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The Bulletin of the TRF, the National Club for
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Legal Carriageways. EDITOR: Fred Ellison.

MARCH 2003 No. 295



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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.

E D I T O R

HAVE YOU FOUND YOUR ROMER?

For those of you who wouldn't recognise one, even if it were to smack you in the teeth, it is that funny yellow plastic thing at the bottom of the envelope which you have probably already binned. If you have then go and dig it out - it is a very useful item and if you turn to page 6 Tim Stevens has written an article for those who don't already know how to read a grid reference (necessary if you are going to use one of those GPS things) and altogether very useful.

Remember my horror at the racket put out by the *standard* DRZ *silencer*, well I am trying to get a number of gadgets/ideas on how to quieten it without losing too much power. The intention is to do a comparative test as soon as possible and publish the results in TRAIL. If anyone has such an item please let me know so that it can be included.

If anyone from Suzuki is reading this, please tell me why they have spoiled an otherwise excellent machine by fitting such a noisy exhaust and a mild steel spacer on the gearbox shaft which rusts and then proceeds to wreck the oil seal and then spew out all the oil with the potential to trash the engine if you don't realise that this has happened.

Fred Ellison

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CONTENTS

From The Chairman	4
Notice Board	5
How to Use a Romer	6
BBTC Report from Dave Tilbury	7
RoW News	8
Autumn Trail Riding	10
Go West...Young Man	12
Last in Sherwood Forest	16
A Short Trip in Time	17
Letters	20

COVER PHOTO by Alf Hill
 Hampshire. Keeping the lanes open.
 Graham Kent & Mick Dismore.

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

FROM THE CHAIRMAN...

INTRIGUE FROM THE CHAIRMAN

As I was pondering what to write this month a letter I had earlier received sprung to mind. It came to me anonymously and only made reference to a small part of our countryside so at first I dismissed it as just more rumour mongering? But its message is strong, poignant, and pertinent. A message to all TRF members wherever they like to ride Green Lanes, indeed as important a message as any of the RoW issues we hear so much of. I hope the sender won't be alarmed or disappointed at me publishing it but I do think it good for all to know that there are many in the countryside who support as we do the common man's right to go about his legal business unhindered.

Read, take heed, reflect, don't be caught out when you're out enjoying your favourite Green Lane.

John Pritchard, National Chairman

Please pass on my advice to your members. I have chosen to remain anonymous for good reason but in no way does it detract from the credibility of the content of this letter.

The authorities in Derbyshire have had a very costly (and embarrassing) time in respect of their attempts to prosecute motorcyclists using green lanes. The direction of their attention is about to take a turn.

Their attention will focus on condition of vehicles including the following offences;

- Lighting. Some 'enduro' bikes don't have dim/dip headlamps, side lights or brake lights (a front brake light is needed on a bike first reg. 1985).
- Does everyone have a rear reflector?
- Horn?
- Drive sprocket cover removed?
- If pillion footrests are fitted then a chain guard is a requirement.
- Registration plates. Correct size plate and digits. Plate at a readable angle. Registration plate illumination.
- Road legal tyres. Must have the correct side wall markings. Don't you believe that 'not for highway use' is only for the yanks, it is used in the UK to show unsuitability.
- Road legal silencers?
- Lights and registration plates obscured by mud?
- Depositing mud on the road. This is an absolute offence and will be very difficult to avoid without cleaning the bike thoroughly before re-joining the tarmac.

There is no mention of any intention to target the 4x4 green lane users or farmers in respect of depositing mud on the road.

This situation arises from numerous complaints to the authorities. I would like to believe that TRF members abide by their codes of practice. The majority of the riders that fit into the above will not be part of any organisation but it is the TRF who seem to unfairly bear the brunt. It is often the style of riding that invites complaint. Large groups of up to twenty, some doing wheelies and stoppies on the road, some riding too fast on the trails. I know that the majority of TRF members abide by the codes of practice and are a law abiding group. I have seen some of the above committed by TRF members when I have ridden the trails with members. The main problem though is with the 'enduro' element or the R1/blade riders who have moved to a different arena. These people aren't TRF but will cause you a lot of damage. I am certain that you know this already.

