe, Gowdall, Nr. Snaith

ESSEX
Aelwood Finch, Tel: 01245 329118, Mobile: 0374 471251
2nd Wed, The Swan Public House, Great Eastern, Nr.
Dunmow

GLOUCESTER Wayne Little, Tel: 01452 611735
1st Tue, Painswick Institute, Painswick, Glos.
3rd Tue Worcester Auto Club, Perdiswell Park, Worcester

HERTFORDSHIRE Colin Adlam, Tel: 01727 875618
1st Wed, Call for location

HIGH PEAK & POTTERIES
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Last Thur, The White Lion, Arreton, IOW

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

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

LINCOLNSHIRE Alan Wilkinson, Tel: 01529 460793
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

NORTHUMBERLAND Steve Bertram
Tel 0850 863620 11am-6pm Tel & Fax 0191 261 9629
1st Tue, The Beamish Mary, No Place, Co. Durham

NORTH WALES John Mills, Tel: 01477 534425
1st Wed, Hope & Anchor, Ewloe Place, Buckley

OXFORDSHIRE Pat McGuire, Tel: 01844 238414
3rd Thurs, Duke of Marlborough, 1.5 miles N. of Woodstock

PEAK DISTRICT GROUP Phil Sadler, Tel: 01332 344495
1st Thursday, 8pm, Travellers Rest, Ashbourne Road, Derby

RIBBLE VALLEY Tony Broughton, Tel: 01200 423239
2nd Tue, Pendle Hotel, Chatburn, Clitheroe (off A59)

SHROPSHIRE Lynton Powell, Tel: 01743 358423
2nd & last Wed, White Horse, Shrewsbury

SOMERSET Kevin Parfitt, Tel: 01935 72343
Last Thur, The Canal Inn, Wrantage

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Northampton

SOUTH WALES Stuart Dodwell, Tel: 01446 710851
1st Thur, Welsh Institute of Sport, Cardiff, 8pm

SUFFOLK Richard May, Tel: 01787 374073
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
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WEST ANGLIA David Knight, Tel: 01933 313816
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Church, Woolaston, Wellingborough

WEST MIDLANDS Richard Hawker, Tel: 01527 893874
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon

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

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

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

WORCESTERSHIRE David Gunster, Tel: 01905 616400
3rd Tuesday, Worcester Auto Club, Pendiswell Park, Worcs.

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



Patron: Lord Strathcarron

TRAIL

AUGUST, 1997

No. 228

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

EDITOR: Michael "Nettlebed" Pedley.



A Very Special Day Out. Photo by Mike Rees, Gwent.

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All Contributions to the Editor Please keep it short and sweet!
COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH

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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

Cause for celebration? Yes, we've won one. You must have heard of Mrs. Masters of Maperton and GLEAM. Well, the RuPP running alongside her property has been upgraded to BOAT status.

But the fight goes on. Tim Stevens has appealed against the Norton Malreward decision to ignore user evidence on RuPPs (more details on page 9).

If the TRF do not give their full support in this sort of case there will be a lot less trail riding in the future. The Ribble Valley Group has pledged £250 in support but much more is needed from Groups and Individuals. After all, £20 membership a year is not a great deal when we are looking at the inflated court costs with which we can be landed. Don't forget, we are asking for pledges. You don't have to send the money, but if people out there know that we are prepared to put our money where our mouth is they might think twice before coming up with what seem to be ill-considered decisions.

EDITOR

PS - New date for AGM - Now Saturday 25th October 1997. Any motions must be in by the end of August.

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CHAIRMAN'S CHAT FOR AUGUST

I have realised that the BMF AGM is on Saturday the 18th of October this year clashing with the date set for our own AGM. So that no conflict of interest arises our AGM is now re-scheduled for Saturday the 25th of October.

With the AGM being only two months away from you receiving this copy of TRAIL, I have spoken to all your National Officers to see if they are prepared to stand for re-election. All are prepared to stand apart from Dave Clegg, who wishes to step down as National Secretary. So we are therefore looking for a volunteer who is willing to be proposed to take up this important post. Additionally I believe that we should get back to the position of having a Deputy Chairman for two reasons. Firstly to be the person to make prompt policy decisions, if required, in the absence of the Chairman for any reason, (such as illness or holidays), and secondly to be the logical candidate to take over the Chair when it becomes vacant - line of succession in fact! If any of you are interested in either of these National Offices, or can suggest someone who might be, please contact me.

Tim Stevens is intending to appeal against the Inspector's decision in the reclassification of a RuPP at Norton Malreward (near Bath). The Inspector decided to disregard our user evidence for this RuPP on the grounds that riding on a RuPP has always been illegal. This we believe to be fundamentally incorrect - it flies in the face of TRF experience and the reason the TRF was set up in the first place. If this view is not challenged, very few RuPPs will ever become Byways, and many existing BOATs will be threatened with downgrading to bridleway. In addition, riders using RuPPs meanwhile will risk challenges and prosecutions.

