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Patron: Lord Strathcarron

TRAIL

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

SEPTEMBER 2002 No. 289



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

EDITOR

The question 'to be noisy or not?' When National Park Authorities and other antis forever go on about 'quiet enjoyment of the countryside' it doesn't make much sense to look for another argument to overcome, especially if you have to pay several hundreds of pounds for an after market exhaust system which while noisier gives no gain in performance. In fact an American magazine recently tested a whole pile of them and only one made a 1 horse power difference on a WR400 and that was only at 11,000rpm and all made less power bottom and mid range where you really need it.

Congratulations to FMF on being the first aftermarket exhaust maker to offer a four stroke system that offers more power and less noise. The claim is 93db that is quiet, stock is 99db. Can't wait to see and hear one - if you can, that is!

Fred Ellison

TRF CALENDAR COMPETITION 2003

Yes, it's that time of year again. Prizes yet to be finalised.

Please send your glossy colour photos to Fred Ellison, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe, Lancashire, BB7 9DG. Good Luck!

CLOSING DATE FOR ENTRIES Friday 15th November 2002

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COVER PHOTO

Near Appleby, October 98.
Rider Roger Banister.
Photo by Clifford Wharton

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

FROM THE CHAIRMAN

Dear Member

You know how it is with various lists to make sure nothing is forgotten. There nothing worse than arriving and finding that the item you left at home is essential, like your helmet. So I'm putting the finishing touches to the list of items I will need shortly.....bucket, spade, sun hat.....Yes it's that time of year again - holidays.

When you read this I shall probably be away but rest assured I shall be back for the Executive on the 28 September. Whilst on the subject I would mention that Tim Stevens has asked that an item be discussed at the next executive and I omitted to have it included on the Agenda for that meeting. The topic is a possible change to the constitution. I won't elaborate on it here but so that the Group reps have a chance to ponder on it and then discuss it at the meeting it has been included on the agenda, which is reproduced in this copy of Trail.

There are a couple of other matters I would like you to think about in time for the executive. The first concerns the future strategy for claiming byways. Dave Giles has written in this month's copy of Trail how he sees the next stage. What cannot be denied is that doing little or nothing is not an option. The initiative he outlines will require a commitment by all members to support such an initiative on an ongoing basis both in terms of time and money. The TRF has a certain financial resource in its fighting fund, some of which I believe could justifiably be deployed in this direction, as it goes to the root of our activity.

The other point I would like to bring to your attention is an initiative by John Ward et al, in recruiting help to research and claim byways. He wrote to me outlining the success of the initiative and the potential of applying it in other regions/groups. I have reproduced his letter (see page 8) and he has volunteered to be with us at the executive to give a verbal update.

Finally and something that is not new is the need to be put into the hands of members a statement which if stopped and challenged they can produce which captures the philosophy and objective of the TRF. One is often unable to present a cogent argument when confronted with someone who is dismissive of a verbal explanation, but may be more persuaded, if a written document/leaflet is produced adding a certain authority to the weight of argument.

A thought we need to explore.

But for now its, down to the sea and ships. See you at the executive, meanwhile enjoy the trail riding

André Confavreux, National Chairman

NOTICE BOARD

TRAIL RIDING IN SCOTLAND

I do a lot of trail riding in Scotland. Do any other members? Is there an organisation for trail riding in Scotland? Please contact Gordon Dalgarno on 01782 613236

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SOUTHERN GROUP MEETINGS ARE MOVING

New date, 3rd Thursday of each month starting in OCTOBER. New location, Southampton and District Motorcycle Club Hall. Opposite Halfords in Woodside Avenue in Eastleigh.

M3 SOUTHBOUND Leave M3 at J13, turn right onto A335, then left at traffic lights into Woodside Avenue.

M27 EASTBOUND & WESTBOUND Leave M27 at J4, join M3 northbound then follow instructions as above.

WILTSHIRE GROUP 2002 AGM

Please note that November's meeting will now be held on Wednesday 6th and not the 1st Tuesday as normal (it being Bonfire Night and the Bell on the Common are holding a party in their meeting room).

Reuben Alcock

TRF SOUTH WEST REGIONAL AGM

Saturday 5th October 2002. 10.30 am start. Puriton Village Hall (Junction 23 M5).

Any items for the Agenda to Reuben Alcock before the end of September (01749 679013).

ALL TRF MEMBERS WELCOME.

Meeting of the TRF Executive

Saturday 28th September 2002 10 am for 10.30 am

Tollgate Hotel and Leisure, Ripon Road, Blurton, Stoke on Trent, ST3 3BS
01782 313029

Leave M6 at Junction 15 and take the A500 heading towards Stoke on Trent. At the Junction with the A34 turn Right (South) to Trentham Gardens then Left onto the A5035. Tollgate is on the LHS in Blurton.