The turn of attention will happen very very soon. The green lane users will feel the same force as the Matlock Bath road bike users. Please take this opportunity to warn your members of the impending next step.

NOTICE BOARD

TO ALL SOUTH LONDON AND SURREY TRAIL RIDERS

**National Green Lane Day - Sun 23rd March -
Buckland Lane, Surrey**

In conjunction with Surrey CC, and other users, we shall be working on Buckland Lane which is near Walton-on-the-Hill, Surrey. We shall be cutting back the vegetation and branches.

Start Time 10.00 a.m.

Meeting & Parking Point: Gravel track, past houses,
Northern end of Buckland Lane, near Pfizer Walton Oaks,
off of Dorking Road, B2032, Walton on the Hill.

Map: Dorking & Reigate Map Ref: 221 535

Please contact me and let me know that you can help.

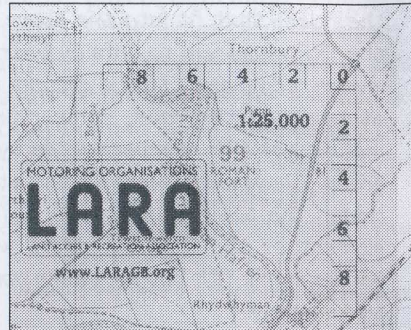
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HOW TO USE A ROMER – TIM STEVENS

The Romer issued with this month's TRAIL is designed to simplify the business of reading Grid References accurately. Use it as follows:

1. Select the scale for the map you have – Landrangers are 1:50,000, the old one-inch maps are 1:63,360, while Pathfinders, Outdoor Leisure, and Explorers are all 1:25,000.

2. Look at the Grid and work out which Grid Square covers the point you are measuring. The squares are all numbered along the map edges, and recent maps have numbering in the middle of the map, too. This will give four-figures of the reference, such as 01 99. Remember, you always measure along the corridor and up the stairs, not the other way round.



3. Place the tiny circle at the corner (where the scales meet) over the point to be measured. Read where the blue grid lines cross the Romer scales, and this will give you the additional numbers – in the case shown here, the blue lines cross at 1 horizontally and 3 vertically. So, the full Grid Reference is 011 993.

4. This GR will repeat every 100Km, so if you want a unique reference, you also need to quote the reference letters shown in the map panel – giving SP 011 993.

5. The only OS maps where this will not give the same universal Grid Reference are the War Series produced for the Army, overprinted with a purple grid which often does not line up exactly with the map edges. Anything later than about 1950, then, should be no problem.

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BBTC Report from Dave Tilbury

Why is it that some jobs just never get started? I have been the TRF's representative on the Byways and Bridleways Trust Council since inception and at every Executive meeting I scuffle for another excuse as to why I have not reported on progress. So, here it is.

Most will recall that one of the last initiatives Dave Giles spoke of during his tenure as Chair was setting up a byway users group that encompassed all those groups that used such routes. This drew in many disciplines that made use of byways as a means to their recreation, not as the recreation itself. Cavers, climbers, canoeists and many more who didn't even have the letter 'c' in their name.

The Byways and Bridleways Trust were looking to expand their activities and offered that group a home under the BBT banner as the Byways and Bridleways Trust Council. As such this body can move forward on various fronts in the knowledge that the aims will not disadvantage any particular user group and lobbying will be done with a sound consensus view.

This is happening. Various Council members are monitoring consultations and making sure we are all aware when a new one is published. The Council is also responding to these consultations, adding another 'voice of reason' to counter GLEAM's mean rhetoric.

Items of interest to the TRF that are under constant review and on which input has been made (or is planned) include:

- the travesty of the Highways Act s.34a (stemming from CRow 2000);
- the future confusion that will arise where CRow meets unclassified roads;
- Restricted Byways – not that there is much to be done on this one;
- Discovering Lost Ways, the Countryside Agency initiative that aims to assist in the research and recording of many forgotten rights of way, including old roads;

- rules for RoW Public Inquiries – more for the RoW volunteer to grasp. In some ways it could be an improvement on the current Inquiry lottery but...