Steve Neville and Alan Kind feel strongly, as I do, that we must fight this case, and this view is shared by your committee. If the case succeeds, we will be able to continue riding RuPPs, and changing RuPPs to BOATs, and the minor costs will be met from the Fighting Fund. Good legal advice from a top barrister confirms that we should win. If the case fails though, and there are no guarantees that any case will succeed, the costs will be considerable.

The TRF committee has already agreed to support this case by pledging what there is in the Fighting Fund, but as you can guess, this will not be enough. Some members, and some Groups, and others in LARA, have also offered funding for this case, and we are all grateful for their commitment. If you - or your Group - would care to add your own offers it will enable us to take the DoE on with confidence. Please let Steve Neville know how much you are able to pledge as soon as you can.

Graham Stratford tells me that our membership is now up to 1630 and Alan Wilkinson tells me that our financial situation is looking good. So - looking forward to a bright future!

1997/1998 CALENDAR

Following the worst attended National Executive Meeting for many years and the fact we have only one more National Exec. Meeting scheduled this year - which of course could be rescheduled if it is found to clash with for example the Nebnett Thrubwell* Begonia and Fuschia Society's Annual Show. Maybe the Hon. Sec. could be persuaded, possibly only too pleased, to mail out draft minutes and agendas etc. to those members who feel they ought to receive every piece of paper generated by the National Executive (SAE please). (*not a made up name).

In order to achieve greater National Executive Meeting attendance should we move venue? Is the current venue too plush for the average TRF'er to feel at home in? If we possibly can, and we are searching diligently, we are hoping to find a more cost effective (even if we only save 30/-) and TRF friendly meeting place. Hopefully with cheaper real ale - otherwise I'm going to bring some Wilkins scrumpy, home-brew doesn't travel well. Maybe just bring your own chair and we can use someone's garage for the day?

The 1997 AGM venue has not yet been booked. Again, the National Executive are currently seeking a keenly priced location, preferably with a roof - doors and windows optional. As only the keenest TRF'ers ever attend AGMs who are used to adverse conditions - perhaps at the top of the Gap Road (can be very nice there in mid-October - lovely views so no-one will get bored during the motion to revise the TRF Constitution). Unless absolutely vital we will not go to the expense of an OHP this year (overhead viewgraphs are difficult to focus when projected onto the back of a sheep).

For 1998 perhaps all TRF'ers could submit, together with their Region's or Group's Annual Return, a list of what they consider to be absolutely unmissable event dates such as: the BMF Rally, WSM Beach Race, Scott Trial, Granny's birthday, Cousin Jane's wedding, etc., etc. so that the running of the TRF does not rely on the - 1% of members who attended the May Meeting. This figure also took into account the two members of the now new Worcester Group. We hope we see them again as an approved Group taking an active part in the running of the TRF at the national level (and not just a bunch of trail riders who think that they are doing OK right now with loads of local lanes to ride and don't need to contribute to national Rights of Way effort to maintain our chosen pastime). So, please come along to the national AGM on 25/10/97 (with your TRF Membership Card) and there will be ample opportunity to show your commitment to the encouragement of riding legal motorcycles on legal carriageways.

Incidentally, for those whose interests go beyond RuPPs, BOATs, (possibly stretching to ride them occasionally?) DMMOs and Section 54s etc - another national organisation of which I now am a member and is also dedicated to protecting the rights of law abiding citizen, has acquired 60,000 members since inauguration last September and has raised nearly £300,000. Just shows what can be done when one's lawful pastime could be abolished by the whim of a few pressure groups, the help of the gutter press and a change in Government. You can find out more at the next Exec. - as I don't want to be accused of subversive recruiting or for this page to cost me another £80!

David Clegg, Hon. Sec.

NATIONAL RoW OFFICERS REPORT STAFFORDSHIRE

I have had reports on several lanes in Staffordshire where landowners are allegedly becoming very aggressive towards trail riders using an assortment of RuPPs, UCRs and incorrectly defined FP/BRs. The County Council are failing in their duty and in particular we are not getting support from a certain Mr. Emery in the Highways Department.

These seem to be located around the Grindon area.

Landranger Map 119:

059465 Mr. Hulme, Side Farm Cotton, nr. Whiston - violent attack - reported to Police; not interested. Ditto CC.

125575 Mr. Bold, Narrowdale Farm, Alstonefield. Stopping riders using a D road.

081530 Occupier of Oldsfield Farm, Grindon. Stopping people using Slade Lane.

057435 Onsal Dale, Alton; Onsal Dale and over Lords Bridge.

066575 Hill Farm, Butterton. UCR past farm.

Backfurlong Farm and Newclose Farm in Grindon aggressive towards people using road to Soles Hollow.