AGENDA

Chairman's Welcome Apologies

Approval of Minutes of 22.06.02 Meeting

Matters Arising

Substantive Issues:

Officer Succession & Awarding of Honorariums (AGC)

Legal Opinion Sought (DT)

Disclaimer

Statement when stopped by police

Claiming Byways/Byway Bonus (AGC/DT/SM/JG)

Ridgeway (TS)

Elected Officers Reports

Finance (JG)

Membership (JP)

Public Relations (RD)

Rights of Way (Acting) (DT)

Trail Magazine Front Cover Review (FE)

Norfolk Group – Approve formation (if Rep Present)

Subordinate Issues:

Website (DT)

Status Reports:

Lost Ways Project – Co Ag Funding (TS)

Byways and Bridleways Trust Council (DT)

Database (DT)

Map Romers (TS)

Welsh Assembly (Richard Stiling)

Any Other Business

Whilst every effort is made to accommodate AOB it is often difficult to give sufficient time at the end of a meeting to do justice to topics. You are asked therefore to restrict AOB to a minimum. However should there be something of sufficient importance to merit time for discussion in the body of the meeting you must advise the secretary well in advance with any supporting papers.

Readers confused by the initials are referred to the officer list on the inside cover of TRAIL.

TRF Annual General Meeting

Sunday 27th October 2002

10.00 a.m. for 10.30 a.m. start

National Water Sports Centre, Adbolton Lane,

Holme Pierrepont, Nottingham, NG12 2LU

Telephone 0115 9821212

AGENDA

Apologies for absence

Welcome address by Chairman

Approval of Minutes of the AGM 2001

Matters Arising

Elected Officers Reports

Co-opted Officers Reports

LUNCH

Election of Officers

Proposal to change the Constitution

Proposer: Tim Stevens Seconder: Mary Stevens

"That the wording of rule 5.11 should be changed to say: 'Principal Officers may give details of members to others for purposes which promote the aims and objectives of the TRF as set out in this Constitution. Apart from this, membership details shall not be made available to non-members'".

Honorary Life Membership Awards

Byway Claims Status; Byway Bonus; Future Strategy

Date and Place of next AGM

PEAK DISTRICT RoW INITIATIVE

This is a copy of the letter that was forwarded to André by John H Ward mentioned in the Chairman's message this month (see page 4)

10 August 2002

I am a member of the Peak Group of Derby and a small group of members have set out to establish a "Rights of Way Initiative" and are actively promoting a serious effort into the Row Issue that the TRF will have to contend with sooner or later, (sooner the better).

We, the group of ROW enthusiasts are setting up and acting as a managed "hub" to accelerate this important issue. An advert was placed in the Matlock Mercury newspaper and also in several shops and post offices in the Matlock area, (Matlock being the County Council offices and also the seat of the records office). The advert was to recruit ROW researcher(s) with the task of researching "Green Lanes". The response was staggering with approximately 50 replies for the post(s) ranging from people with little or no experience to highly qualified researchers/ex council records office staff and one lady who has done definitive map work for 15 years.

The group, then approached the Peak Group membership for funding of £1,000 to pay for researchers, which was accepted. We have now gone to South Yorkshire and East Midland groups to gain extra funding to equal our contribution and a funding promise from both groups has been confirmed (dependent on our success). We are now in the process of approaching Motorcycle Dealers, suppliers of clothing etc. for further donations to the initiative.

Should this project prove to be successful, we believe that Nationally this strategy may be a serious way forward in all areas of the UK. We will of course be applying to the National TRF for equal funding should we be successful and take off as we expect it will.

The proof will be in the number of claims which we can accelerate through the Derbyshire County Council, these should be successful as the evidence will be certified correctly.

We "The Peak Group ROW Initiative" believe very firmly that this is the way forward and are extremely excited at the immense potential it will have in causing a serious impact on the ROW issue.

We hope this fills the National TRF with the same excitement and enthusiasm which we as a small group, now have.

We will attend the Executive Meeting at Burton upon Trent and raise the issue at the appropriate time, we will be pleased to present this initiative if you so require.

Yours sincerely John H Ward

RoW NEWS

APPEAL FOR HELP FROM GLASS


Need some help in the form of letters protesting against the following proposed TROs. All have been proposed for the same reason: conserving the natural beauty of the area, including the flora, fauna, geological and physiological features. By banning vehicles, the tracks will change without a doubt, changing both the geological and physiological features and probably affecting the flora and fauna as well.

Not only will vehicles be banned, but horses and cycles as well. This is bad news and we need to act now and consult with other user groups. Heddington is a cracker of a lane and the only one like it in Wilts - it would be a great loss.

The orders are as follows: Heddington 27, Bromham 49 and Roundway 50, Maiden Bradley 1, Sutton Manderville 3 & 4 and Fovant 15.

Response needed by 16th September to Paul Gerrald, Highway Project Manager, Wiltshire County Council, County Hall, Trowbridge, Wiltshire, BA14 8JD.

Please respond.

 *Even if your response is a couple of days late.*

LANE CLEARING

Another fine day of lane clearing was had, lots got done. The sun shone the fires burned and trees and stuff were cleared. It was great to see some new faces, shock horror we even had a rambler and a British Horse Society person helping. The next one will be sometime in October. 'Tis the most fun you can have on the lanes without your bike for sure!