- the potential conflict between SSSI and RoW. Whilst this shouldn't be a problem some are suggesting that the SSSI designation means that RoW should be stopped or diverted even though the RoW was in place when the site was designated;

- training for the RoW volunteer and highway authority;

- new police powers to confiscate vehicles belonging to anyone causing a nuisance, etc.

There are other topics but do you want to hear about horse toll rides or hedgerows?

I am pleased to say that the Council comprises some very active and capable individuals. Another bonus is that it is a conflict free zone. As usual, if members have any specific enquiries regarding the BBTC I can be contacted in the usual way during working hours.

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RoW NEWS

RoW NEWS FROM LEO CRONE

1. Could members using Sleagill near Richmond try to use it East to West. That is uphill over the patient man's garden first. Tyres clean as currently West to East has us depositing a stone or two of dirt on his drive. Its not mandatory but is not too difficult to comply with.
2. Potto to Swainby. While this wet weather continues please try to use from Potto to Swainby. Our contact on the Parish Council reports dark rumblings. A little consideration now could save a whole lot of work and trouble later.
3. North Yorkshire County Council have asked us for a list of green lanes we think should be repaired with the £40,000 budget they have allocated for UCRs. A letter is winging its way back now so keep an eye out for days and locations for repairs. All hands and help appreciated. *Leo Crone*

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RuPP3358 (Sheet 197 847190 - 855206)

RuPP3359 (Sheet 197 852196 - 866198)

RuPP3360 (Sheet 197 843192 - 848194)

The County Council had recommended BOAT classificatin for all three lanes. This was supported at the Inquiry by Dave Tilbury for the Sussex TRF (with me sitting nearby some of the time), and opposed by local people in conjunction with GLEAM.

An interim decision has come through from the Planning Inspectorate, modifying the Orders on all three lanes to bridleway. Dave Tilbury is scrutinising the decision letters at the moment, but it is likely that we shall object, at least on 3358, which is the north-south route, because some more evidence has come to light.

You can continue to use these lanes at the moment, but 3358 may still be very sticky, despite some maintenance work, and it is inadvisable to ride in a group of less than three people. Also, be prepared for an aggressive encounter with the landowner, who will now have decided that the lanes are bridleways.

Bevis Billingham

RuPP 952 GRAFFHAM TRO (South Downs Way)

Those of you who have already objected will have received a letter from West Sussex County Council advising that the consultation period for the TRF policy has been extended to 20th February, and the decision about the Graffham TRO has been deferred until the RoW Committee meeting on 3rd June (instead of 18th February).

To my mind this is good news, and reduces the likelihood of a TRO being made.

Bevis Billingham

OPEN TO ALL MEMBERS

PLEASE SEND A SAE for full information & an entry form to: Frank Kitching, 88 Newton Road, Great Ayton, Middlesbrough, North Yorks. TS9 6DG.

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Autumn Trail Riding - October

of us were in the West Midlands Group, and last rode together in the '70's. The fourth makes up by being younger and taller.

There is a circuit of lanes up above New Radnor, around Bache Hill, and it's these we do first to warm us up. No drama, but high up there the rain is even more horizontal, though I get the feeling it's easing off.

Then it's lower ground, a beautiful green lane east of Ednol Farm, heading south east so we can pick up the byway near Newcastle Court. The first time I went along this it was completely uncleared and felt like fighting through the jungle to along the stream bed, up waterfalls and over tree trunks. Now it would

be easy to get a 4x4 through, so someone's doing some clearing.

Next off over on the trails to Monaughty. There are a few nice lanes there, but one has now been diverted and reclassified as a bridleway as it goes through the rally school.

The rain's easing off, and there's a little sunshine between the showers. But it still seems a good idea to have an all day breakfast at the café in the centre of Knighton. It indeed proves to be a good idea. No complaints!