Once we are sure of the exact details of the rights on these lanes I think local users should assert our rights and drive these lanes in a group; preferably with support from other user groups.

THE INTERNET

For those of you who have accessed our web site you may have come across one or two additions that have been made. There is a page on rights of way issues. What I am doing is to upload a revised page every month or so with topical issues, some of which will have been reported in TRAIL; and some which predate publication of TRAIL. The full URL is <http://ds.dial.pipex.com/trf/rownews.htm> or a link can be found on the home page.

Not only this but there may be a new news group starting up called news://uk.rec.rights-of-way which will cover byway and bridleway RoW issues.

RIGHTS OF WAY RESEARCH

The Wildlife and Countryside Act 1981 s53 makes it a statutory duty for the highway authority to keep the map and statement under continuous review.

The order making process is triggered by the discovery by the highway

authority of evidence which indicates that a right of way should either be added, deleted, upgraded, down-graded or varied in some way. Evidence is not just considered in isolation, it must be considered along with all other relevant evidence available.

The evidence can be:

1. documentary, i.e. evidence from historical documents and maps
2. user, i.e. evidence of use by the public, especially relevant in the light of recent PI and DoE confusion.

The most important and frequently used pieces of historical evidence are:

Enclosure Awards

As the pressure for agricultural improvement increased in the 18th and 19th centuries, the process of Parliamentary enclosure was started and the open field system of agriculture was ceased. People were 'awarded' enclosed fields or enclosures based upon the amount of land they held in the open fields. The whole process was controversial as common land and waste were enclosed along with the open fields and many peasants were dispossessed of their rights.

Before deciding upon the layout of the new field system the Enclosure Commissioners for the Parish set out the public and private road network and the public bridleways and footpaths. Some routes were completely new but most were confirmations of older pre-existing routes. Widths were usually specified, with roads in earlier awards usually having a width of up to sixty feet. Later on widths were less.

Bridleway width was typically twelve feet although bridleways could be awarded along private roads which had a width of twenty or thirty feet. Footpath width varied from three to six feet and again some were awarded along private roads. The awards were carried out under Acts of Parliament and the award of a public right of way is conclusive evidence of the existence and status of the highway, unless it has subsequently been stopped up under a statutory procedure. Parliamentary enclosure covered approximately 25% of the land surface of England. Other areas were either always enclosed or were enclosed by private agreement before Parliamentary enclosure began.

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Tithe Apportionments

Until the Tithe Commutation Act of 1836 most land was subject to a Church tithe where one tenth of the annual produce had to be given to the Church. Under the Act this was converted to a cash rent. Commissioners were appointed who carried out a survey to assess the value of the produce of each field. A map and schedule were drawn up to record the results of the survey. Each field was given a reference number on the map which referred to an entry in the schedule. Where a Parish had an enclosure award the Church was awarded land in lieu of tithe rent. In other Parishes an apportionment was prepared.

The relevance to public rights of way research relates mainly to public roads. The road network was shown on the map and was generally shaded in brown or yellow. Public roads were generally not tithable and either had no reference number attached to them on the map and hence no entry in the schedule or were numbered and listed in the schedule as 'roads and waste'. The question of private and public roads might arise so one needs to study both the map and schedule. The old chestnut of private carriage road might arise, confusing a private road and a public road for private carriages i.e. not a road for a commercial stage coach. Private could have also meant privately maintainable.

1910 Finance Act Records

This Act was set up under Lloyd George to finance the old age pensions. It placed a new tax on the increase in the value of land when sold. The Inland Revenue carried out a survey of the whole country which became known as the 'Second Doomsday'. 1:2500 scale Ordnance Survey maps were used. Private land was shaded and a reference number given. Accompanying valuation books recorded the land value and any deductions allowed.

Public roads tended to be unshaded and a reduction in tax could be claimed for any public rights of way that crossed the holding. This would be recorded in the valuation book. Some inspectors have been known to place less weight on this evidence because they believed landowners would have tried to make as many roads across their land public and therefore not liable for tax.

Ordnance Survey Maps and County Maps

In the late 18th and early 19th Century, map-makers such as Mudge, Greenwood and Bryant started to produce county maps. These showed features such as 'turnpike roads', 'cross roads' (not an intersection but the link roads between main roads), 'driving roads', 'lanes' and 'bridleways'.

A very good book on Cross Roads is available from: The South Pennine Packhorse Trails Trust, The Barn, Todmorden, OL14 6HR for £7.