Taken from The Bristol Gazette August 2002

GROUP NEWS

DEVON GROUP

There was a reasonable turnout for the visit to the Devon Records Office to look at Tithe Maps and Apportionments. We now have 4 experts in the Devon Group plus Julia who came along from the Exmoor Group. Members were surprised at the amount of "public roads" showing on the Tithe Maps that weren't known about, many of which unfortunately probably no longer exist on the ground. The good news is that Oak Park Lane at Ashcombe is clearly shown as a public road as is Langport Lane, Dawlish. Another excellent discovery by Julia was that Cadleigh Bridleways 4 and 5 (ex-RuPP called Larkey Lane) from Kingdoms Corner southeast to Barns Close, Nr Bickleigh Bridge via Pitts Corner and Mill Farm are shown as public roads on the Cadleigh Parish Tithe Map.

Brian Sussex

TRF STRATEGY FOR TRAIL RIDING 2002 - 2026

There is an urgent need for a clear statement about the current situation in which Trail Riding and the TRF finds itself, what needs to be done about it in terms of actions and timescales and the likely resource required; so that a forward plan can be created. This thinking to become the core of a strategy document that would make the way ahead clear for all the membership to see.

For 30 years the TRF has sought not to provoke a reaction to its activities, defending itself where necessary, but from experience following a policy of 'letting sleeping dogs lie'.

However, that has now got to change. Those opposed to the use of recreational vehicles in the countryside (over the old un-surfaced network of highways) led by GLEAM have succeeded in their objective to get the law changed. Through successful lobbying they have brought about significant changes to our use of the rights of way network via the CROW Act 2000. What is not yet clear to the Authorities, however, is the price that they may have to pay to implement these changes.

The fact that introducing 'Restricted Byways' and 's.34A of the Highway Act' both require a Statutory Instrument & an affirmative resolution (to be brought before Parliament again) has created an interregnum: a breathing space while the DEFRA legislative team work on the detail of the law. I have likened this breathing space to the 'phoney war of 1940' creating a situation in which nothing much seems to be happening; life goes on much as it did before; lulling the membership into a sense of false security. But make no mistake about it we are on a war footing and some of the Highway Authorities are already flexing their muscles in a way which will absorb our energy in rear guard actions if we do not have the wit to avoid them.

In the long term we must ensure that all the routes over which we believe that vehicular rights exist in England & Wales are claimed as such.

However, in the short term I believe we must become selective and proactive in proceeding with the claims that offer maximum advantage to ourselves while placing maximum demand on the Authorities, so that they are given good reason to reflect on the cost of their actions against us. At present they don't believe we are capable of defending ourselves, we must prove them wrong.

To achieving our goal we must create a Strategy using our considerable expertise to construct a Plan of Action that clearly identifies what must be done. Lists the actions and the time scale in which they must be achieved; establishes the time and cost required to achieve each action and identifies and secures the commitment to achieve it - from allies, members or 'bought in resources' as

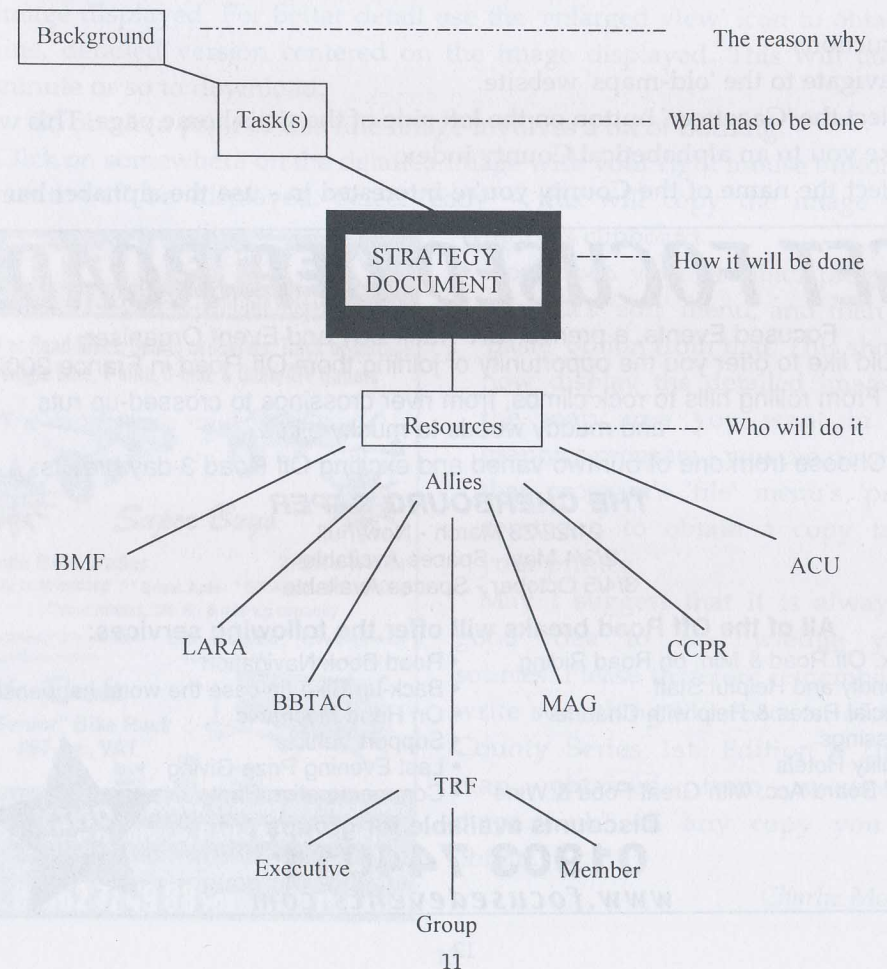
necessary. The plan to be a rolling one under continual review by the Executive and modified as necessity dictates with the maxim 'What ever must be done will be done up to the limit of our capability and resources'. Nothing less will do.