Eating over, and damp gear back on, we head up to Lloyney to take the track west across the moors. It goes on and on, but when we reach the very clear"no vehicles beyond here" we regretfully head south and pick up the long easy track south again between Llanbister

RADNOR

Mid October, and it's raining horizontally as we unload and get kitted up in a layby near New Radnor. But it's Friday, and now I'm mostly retired I can do this instead of work so I feel moderately cheerful.

There are four of us, all pretty experienced by now. Three

Station and Bleddfa.

We skirt the north edge of the Radnor Forest. My map shows a route into the Forest, but despite liberal use of a GPS we can't really be sure of it, so we retreat along the lane to Llanfihangel Rydithon where we pick up the high level byway back to New Radnor.

It's a beautiful route, but crying out for a selective TRO to stop 4x4's until something can be done to repair ruts deep enough to trap tanks. I don't think it's farmer's tractors in this case – in these sorts of upland areas they seem to mainly use quads now, which are about as friendly to a wet mountainside as any useful vehicle could be.

Back at the cars, it's completely dry now. As the crow flies, we've never been more than twenty miles away, and if the map is right there are another two days riding in the same circle.

The map I'm using is a beauty, marked red for byway, green for UCR, orange for tithe map, yellow for inclosure act: now I never feel more secure, but I wonder how much use it will be in a year's time.

Still, for now it's provided us with an excellent day out. I'll save the grim thoughts of trail riding's future for another time.

Steve Pighills, Black Country Group

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If all else fails!

'Go West... ...Young Man'

Following on from Osorno... (see Feb TRAIL)

SKI RESORT - 'CHILE STYLE'

Next day he headed for Barlioche, a mere 300k away, which is a ski resort, but Thompsons have not got here yet. It was a journey through fantastic mountain scenery, good weather and only 15k of dirt roads! Hooray! This town sounds like a spiritual home for Expat Man, as it looks like Switzerland with its log cabins. It is famous for its chocolate, which is

given away in tons as samples, so no need to put your hand deep into your pocket!! The room was £6 per night and the beer 20 pence a litre - very cheap for Expat Man, as a litre would probably finish him off!! - but things are of very high quality - one to put on your list of places to go to TRFers!

Fame at Last

The following day he went back to his bike, which was parked in the middle of town to find a newspaper reporter there, wanting to interview and photograph the man himself!

It turned out to be a good job that he had spent a day or so in such a haven the next day was very desolate and remote. After leaving at 8.45 am the next petrol station he saw was 360k further on and then another 212k to the next one. The third was a further 340k away and there he stopped. All this way he passed one small town a few ranches and the two petrol stations - 200k was on dirt tracks, the rest on tarmac - he slept well that night!

The next day was an easy ride but still 750k! Through lovely scenery, at one point like a mini Karakoram even where they do white (or brown!!) river rafting!! From here it was up to 10,500 feet to the border to cross into Chile. It was a busy border crossing and then a drop down into Chile, which was hot and sticky. He was looking for a hotel in Santiago where Gerry and John (of the Irish men fame) were staying and asked an English speaking driver at yet another petrol station. The man drove 8k across town to the hotel with Expat Man in pursuit!! It cost him a beer (not 2dhs a litre!!), but still worth the money!! This was another long day so it was another good nights sleep at the hotel in Santiago and then onwards and upwards the next day.

'The Gauchos' were last heard of they were in Porto Natales (I believe) where they left on 30th Dec after staying in a very nice hotel. Chile is more expensive than