The earliest OS maps are the one inch to one mile maps of 1831. In the 1880s the first twenty-five inch to one mile maps were produced and the second edition of the 1900s. The maps can be useful supporting evidence in public road claims. Although OS maps are not held to be evidence of the existence of public rights of

way, since the 1960s public rights of way have been recorded, but can be useful to establish the existence of a path, its route and its width. The argument against using these maps for evidence was that they would also show private roads. The general belief is that the scale was too small to show anything other than a public carriageway, unless the road were a drive to a country mansion. These maps have been reprinted by David and Charles and are available from any good map shop.

Other Sources

Other records include highway board minutes, urban and rural district council minutes, parish council records and the County Council's own minutes and files. Deeds, leases and conveyances can also be useful.

Finally don't forget Tim Steven's booklet on Road Research available through LARA.

Steve Neville

ESSENTIAL RoW READING NORTON MALREWARD APPEAL

Following the article in July TRAIL a legal opinion has been sought from Edwin Simpson QC on whether there are good grounds to Appeal to the High Court. His opinion is that we have very good grounds for appealing and excellent chance of overturning the Planning Inspectorates ill-considered guidance note. This has been funded by the TRF Fighting Fund, with the view of using the opinion to bring on board wider support from the whole of the motor and motorcycling movement for this action.

Through a friendly solicitor in Bristol and Edwin Simpson QC an appeal is being lodged with the High Court this week (w/e 8th Aug). The appeal is being made in the name of Tim Stevens as an individual appellant, and not in the name of the TRF or LARA.

The risk for Tim is that if the appeal is lost, he is the person who will get the bill! This could be up to £20,000, which in spite of support from the TRF Fighting Fund plus other pledges of support, could put his house and/or personal possessions at risk. To date the

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total pledges of support are for £7500. In order to minimise the risk to Tim further pledges of support are urgently required. These should be made to Steve Neville RoW Co-ordinator stating how much is being pledged together with details of who is making the pledge. Note, this is not a request for actual money, but support for this important case.

If pledges of support are not forthcoming then Tim will have to consider whether to withdraw the appeal, but clearly that would not be in the interest of sustaining trail riding in the future over a large number of rights of way. We not only need to consider our own positions in being able to support this, but we need to seek support from other motorcycle and motor clubs, and individuals whose recreational and sporting activities could be affected if this ruling goes unchallenged.

Realising the importance of this appeal the East Midlands Group have already pledged £500 from group funds.

Richard Marshall, East Midlands Group Chairman

PEAK PARK RIGHTS OF WAY NEWS

Chapel Gate and Roych Clough

The Peak Park with the agreement of the landowner have recently created

a permissive bridle and cycle route between the Chapel Gate GR093825 and the southern end of Roych Clough GR092824 alongside the northern side of the A625. This has been done so that horse riders and cyclists do not have to venture onto this fast road for a distance of only 150 metres. Tim Stevens LARA, David Dean Peak & Dukeries LRC and myself, together with Paul Hopkins and Ian Hurst of the Peak Park had a site visit in June. It was reported that trail riders were using this route without permission as a short cut creating ruts as well as being a potential danger to other users because of its narrow width. We agreed that riders should not be using this short cut and that we would advise our members to use the correct route along the main road. In addition it was agreed that LARA would produce some signs with LARA and Peak Park

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Tel/Fax: 01984 634434**

logos advising riders not to use this route. Hopefully by the time you read this the notices will have been put up and we ask all riders to obey them. Could members who are in other motorcycle clubs around the Park, particularly in the Manchester area, please pass on this message to other riders.

Also during the site visit to Roych Clough we were shown where 4WD and motorcycle users were deviating from the correct route onto open moorland immediately north of the ford at GR076836. This was causing removal of surface vegetation and some surface scarring, which could lead to more severe erosion in times of heavy rain. Ian Hurst suggested that the planting of shrubs/small trees could help to channel users onto the correct line. Although we had no money to assist with this imaginative idea, we offered the services of our members to assist in the planting, if the Peak Park could find the money for the shrubs. In the meantime we agreed we would provide some signs requesting users not to deviate from the route. We will advise members if and when a supervised working party is organised to carry out the horticultural work.

Vehicular Users Liaison Meeting

For the diary it should be noted that the next annual liaison meeting with the Peak Park is due to take place on Saturday 11th October. Anyone wishing to attend, but not invited should contact Paul Hopkins at the Ranger Office in Bakewell for details.

Eyam Moor Byway Claim

John Clarke from Chesterfield has submitted Byway claims to Derbys CC for a couple of lanes that run across Eyam Moor to Abney. The historic evidence for these is good, particularly Inclosure Awards, but the lanes have several locked gates on them and have been impassable to all bar walkers for many years. Brian Thompson did the original research over 20 years ago, but held back from submitting the claims because of other more pressing matters. It felt that the time is right to open these routes up for a broader range of users to enjoy, but we can expect considerable opposition from conservationists as they cross an SSSI. We will keep you informed of progress.