I will be proposing a motion to this effect at the October AGM.

Dave Giles. 31st August 2002

Trail Riders Fellowship Strategy for Trail Riding 2001 - 2026

An explicit strategy doc which explains
what the TRF and its membership have to
do to secure the long term recreation of
legal trail riding in England & Wales



OLD MAPS FROM THE INTERNET

The Ordnance Survey First Edition County Series 6"/mile maps are available on the internet at www.old-maps.co.uk

These maps were produced during the second half of the 19th Century and, along with their even more detailed 25"/mile counterparts, formed the first detailed large-scale national mapping survey of the whole country.

It is possible to print out a detailed A4-sized section of them, but not directly from the 'old-maps' site - to do this you will need a graphics program on your computer too. The best such programs are ones such as 'Photoshop' or 'Paint Shop Pro', but the more basic photo editing ones should also suffice - as long as they have the facility to 'paste' in an image from Windows clipboard.

Instructions:

- Navigate to the 'old-maps' website.
- Select the 'Gazetteer' button on the left side of the site's home page. This will take you to an alphabetical County index.
- Select the name of the County you're interested in - use the alphabet bar at

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- the top of the page to quickly navigate to the correct part of the list.
- From the individual County page select the name of the Town or Village nearest to the location you wish to view - again, use the alphabet bar at the top of the page. This will take you to a page displaying a small, coarsely detailed view of the part of the 1st. Edition 6"/mile map showing the community you've just selected. The arrows at top, bottom and either side of the view can be used to navigate to where you wish but are rather slow to use for large adjustments. It is quicker to click with the left mouse button near the edge of the image - this will produce a new image centred on where you clicked. You can also enlarge or reduce the map area displayed by using the + or - magnifying glass icons, or the numbers between them below the image. There are other icons below these that should be self-explanatory. But be aware that selecting the 'print' icon will only print out the small, coarse image displayed. For better detail use the 'enlarged view' icon to obtain a fine, detailed version centered on the image displayed. This will take a minute or so to download.

To obtain a print of this fine image involves a bit of fiddling:

- Click on somewhere on the detailed image with your right mouse button - a menu will be displayed. Select 'copy' - this will copy the image into Windows clipboard.

- Now open your graphics program. Select it's 'edit' menu, and then the 'paste' option from that. This should now display the detailed image of the map area you want in the graphics program - you can now use that program's 'file' menu's 'print' command to obtain a copy from your printer.

May I suggest that it is always a good idea to acknowledge your sources. Please therefore remember to write something like "Section of O.S. County Series 1st. Edition 6"/mile map obtained from www.old-maps.co.uk" on any copy you so obtain.

Charlie Morris

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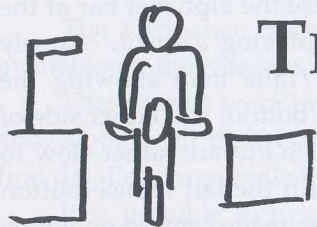
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VIEWS FROM THE SADDLE



THE THOUGHTS & ISSUES OF TRAIL RIDING
Through the eyes of Richard Fordham

In 1986 they said "The timetable is long overdue for the formation of a national motor sports pressure group".

In this month's Views from the Saddle, Richard Fordham looks into the history of the Land Access and Recreation Association (LARA) and speaks to Alan Kind to see what LARA is doing for motorsport and motor recreation.

Many of you will know me as the LARA Rep for the TRF, but what exactly is LARA, why was it formed and why is the TRF a member of LARA? In finding this out I caught up with Alan Kind in Newcastle upon Tyne.

Motor sport and motor recreation is not new; motorcycle scrambling is peculiarly English in origin, beginning on the Moors in the Yorkshire Dales before the First World War. As long as we have had motor vehicles people have either raced them or ridden and driven them for recreation.

LARA is the Motoring Organisations' Land Access and Recreation Association. A national umbrella group for most of the major organisations involved with motor sport and recreation. LARA was formed in 1986 and one of the major stimuli was the publication of a report 'Providing for Motorsport', funded by the (then) Sports Council, with the research undertaken by a team from Oxford Polytechnic led by Professor Martin Elson. This report identified that the many different disciplines in motor sport were failing to work together to secure access to land, and that the land use planning system –

and the governmental processes – were failing 'difficult' sports like motor sport in facility provision. The report took some two years to compile and some £20,000 to research. It concluded:

"The timetable, we believe is long overdue for the formation of a national motor sports pressure group which would, through an activist role, and through advocacy and persuasion, become a respected consultee on all aspects of the provision of facilities, and the control of motor sports. Such an organisation should be formally independent of the governing bodies and the Sports Councils. Given the scale of participation in motor sports, such a body could well represent a large active membership and could therefore claim at least equal 'authority' in decision making arenas as other land and recreation interests"

(Elson et al, 1986)

Interestingly this report identified the TRF back in 1986 as a pro-active organisation that was defending the rights of motorcycle access on green lanes.