Argentina so that may well sway the route for the future! Anyway, from there they went to Torres De Paine National Park which they drove through - a lovely day. Gerry (the second Irish chappie) broke his pannier for the second time that delayed them while they did a temporary fix. It was 7pm when they started off again with the plan to drive 15k over the border (into Argentina?) and staying the night. Problems started when that town, shown on the map, turned out to be one house. At about 10pm Gerry fell off but Expat Man was way in front, as his bike is more suitable for off-road. He stopped to wait for them to catch up and did so for about an hour in the rain and wind. At 11pm they came over the hill. 20k further there was a hotel marked, so Expat Man set off to sort that out while the others followed, as by now it was nearly dark. This was a difficult ride on very rough dirt road, sideways wind and rain on the visor (and they call this fun??) and, you've guessed it, and the hotel was not at the end of the rainbow! There was however a cabin with 3 Argentinean pipeline workers who invited them in - there was room at the inn after all! They were made very welcome with scrambled eggs, tea etc and a room with 4 bunk beds in - a welcome sight! The next day was lovely, again complete with hospitality, and they spend 1 hour fixing Gerry's bike before heading off to Calafate where they got the pannier welded and repaired the cylinder head cover which had "been holed" when Gerry fell.

Calafate it was for New Year's Eve - and I can't find it on the map! They rode out to a glacier, which sounds truly spectacular, you stand in front of 150 ft of glacier, which is 5k across. Every now and then huge pieces break off and fall in the lake, one piece they were reliably informed would be about 12,000 tons. It comes down towards a peninsula where the trio were standing. Between the glacier and peninsula, two lakes join, but as the glacier is so far forward at the moment, two separate lakes are formed. Huge pieces fell in and went right across the lake and landed on the bank on the other side of the lake - a tremendous noise and certainly a sight to see - the best so far I believe.



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They left Calafate on 1st of Jan. and headed up the dirt road to Perito Moreno but after 30k John had fallen off twice and hurt his ankle so they turned back for him. They retraced their steps about 550k (? that's what the message says!) and stayed in a motel next to a petrol station - very flash!! But at 10 pounds a night for all 3, including breakfast, it can't be all bad! They then road back towards Perito Moreno

the next day heading for the Chilean Lake District. When it came to the dirt road the two Irish decided to stay on the tarmac, a good decision with their bikes (I say knowledgeable!) They bid a fond farewell, with Expat Man heading off east on the dirt to get to where they had originally been aiming the previous day - he did 1250k, but much was on tarmac.

Next he headed for Cohaquie, Chile, which I have found on my map!!! It is about a quarter to a third of the way up Chile inland from a larger place called Chomos, which is on the coast - those who know me well will be impressed with this enormously accurate and technical description of the location, I know! (I famous for getting lost marking out at Horse Trials!) The journey was a mixed day with 70k on good roads to the border then 10k into Chile Chico. The ferry was supposed to cross Lake Buenos Aries which would cut off 300k of dirt roads and went from a small place 17k away, so, you've guessed is, off he went. On arrival at the town he found that the bridge had been washed away and 2 men were repairing it and had to turn round. On doing so he found that his rear tyre was flat. A staple had gone right through - this meant that the tyre had to be changed - about an hour and a half of work! He had to slowly return to Chile Chico as he only had 10lbs of air in and he needed more air. He then found that a boat would leave at 2pm for a two and a half hour crossing, presumably from Chile Chico this time. Crossing the lake was very rough, and Expat Man is not the world's best sailor by any means! The crossing was much worse, than he has even known the English Channel to be. The wind whipped over the side and there was no protection - as there was nowhere to shelter and the car owners were in their cars. Expat Man ended up in the loo. Following this crossing he got back onto the dirt road for a 30k journey, but a nightmare journey too! He stopped twice to check the back tyre as he thought it was flat again, but it was just the state of the roads! After 30k it was on to tarmac (wonderful!) and a fabulous 100k twisty road to Cohaquie. The plan is to head north through the Lakes to Santiago where he hopefully will meet up with Gerry and John again.

I hope this made sense, I'll be glad when he is out of the Lakes as ferries confuse me for some reason.

Chile's 'Skegness'

Last Saturday (11th Jan) found them in Valparasio, about 100km north of Santiago on the coast. The two BMW's had been serviced, at great expense, in Santiago but both had problems on the way that had not been there before the service - you obviously can't get the staff!! So our jolly trio set out and had to fix them. The town is the Chilean's equivalent to Skegness for Nottingham folk - a beach destination for those living in and around Santiago!! (Do you think they sport hankies on their heads too??)