Assault on Trail Riders

Two TRF members have recently been assaulted by a local farmer whilst using the UCR/FP past Sittinglow Farm, Dove Holes. Although the incident was reported to the Police the farmer has apparently only been given a warning. The two riders are considering taking out a private prosecution for assault, so if any other members have had similar problems on this lane can they please get in touch with Steve Neville or myself.

*Richard Marshall,
East Midlands Group Chairman*



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FROM THE NATIONAL TREASURER

Would all Officers please let me have their expenses claims up to and including Sunday 31st August 1997 by Monday 15th September 1997 so that our accounts can be audited for the AGM.
Alan Wilkinson, Treasurer

6th East Midlands Regional Meeting Saturday September 27th 1997

Chris Hurworth of Loddon Vale Group will present
"A Beginner's Guide to Rights of Way Research"

in the Commodore's Room, Rutland Sailing Club,
 Edith Weston Village, nr North Luffenham.

Coffee at 10.30a.m. Meeting starts at 11a.m.
 Inexpensive lunches in cafeteria - Ruddles Ales in bar.

This seminar is intended to provide an introduction to Rights of Way Research for newcomers, and Groups within the East Midlands Region are encouraged to send their "next generation" of Rights of Way researchers. Individual members are of course welcome to attend, but numbers are limited to 20. Places will be allocated on a first come, first booked basis, so don't delay.

Please pre-register no later than September 15th to reserve places,
 by letter to Jeff Ward at Jeff Ward Limited, Gretton Road, Weldon, Northamptonshire, NN17 3HY.

ALAN TODD

It is with great sadness that I have to write about the death of Alan Todd of Kendal. Alan died on Sunday 25th of May in his 82nd year after a short illness. Alan had a great passion for the outdoor life and for looking after lost Racing pigeons (he kept 100s of them) but the real love of his life was Motorcycling.

Alan had ridden motorcycles since he was a lad and rode in trials and scrambles and represented the Northern Centre for many years, particularly in the Scottish Six Days Trial. Until very recently Alan managed the occasional ride out on either his aerial 500HT (which he bought new in 1956) or his Honda TL125 complete with Dog in rucksack.

Alan's vast knowledge of Rights of Way in the Lakes area was invaluable and he represented the TRF at the public enquiries which took place here in the 1970s. He was able to convince the inspector in our favour and as a result Alan was made an honorary life member of the TRF.

Alan was a great northern character and he will be sadly missed by his many friends both young and old in Motorcycling circles.

Roger Harris, Cumbria Group Rep.

• GROUP NEWS •

HERTFORDSHIRE ON THE MOVE!

After many good years (or too many years?) at the Coach & Horses, Newgate Street the Herts TRF Group is having to move to a new watering hole. The landlord, or perhaps the brewery, has decided that they would rather use the club room for meals. The landlord is actually pro bikes, having the VMCC and BMW Clubs at his pub, but the removal of doors and walls to incorporate the club room into the pub makes it impossible for him to reserve the room for us, and therefore take any money.

The Herts. Committee have investigated new venues and, subject to approval by the Group, propose moving to:

The Old Guinea, Ridge, Nr. Potters Bar.

OS Map Ref. TL215004 on Sheet 166, Luton and Hertford. Follow signs out of South Mimms village. The first formal meeting at this pub will be on the first Wednesday in October to allow time to agree the new venue and let people know. See you all there.

SUFFOLK GROUP

There was one call for an evening run, but unfortunately I couldn't answer it.

There were eight at the meeting, including one new member (Phil from Ipswich

on a Super Tenere) and his mate, another potential member - things are looking up. Returnee, Dave has bought an XT500 which throws him over the bars when he tries to start it - has anybody got a safe starting procedure?! Steve has given up on the Tenere and gone for the other extreme - a CRM250. It certainly looks the part and with its suspension adjusted is amazingly low in the saddle - once you've got your leg over - so to speak.

New venue is still to be sorted.

There was no horse ride (help rejected) or run on 3rd (no demand).

The next events are: August 31st - Horse Event - Euston Park, Suffolk (run if any demand) September 28th - Horse Event - Rendlesham Forest, Hollesley (run if any demand); October 4th/5th - Army Trial - possible marshalling/assistance; October 5th - Essex TRF Trial; October 19th - Horse Event - Puddingstone, Thetford Forest; November 2nd - Sunday Run.