The member organisations of LARA, including TRF, were and are adamant that it in no way usurps their own positions as national bodies, but it does provide that essential forum for discussion of access issues, and the ability to speak – on most issues with a unified voice. LARA is not a 'pressure group' in the way that, say, the Ramblers' Association or CPRE is.

Alan Kind, who is based in Newcastle upon Tyne, is LARA's 'Planning

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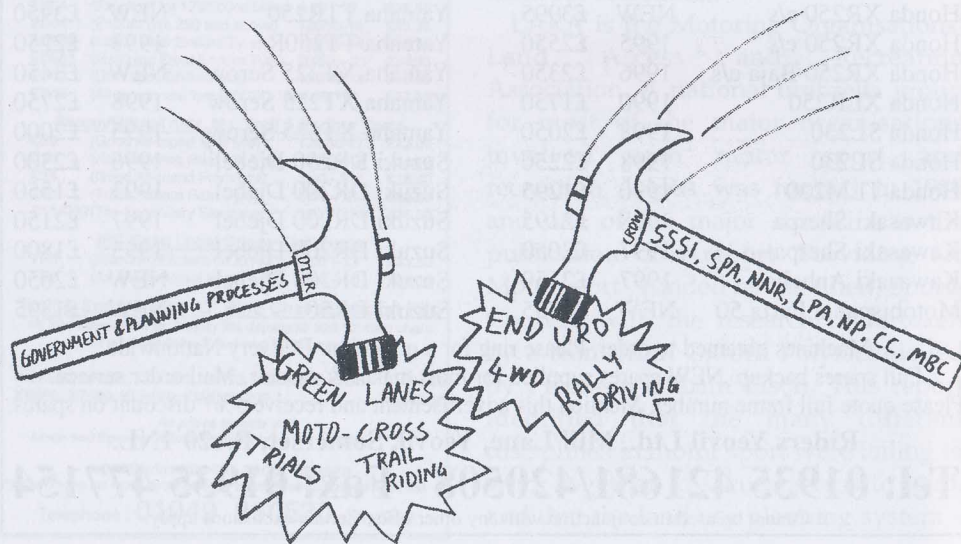
Officer'. Describing his position he says:

"My role is as 'Planning Officer' and we have two other Officers, one looking after motor sport issues and the other for motor recreation – but the three of us inevitably overlap considerably. LARA has no permanent office – we are quite a 'lean machine'. People think that because Formula One and World Rallying are multi-million pound enterprises that all motor sport is rich. It is not. Down at the grass routes it is as volunteer-based and hand-to-mouth as any sport; probably worse than many."

LARA aims to present the true facts about a group of sports that are often badly misrepresented and, at the same time, educate and inform the participants and organisers of motor sport about their responsibilities and duties in environmental and planning matters. All the member organisations pay a membership contribution to the running of LARA and, for the past ten years, LARA has enjoyed grant aid from the Sports Council (now Sport England) for its work in England.

Measuring the success of LARA is difficult; perhaps the only way to do so would be a parallel world where LARA didn't exist. However there hasn't been a research study examining the issue since 1986. However what is definite is that by uniting together we have a unified voice.

Motor sport/recreation remains legitimate, historic and a popular activity and will continue to be so. With the continuing work of LARA and its pro-active role in the planning and governmental process, some of the conflicts between them are resolving. Perhaps this is best summarised by LARA's slogan: "*Promoting the responsible use of land for motor sport and motor recreation*".



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It is obvious that the Byways & Bridleways Database is going to be added to each year so it is logical that TRF members should be offered the latest database from Alan Kind which would include any 'extra' titbits which may be included. This means that those of us who wish to keep up to date with what is happening in the RoW world will need to spend the alarming sum of £10 each year. Trail riding must be the cheapest sport available!

Every CD purchased will contribute at least £6 to the TRF Fighting Fund. Alan insists that anything less than £10 is not economic and when I consider the time I spend copying, packing and posting then I really must agree with him. However, at my age, I am most aware that there are no pockets in shrouds!

Please buy these CDs members, even if you have no immediate need for them. The cash these will provide could save a lane for all of us.

Cheques should be made out to 'R. Butterworth' and sent to 56 Westwood Park Drive, Leek, Staffs., ST13 8NG.

— HELP BOOST TRF FUNDS —

BOOK REVIEW

Milestones by Mervyn Ben Ford

Published by Shire 2002. £4.99.

Excellent bibliography and reference to other related Shire titles. All colour photographs. Good, brief, text on development of roads and the turnpike trusts. However, author does not appear to cover milestones on untarred roads and does not realise that these have a status today and are being conserved by enthusiasts such as the TRF.

Mark Holland

A BRIEF HISTORY OF TRAVEL ...

From the earliest times we have had a love, hate relationship with the concept of travel. The necessity of moving from one place to another to find food or goods was limited by the distance a person could walk in a day, about 25 miles at most. The employment of horses doubled this figure and the subsequent use of wheeled carts and carriages meant that more goods could be carried.

While many of the reasons for travel were for practical and/or commercial reasons, there has developed a mythology of travel that it still with us today.

'Travel broadens the mind.'

'He who travels alone travels fastest.'