On Monday they moved north, but had more problems with the bike and were slowed down a little - only 600km that day!! Wednesday found them doing 730km through the desert - that must have been a real chore for Expat Man, we all know how

much he hates the desert! They finished the day in Antofagusta, about 700km from the Peruvian border on the coast. The plan was then to head for Arica and then eastwards towards Bolivia. This trip was split into two, very modest rides I'm sure, as on Thursday they landed in Iqueique(?) about 300km south of the border. This was a ride along the coast with mountains on one side and sand on the other. It is also the driest place on earth, with no rain recorded in nearly 100 years since records began - obviously the meteorologists have a difficult job there! They met up with Ayeton (as in Senna) a Brazilian, who travelled with them and shared the costs so making the room even cheaper than usual, and after all the warnings he's had about sleeping with strange men. (I thought you was supposed to say "No" to strangers!) The next day the plan was to head for the border and the mountains, with Ayeton, who is on his way to Peru.

So our four jolly travellers arrived in La Paz, Bolivia, on Friday after a ride across the desert to Arica. Sorry three arrived in La Paz, in Arica, Ayeton went onto Peru rather than into Bolivia - 2 hours after Arica and at 12,000 feet they arrived in Putre. The last small town before the border where they found paradise to stay in! A large garage with 8 rooms built down one side so you could walk out of your room and start work on your bike, all under cover - thankfully as it was raining! At this height Expat Man started to feel altitude sickness with a strange head. The bike also had altitude sickness and was not running smoothly at all. They left for the border with Bolivia, which was at 15,300 feet, and still massive mountains towered in front of them! On arrival in La Paz they found a hotel, which offered parking (which most don't) - in the reception area!!!! Don't some people always come up smiling! A board was put up and Expat Man rode all the bikes up it and into reception, bet the other guests were thrilled! La Paz is a big bowl, so everything was up or down, hard work at that altitude. It was so cold that night he had to sleep in his thermals, which (like me) is not a pretty sight I can tell you! Saturday 18th Jan. found them still in La Paz and marked a month from leaving Buenos Aires. The itinerary so far: 12,000km stayed in 25 different places, 1 puncture, 1 new rear tyre, two oil changes, one filter and 1 small hole in the screen. Not bad eh?

However the altitude was making both Expat Man and the bike suffer even though Expat Man had adjusted the carburettor - both were looking forward to getting below 10,000 feet.

Unknown to me, this trip into Bolivia was taken against the advice of a fellow biker who lives in La Paz who had emailed them to say "Don't enter Bolivia, go straight to Peru" - will he never listen! There were riots, roads closed etc, native Indians stoning buses and cars, so why not bikes too? But do they listen, no!! They did meet other travellers and try to find out more about the situation and take an informed(?) decision to proceed, and luckily it worked out for them. Good job I didn't go after all (I still like living).

Anyway, luck was with them on that part of the trip and they left on Sunday for the Peruvian border. Expat Man was feeling better, but not the bike, a trusty Suzuki

650 DR. Does this mean he had become accustomed to the altitude, John however has now started to feel sick, is the descent too quick? Is this the 'Bends' in reverse?? (technical term Caissons disease - Who said Trail Riders were thick?). Instead of going to Cuzco, as planned they stopped on route so that John could get to his bed. The petrol is apparently 84 octane so the bike, poor thing, has a double problem, a poor diet and poor altitude!

The plan, health permitting, is to head to Cuzco and go into Machu Pichu for a couple of days - more of that later.

Postscript

Try this website, lots of interesting stories. This is where Expat Man did most of his research and contacts for the trip:

<http://www.horizonsunlimited.com/index.shtml>

Also have a look at this, a 63 years young, Yank who retired, went riding in Central & South America with his dog on board, met a 'young chick', stopped the trip for a year while he got married and is now carrying on. Expat-Man hopes to meet up with him in Ushuaia.

http://www.angelfire.com/mo/motormark/Punky_n_Lew/63.html

If you have time to look at this site (in between making byway claims,) good pictures and quick to go through and is broadly the route being taken by our 'Gauchos'.

http://www.geocities.com/foraster/tdf_2002a.html

Graham Wadsworth

Lost in Sherwood Forest

It happened during route marking for a horse trial. We were a small team of East Midlands Group TRF colleagues and getting on well, this until my clutch cable gave out. However with more than 'a little help from my friends' we were able to complete the day's schedule.