Richard May

Charity Trail Ride - On One Leg

plus - bonus Serow Road Test

The Land's End to John O'Groats (further than a day with Yoshi) trail ride was mentioned in June TRAIL, page 15. I was fortunate to be invited to ride along on one leg - from near Stroud, Glos. to near Llandrindod Wells.

I had been asked to go on a 'Wrinklies' trail ride on the Sunday with the South Wales Group - so had been up late on Saturday evening changing from a frayed throttle cable. On the fourth lane the clutch cable broke where the outer had rubbed on the oil cooler bolt. Brian Roberts had inner cables with one nipple (from bicycle shops) and a screw nipple. We did not return until late so it was another late session to renew the whole clutch cable. I also had to check the bike - I did not want to hold up the 'end-to-enders' the next day.

I rose at seven on the big day and rode the 25 miles to Stroud. Charlie Morriss was the leader for the day and Vic Lodge and Bill Richards came as gate openers!

Two of the Serows had been parked in a dealers. Flip (Phillipa) and Jacky rolled up on a Triumph Tiger and Liz was on the third Serow (Yamaha XT225).

We set off towards the Severn Bridge. I took up the backmarker role - soon to see Bill trapped under his DR350 - tossed off by wicked tractor ruts in the long grass. It is always a good 'steadier' to fall off early. Later we

picked up luggage shaken off Liz's bike. (They were carrying surprisingly little considering they had no back-up). This part was the most pleasant journey I have ever travelled between these places.

Within two hours we passed four miles away from where I had been in bed four hours previously - anyway, better to start at the beginning!

Being a Charlie Morriss affair we did not have an official pub lunch stop. We purchased food from the garage in Monmouth but I banned us from eating on the forecourt. Jacky and Flip went with me to Dixons to stock up on camera batteries, where the assistant didn't know which batteries went in an OM10, took it out saying: "It doesn't matter if you touch it with your fingers" (surely the salt will aid corrosion), put it in backwards and was bemused when the exposure meter no longer operated.

Charlie had researched the next lane on the Finance Act maps. The second lane was suited for a picnic.

A later Herefordshire lane took Flip's brake lever back 180 degrees but was straightened with boot force. The Serows have very low ground clearance - you have to watch your feet as well as bits of the bike.

A few of these lanes were slightly overgrown. However, we learned that Charlie had been over most of the route a fortnight before - there's serious preparation.

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We travelled down Gwynne Fawr, braking on the large loose stones to slow for the drainage cross-channels. It is easier going up!

When we got on open mountain roads and stopped for a photo I asked if I could try a Serow (checking insurance cover). Flip was so keen to swap that she let go of hers before even checking that it was on level ground. She has at home an XR250 so was quite at home on mine. Vic also swapped his XR200 but Bill being nearly seven feet tall kept his DR350. Obviously I rode to the TRF Code of Conduct but was extra careful because the Serow had to last to the top of Scotland.

The Serow is comfortable and handles as well as the XR. I thought the suspension was more 'plush'. It is

certainly quieter to ride, the XR being a bit wearing but not excessively noisy when passing. It has good brakes and a sweet gearbox. It moves along nicely without the need for high revs - just change gear. However, it does indeed have poor foot clearance in the facets of a carriageway (some call them ruts) and it is really too small for my 32" inside legs (did you really think I was riding on one leg?). I prefer to put my toes on the rests when sitting down and this was uncomfortable.

Flip had a great time on my XR250 - I couldn't get it back for about 20 miles. Then Bill succumbed to a Serow - he was like a gibbon on a monkey bike. Flip rode Bill's DR350, starting it equally as well as Bill does - finishing by saying that it was "more of everything".

Just before the end Jacky and I were left lost by people who had not waited at junctions. Vic was sent to look for us: "come on", he said, "the others are on their second cup of tea". He led us to Dick Sutton's house where Ann had laid out tea and biscuits. I then had a 65 mile ride to Evesham arriving at 11.30.

Thanks to Charlie for planning a marvellous route and setting a pleasant pace. And to all for their company and to Jacky, Flip and Liz for sharing part of their trip. The best Monday I have ever had.

Mark Holland, Glos. Group

Sleeping Bag

Available from Argos Superstores the 'Moonbag' is great for motorcycle touring. Packed it is a foot in length, about seven inches in diameter (if you use compression straps it can be made much smaller) and weighs in at only 30oz. It has a 'foil' type lining that traps your body heat, so it is very warm. I know because I swear it saved me from hypothermia halfway up the Pyrenees. The only drawback is with me being over six foot tall it isn't quite long enough, but I'm not afraid to wear something to cover my shoulders. At £12.99 I think it represents a very good compromise between cost/size/comfort.