'The hardest part of a journey is the first step.'

'The person who finishes a journey is different from the person starting it.'

The insatiable curiosity of the human animal to find out what lies beyond the horizon, or even around the next bend, has caused us to travel to the most inhospitable regions of the Earth and suffer unimaginable hardships. We can't all be Scott of the Antarctic or Henry Livingstone but we do share the drive to explore to some degree.

The popular idea that, because of the difficulties involved in travel, people who lived long ago did not move much beyond the confines of their village, has been largely discredited. Even Iron-age man used routes, like the Ridgeway in Wiltshire, for trade and moving stock. The siting of villages and barrows along the route would suggest a flourishing and transient population. It is still possible to find flint arrowheads, evidence for thriving industry in stone tools and weapons, so have a good look round while you are on the ground, after falling off on the Ridgeway's slippery chalk.

In Medieval times a strange phenomenon developed, that of 'The Pilgrimage'. By travelling to holy sites such as Rome or Jerusalem, a person could expiate all his, or her sins, even those committed along the way!

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Arguably the greatest novel in the English language, 'The Canterbury Tales', tells the story of a bunch of mismatched pilgrims, travelling along the pilgrim route to the tomb of Thomas a Beckett in Canterbury. Pilgrim routes, such as those to Santiago de Compostella in Northern Spain, attracted hundreds of thousands of pilgrims each year. There existed travel guides, like the ones we have today, including information on wayside inns as well as places to visit on the way. There was even a 'league table' of pilgrimages. Two trips to St. David's in Wales was equal to one trip to Rome. I suppose it depends on whether you prefer the Welsh to the Italians. If you were rich you could send someone else on the pilgrimage for you. A new concept in travel. A bit like watching Judith Chalmers on the Holiday Programme, rather than having to go yourself.

In the U.K. there are some spectacular pilgrimage routes, which make great motorcycle journeys. Hexham cathedral to Lindisfarne or Holy Island is my favourite, due to the little used minor roads and the spectacular arrival at the destination, across the causeway. The area of Norfolk around Walsingham is very pleasant and you can make a pilgrimage to the 'Container Company' on the way, as well as to a number of excellent pubs. Try the 'Lord Nelson' at Burnham Thorpe, for instance.

Imagine travelling for weeks across Europe, to Rome or Santiago de Compostella, with only a stick to ward off dogs (and bandits) and a begging bowl. It would certainly change your view on life. To a lesser extent, any long journey is an adventure or, at least, an experience. Today you can be an official pilgrim, if you walk or ride a horse or bicycle. Strangely, motorcycles don't count. Why? Well, apparently, it has something to do with not having to expend effort and experience physical discomfort (no comment). I think the real reason is, that today's travel leaves little room for social interaction. Twelve hours a day, walking with a group of people, encourages communication, but a similar time inside a full-face helmet is a rather solitary experience.

I suspect that a large percentage of pilgrims through the ages have not been religious and this is certainly true today. However, the experience of such travel has to be an elevating and, maybe, a spiritual awakening.

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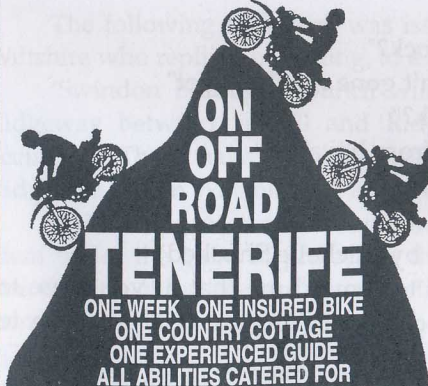
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With the advent of the motor vehicle and the aeroplane, travel times have decreased enormously and it is now hard to imagine taking the best part of a week, in discomfort, to travel the length of England. We complain about a 30 minute delay on a flight, that still allows us to have breakfast in Manchester and lunch in Nice or Athens.

It is a cliché to say that ease of travel makes the world seem smaller, but it does alter the way we view the whole concept. The sheer convenience of modern travel takes away the adventure. I think there might be something in the human psyche that wants to put the adventure back in some way. This could even be manifesting itself in the strange prediction some people have to bungee jump, parascend, or be towed behind a speedboat, astride a giant inflatable banana.

This is where motorcycling comes in. Riding a bike gives the rider a sense of adventure and an impression of the elusive concept of freedom. In past times, when motorcycles were not as reliable as they are now, the sense of adventure was a reality. So what do we have to do to restore the challenge? Travelling at high speed is becoming antisocial as well as criminal. Trail riding is under threat from all directions. Technology in all types of vehicles is increasingly aimed at safety and protection. In Scandinavian countries they have found that the development of the 'Nanny State' tends to result in an increased number of suicides. The obvious conclusion is, that human beings need risk and adventure or, at least the feeling of being associated with dangerous activities. This is probably why motorcycles are so popular.

Travel humour seems to know no boundaries. The Irish reply to, "How do I get to Dublin?", "Sure, I wouldn't be starting from here", springs up again in bumper stickers in America, proudly stating, "Maine, ya cain't get theyah from heayah". Harking back to the corny days of vaudeville and minstrel shows, you get the dialogue between a traveller and a farmer which goes thus;

Stranger. "Say farmer, have you been living here all your life?"