Bum Bag

I found this at the recent Cirencester Horse Endurance Event that we marshal. It has a main compartment that is big enough to get a couple of sarnies, apple, banana and two King Size Mars Bars in. On the front of this is a smaller pocket that holds my wallet and van keys. To the left is a drinks bottle holder

and on the right is a separate pocket that easily holds my basic tool kit/compact camera. The whole thing is strongly made (manufacturer is Hi Gear) and has a deep padding around your back. The cost £14.50 is a bargain compared to items on offer in camping/walking shops. If you're doing a horse event look out for 'Raddery Equine' or you can mail order (quoted £1.50 p&p) from: Raddery Equine, Raddery Park, Raddery, Fortrose, IV10 8SN. Tel/Fax 01381 620615.

Bill Richards, Gloucester Group

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LETTERS

MUCH APPRECIATED WORTHWHILE CAUSE - see front cover

TRF members from South Wales combined with the local Islwyn motorcycle club to give 50 mentally handicapped children and adults a very special day out on 17th May. Each year the Islwyn club organises the event when the Handicapped are taken for motorcycle rides around the quiet forestry roads and trails in the Gwyddon forest near Abercarn in Gwent. The event has steadily grown in popularity and the local TRF branch was asked to help with riders and machines to cater for the increasing numbers who turn up to enjoy pillion and sidecar rides. The forestry commission is very happy to support the event and allows the full use of the forest at no charge. They rounded the day off with a barbecue at the picnic site in the forest. Whilst the main purpose was to provide a unique opportunity for the mentally handicapped to enjoy motorcycling and trail riding in particular all the riders had a marvellous time. All the riders went home tired but happy knowing they had helped out in a very worthwhile cause which was obviously appreciated.

Such events can generate an enormous amount of good publicity and if other branches would like to organise similar events in their area Islwyn and TRF member Mike Rees would be only too happy to give advice. He can be contacted on 01495 222728.

Mike Rees, Gwent

DEAR EDITOR

... say what you will, but all I have got out of joining the TRF is this mag and a feeling of disappointment 'cos not much goes on down this way.

*R. Nash, Monmouth, Gwent
A Lone Rider with a Sticker*

Ed. - Dear Mr. Nash, look on the back of TRAIL, find your local group and give the contact a call. I'm sure that he will want to hear from you and should be able to fix you up with a group run. Alternatively get down to the nearest group meeting and meet a great bunch of people with the same interests as yourself.

AND NOW FOR THE GOOD NEWS!

LANCS. TRF RIVINGTON RIDE

Some years ago Lancs. TRF entered into an agreement with North West Water to give up the use of a lane called 'Lead Mine's Clough', in return for the use of a much longer and more useful lane called 'Catherine's Edge' on a concessionary basis. We thought that, since Lead Mines Clough is a 'honey trap' for tourists, it would only be a matter of time before a TRO would be in operation.

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Tel: 01327 341255.


The arrangement was, that we inform the local ranger when we wanted to use the lane and we would obtain access using our key. In this way the effect of use on the lane could be monitored.

This experiment worked so well that we have recently been able to use a number of lanes on a similar concessionary basis. When we want to organise a run we have to inform Phil Luff, the Access and Recreation Officer of North West Water and Ian Harper, Area Ranger, so that we can avoid a clash with other events. We agree a route beforehand and strictly enforce our usual code of conduct, particularly with regard to speed and keep numbers to a maximum of six. Since the area we ride in is very popular with walkers, horse riders and mountain bikers, it is a very good opportunity to promote a positive image of trail riding, as well as enjoying a day out, which combines our usual lanes with the concessionary ones.

On the two rides so far this year we have encountered a large number of farmers, walkers, mountain bikers, rangers, horse riders and even a policeman and, in each case, I felt our standing (or sitting) in the area was improved. Let's face it we need all the friends we can get. The rides usually start at Rivington Barn, a local biker's cafe and meeting place, and last for three to four hours, without travelling more than five miles from the starting place. In keeping with the relaxed pace, we usually stop at the visitor's centre, one of the local halls and a healing well, which is reputed to be haunted.

Last month, three friends from Wiltshire, Bill, Trevor and Dave, came up North for a weekend. We had a long day's ride in the Yorkshire Dales on the Saturday and a morning's ride around Rivington on the Sunday. I think they were quite amazed at the goodwill shown towards us, particularly by two lady rangers we encountered. What is it with women and uniforms? Perhaps the moral is that time taken to talk to people whilst out riding is never wasted. We need to convince as many people as possible that we are responsible (even if not quite grown up!) human beings. From what a number of people have said it is groups of mountain bikers travelling fast - and quietly that are meeting with the most disapproval. At least we can be heard coming (but not too quickly or loudly I hope!).