Farmer. "Not yet".

Stranger. "Does this road go to Little Rock?"

Farmer. "Bin living here all my life and it ain't gone nowhere yet"

Stranger. How do you get to Little Rock?"

Farmer. "Well stranger, ya cain't get theyah from heyah"

Stranger. "You don't know much, do you?"

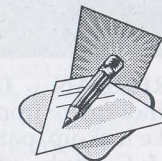
Farmer. "Maybe, but I ain't lost"

(Taken from the album "Arkansas Traveller" by Michelle Shocked).

I love this exchange, because it serves to remind me that, if you have to travel, be sure to expect your values to be changed. You can only hang on to complacency by staying at home.

Rodger Davies

LETTERS



ALFRED'S TOWER RIDE

Thank you to the TRF helpers for Endurance GBs (Great Britain) Alfred's Tower Ride from Stourton House, Warmanstur, Wiltshire.

This flagship ride is particularly important because it is the 'Chairman's Ride', being organised by the Chairman, his wife and one other. Our involvement emphasises the TRF contribution to endurance horse events, especially after last year's lay-off because of foot and mouth disease. Further, the Chairman is closely involved with the Byways and Bridleways Trust Council (formerly the Trail Users Alliance).

We worked the 84km of route on the Friday before the August bank holiday, checked it before the 146km and shorter horse rides on Saturday, and again before the rides on Sunday. Fortunately there were few incidents with the horses or riders requiring our response.

Four of us from the Gloucester group led and trained TRF volunteers from Devon, Dorset, Somerset, and Wiltshire; and overall TRF organisation was done by myself with deputy Jacky German.

We heard not a single complaint and had lots of compliments and thanks for our help.

Gloucester group became involved because local groups were already overloaded helping at horse events, and because we have training materials so can use willing but inexperienced helpers. We have also developed over many years the systems to organise our involvement; and are willing to supply these to others - see TRAIL, July 2002, page 18.

Mark Holland, Gloucester Group

RIGHTS OF WAY ALONG THE RIDGEWAY

The following statement was issued by the Senior Rights of Way Officer for Wiltshire who replied, in writing, to a couple of concerns I had. It goes as follows:

'Swindon Borough Council will be placing a TRO on their section of the Ridgeway between Foxhill and Ridgeway Farm to stop further damage from occurring. There have been discussions about placing a TRO on the length of Ridgeway within Wiltshire but as yet no decision has been made.'

Will the approach of local authorities toward Byways simply consist of TROing them under the guise of protecting the topography? Coupled with the impending introduction of the relevant, to us, sections of the CROW Act, things do, I fear, appear grim.

Rob Stephens, Axe Vale Member

Ed. Yes Rob, the fight is on!

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£1200 or p/e for Yamaha 250 Raid. Tel: Gordon 07811 962466.

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FOR SALE New rear tyres. 1 enduro 1 m/x, 1 part worn, £50. **Wanted** Good quality rear wheel & brake disc & caliper & master cylinder. Tel: 01689 811834.

FOR SALE DR350 1991 Kickstart engine. Bottom end only. £230 ono. **Wanted** DR350 Elec. start engine on just bottom end - 1999 model. Good price paid. Have tried breakers, no luck. Anybody, any advice or can help? Tel: 07855 428327 (mob) or 01482 679346 (after 6pm).

HONDA XR400 New Sept. 2001. 1300kms, new front tyre, some spares. Excellent condition. £3200 ono. Tel: 01452 546465 or 07973 667223 (Gloucester).

HONDA XLR125 1997 "R" reg. 4500 miles, mostly road use. Superb cond. Elec. start. Quiet, economical, low impact trail bike. £1095 ono. **Yamaha T80** Townmate, 1988 "E" reg, road legal 4-stroke, shaft drive, fitted trail tyres. Surprisingly capable & great for researching sensitive lanes, £175. Tel: 01257 241289 (Chorley, Lancs.).

KTM200EXC Y2K, well cared for original bike, new tyres/sprock, etc., taxed, £2800 ovno. Tel: 01428 727355 (Hants.).

XR600R '97. Under 6000 kms. Light trail use only. Acerbis twin headlight CRD total bash plate. Acerbis bark busters. K & N fitter. Rental fat bars (black). All original parts kept. V. good condition. £2500 no offers. Tel: 01934 419702 (Somerset).

HONDA 250XLR 1991, ex. condition, new c/s, new front & rear wheel bearings. Good reliable bike. £1450. Tel: George 01798 874136 (W. Sussex).

BETA ALP 200 175 miles only. Dec '01. Used twice. £2200. Sale recommended age concern. Tel: 0777893048 (Bedford).