The next stage is to see if we can

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extend the exercise to obtain the use of concessionary lanes in adjacent areas, so that we can have a full day's continuous trail riding. At the very least the process of seeking permission puts us in contact with different people and organisations. I know there are some members who would object to the use of concessionary lanes, but we have found that this does not weaken our claims on legal lanes. Quite the reverse, since the main fear of claiming 'new' lanes is that damage will occur through over use. We have shown that, used sensibly, bikes create little damage.

I come into contact with local rangers and conservation groups from another direction since, as a local teacher, I organise groups of pupils every year to take part in conservation activities. These include dry-stone walling, path making, bridge and stile building, etc. Last year we renovated a Victorian kitchen garden attached to a local hall called Turton Towers. There is a lot of scope for the TRF to become more involved in this type of activity, even to the point of "adopting" a project area. Anyone interested? We also marshal local horse events and I am involved in helping out at a friend's riding school. How about exchanging bikes for horses? Isn't what we do pony trekking on bikes? Interested? Phone Sue at Matchmoor Riding and Trekking Centre.

Thanks again to Phil and Ian for all the time and help and I hope the spirit of co-operation will continue.

Incidentally, if you are not familiar with the Rivington area of Lancashire you might have seen it on BBC's 'Top Gear' as Steve Berry sometimes tests bikes there.

Rodger Davies, Lancs. TRF

A RUN INTO ESSEX

Four of us had a run into Essex on June 8th. A good but pricey lunch and excellent pint of Riddleys, at The White Hart at Great Salting. We got rained on near Stebbing and being Southern, softy, shandy drinkers, sheltered under a tree ... in a thunder storm! As usual, Dave had a couple of moments in the mud - we've told him slicks don't work! The second one, near Blunts Farm, finished off the day - the bike ending up side down in a ditch. Dave had gone base over apex into the bushes. The bone dry trail (the drought was just ending) had gone slimy under the trees - his excuse! He proved the value of his full face helmet, which was sprouting grass and minus its air vents. We enjoyed the fords (well we were in Essex) at Dunmow and Littley Green and the newly signed Byway from Gestingthorpe to Sible Hedingham.

Richard May, Suffolk

INSURANCE - XR250

With reference to Roger Harris's letter in July - the XR250 is listed in the Norwich Union Premier Bike scheme. It was dropped to a reasonable rating following my correspondence.

The main problem is that insurers have a list of vehicles and it takes some

effort to get them to add others.

If you wish to insure with others it is worth first checking if a bike is in Norwich Union's list.

Mark Holland, Glos. Group

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WANTED Spares for 1983 XR200 Mono Shock model, especially rims/wheels 21/18 inch, exhaust and plastics. Any other items considered. Tel: Fez on 0121 705 9160 after 6pm.

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KMX200 "F" reg. 12,889 miles. Many new plastics not yet fitted, 18" rear wheel. £1200. **KMX125/200** bottom end of engine and gear box dismantled, £150. Tel: 01895 237453 London, Uxbridge.

HONDA XL250R 1982 Italian import, T & T. Very good condition, alloys, pro link, etc. £850 ovno. Tel: 01203 336156 (Coventry) or 0468 823132.

HONDA XL185S "X" reg. 14,000 miles. Original condition. T & T. £600. Tel: 01524 811794.

FOR SALE Yamaha DTR125, "L" reg, 1 previous owner, £1650. Circa 1950 Jap/Rotax grass bike, 500cc, ex-Speedway bike, £1000 or swap either/both for trail bike cash either way. Tel: 0181 301 2913 S.E. London.

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immaculate, black, £1800 ono. Tel: 0171 241 0789 Hackney, London.

KAWASAKI KLR250 1987, "Q" reg. New chain, sprockets, brakes, headlight, seat and fork seals. £600. Tel: Rob on 0191 548 3110 Tyne & Wear.

KAWASAKI KMX200 Green, 1992, tax and MOT until May '98. 520 chain conversion, £1375 including spares. Tel: 01524 735811.

YAMAHA DT175MX "T" reg. 1978, 12 months tax and MOT. Good all round condition. £450. Tel: West Yorks 01943 864255.

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KAWASAKI KMX200 1994, low mileage carefully run in, synthetic oil, T & T, superb bike. £1750 ono. Tel: 01743 246612 Shropshire.

BREAKING SUZUKI SP370 for spare, complete bike but not engine parts, two sets of forks, two front wheels, three rear wheels, some parts same as TS250. Phone: 01604 810935.

CAGGYHONDA Trailbike Special. Caggiva 125MX frame, forks and wheels; XL185 engine, just overhauled, 6 speed gearbox, new carb, O ring chain, MT43 tyres. Still registered as 125cc 4 cases engine spares, spare frame, forks, tank, clocks: £600 ono. Tel: 01495 222728.