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
 2nd Mon, *The Star, Star (A38), Nr. Shipham, Somerset*

BLACK COUNTRY Nick Hammond, Tel: 01902 700749
 1 & 3 Tues, 9pm, *The Mitre, Church Road, Bradmore, Wolverhampton*

BRISTOL Paul Andrews, Tel: 01179 659255
 4th Mon, *Keynsham Rugby Club, Bristol Road, Keynsham*

CAMBRIDGE John Brooker, Tel: 01767 692805
 1st Thurs, *Golden Ball, Boxworth*

CORNWALL Sally Madgwick, Tel: 01208 74411
 3rd Thurs, *The Ship Inn, Wadebridge, 8pm*

CUMBRIA Anthony Hayhurst, Tel: 01539 721115
 2nd Tues, *Derby Arms Hotel, Witherslack, Nr. Kendal*

DERBYSHIRE & SOUTH YORKSHIRE
 Kevin Marsh, Tel: 01246 811949
 2 & 4 Tuesdays, *The Angel Hotel, Sprinkhill, Eckington, Nr. Chesterfield, Derbyshire*

DEVON Rob Williams, Tel: 01626 364564
 2nd Tues, *The Welcome Stranger, Bickington, Nr. Newton Abbott*

DORSET Martin Diamond, Tel: 01202 571325
 1st Tues, *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 YORKSHIRE
 Peter Hall, Tel: 01405 862616
 1st Tues, *The Plough, Snaith*

ESSEX
 Dave Anderson, Tel: 01277 657783
 2nd Wed, *The Swan Public House, Great Eastern, Nr. Dunmow*

EXMOOR Ian Sadler, Tel: 01884 821547
 2nd Wed, *The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton*

GLOUCESTER Charlie Morriss, Tel: 01453 885323
 1st Wed, *The Wagonworks Sports & Social Club, Tuffley Ave., Glos.*

HERTFORDSHIRE Dave West, Tel: 07768 402424
 2nd Thurs, *The Old Guinea, Ridge, Near Potters Bar*

HIGH PEAK & POTTERIES
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 1st Tues, *Black Horse at Endon (A53, about 3 miles west of Leek, Staffordshire) & 3rd Tue, Cheshire Cheese, Buxton*

ISLE OF WIGHT Andrew Hawkins, Tel: 01983 617232
 1st Wed, *The Eight Bells Inn, Carisbrooke, Newport, IOW*

KENT Richard Colquhoun, Tel: 01634 575090
 2nd Wed, *Pied Bull, Farningham, Off A20, Nr Brands Hatch*

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

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079
 4th Thurs, *The Dog & Bone, John Street, Lincoln*

LODDON VALE David Cook, Tel: 0118 901 4481
 2nd Thurs, *Inn in the Park, Woodley Centre, E. Reading*

NORTHUMBERLAND Chris Moody
 Tel 0191 387 3507 6-10pm or 07860 302001 (mobile)
 1st Tues, 8pm, *Ravensdene Lodge, Lobley Hill, Gateshead*

NORTH WALES Richard Hughes, Tel: 01244 533855
 1st Wed, *Capenhurst Social Club, OS 116 371 740*

OXFORDSHIRE Kevin Lindsey, Tel: 01993 823865
 3rd Thurs, *The Red Lion, 127 Cassington Road, Yarnton*

PEAK DISTRICT Neil Walker, Tel: 01788 811919
 1st Thurs, 8pm, *Travellers Rest, Ashbourne Road, Derby*

RIBBLE VALLEY Brian Crabtree, Tel: 01200 426824
 2nd Tues, *Pendle Hotel, Chatburn, Clitheroe (off A59)*

SHROPSHIRE Rob Latham, Tel: 01952 592324
 2nd & last Wed, *White Horse, Shrewsbury*

SOMERSET Kevin Parfitt, Tel: 01935 427858
 2nd Thurs, *The Bell Hotel, Curry Rivel, Nr. Taunton*

SOUTHERN Russ McDermid, Tel: 02380 812371
 3rd Tues, *The Phoenix, Twyford, Nr. Winchester*

SOUTH LONDON & SURREY
 Steve Sharp, 0208 773 4204
 9pm 1st Wed, *Ewell Sports & Social Club, Banstead Road, Ewell, Surrey*

SOUTH NORTHANTS
 Trevor Gardiner, Tel: 01788 815927
 2nd Mon, *The Live & Let Live Pub, Harpole, Nr. Northampton*

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

SUFFOLK Richard May, Tel: 01787 374073
 Last Wed, *Manger Pub, A134 Sudbury Rd, Bury-St-Ed.*

SWINDON Keith Owen-Bines, Tel: 01793 751129
 1st Wed, *The Carrier's Arms at South Marston, Swindon*

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

TEESSIDE & NORTH YORKS
 Mark Bieganski, Tel: 01904 656469
 3rd Wed, 8.30p.m., *Blacksmiths Arms, Swainby*

THAMES VALLEY Julian Ogle, Tel: 020 8579 9778
 3rd Tues, *District Arms, Woodthorpe Rd, Ashford, Middlesex*

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

WEST MIDLANDS Colin Bott, Tel: 01386 834105
 1st & 3rd Thurs, *Wilmcote Mens Club, Stratford on Avon*

WEST YORKSHIRE Gordon Carr, Tel: 01729 830569
 1st & 3rd Thurs, *Bankfoot Cricket Club, Wickets Close, (off Cleckheaton Rd), Odsal, Bradford*

WILTSHIRE
 Alan Yandell, Tel: 01225 704888
 1st Tues, *The Bell On The Common, Broughton Gifford*

WORCESTERSHIRE
 David Gunster, Tel: 01905 452742 Mob: 07970 919790
 3rd Tuesday, *The Fox at Bransford, Worcs.*



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