On the following day back home I discovered that my tool roll was missing, i.e. 'lost in Sherwood Forest'. The roll was about the size of a couple of loosely rolled A5 magazines but nowhere near as conspicuous and I rated the chances of anyone finding it, let alone me ever seeing it again as pretty slim. After a while I resigned myself - 'no use crying over spilt milk'.

Imagine my delight a couple of days later to be told on the phone that the tool roll had been found but what makes this story rather extraordinary is in the name of the finder. It was none other than the gent from Dubai described in the Jan TRAIL 293 article 'Go West Young Man' as 'Expat Man' namely Bob West!

'Good on yer Bob'.

Derrick Collins, East Midlands Group

A SHORT TRIP IN TIME

Travelling along any other road than a motorway can be an experience in observing history in progress. Roads have been brought into existence for many reasons such as to move livestock, to move armies, as trade routes, to connect areas of land and to enable people to reach their place of work. Today we use roads for leisure as well, although it could be argued that this use has been inexistence for a long time.

Observing building, street and place names and so-called 'street furniture' can tell you a lot about the road and its associated history.

Many of the larger roads were once 'turnpikes'. These were toll roads where it was necessary to pay money at each toll house. Toll houses are still around and quite distinctive, since they tend to have three-sided bays, so that there is a window facing each way along the road. The 'pike' bit refers to the practice of putting spikes on top of the bar blocking the road. This was intended to deter horse riders from jumping over the bar to escape payment. This age tends to live on in place names. Wrightington Bar, Toll House Cottage are dead giveaways, but Bar Lane is a bit more obscure. The impact of turnpikes was immense, in that, previously, many roads were virtually impassible, especially in Winter. There are many accounts of horses and carts disappearing in the deep muddy ruts. Imagine having to travel along Occupation Road in the Yorkshire Dales as an essential part of your journey. The

improvements to road building and surfacing, by such luminaries as Telford and Macadam, enabled journey times to be cut to a fraction. For instance the time for a journey, by coach from London to Newcastle, was cut by 5 days.

In America, some parts of the Interstate are still called turnpikes and occasionally crop up in songs. "The first of December was covered with snow, and so was the turnpike from Stockbridge to Boston" (go on name the song).

A scale of charges was posted on each toll house. In the North of England, see the toll house in Barrowford, in Pendle or the toll bridge near Hay on Wye. It was an expensive business, taking stock along toll roads, but a system of alternative country lanes existed, often running parallel to the major road. These can often be identified by the name 'Back Lane'. In my little bit of Lancashire there is almost a 'Back Lane' for every village.

Looking at names can become an

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obsession, since they give us clues to the history. Obvious examples are such names as Mill Lane, Church Lane and Factory Lane, but other names are a bit more difficult to work out. Hollins Lane refers to a 'Hollins', which is an area of land, where stock could be kept overnight while in transit. Halfpenny Lane is a reference to how much it cost to rest said stock. Pinfold Lane gets its name from a 'pinfold', or walled enclosure, where wandering livestock could be impounded until bailed out. There is a beautifully restored, circular pinfold near St. Michaels on the Wyre, There is a Pinfold Lane as well but the pinfold is not on it, so there goes another theory.

Some lanes are named after people such as Michael Wives Lane and Nick Hiltons Lane. The latter leads on to Nickleton Brow, which is a good example of how poor spelling and/or hearing can cause names to change (ever played 'Chinese Whispers'?), I can't help wondering who these people were and what they were like.

Some street names I give up on. 'Green Dicks Lane' was probably named after a person, rather than an unfortunate disease, I hope. 'Cockle Dicks Lane' is even stranger and, before you ask, I have no idea and I have no intention of finding out.

It is well to remember that mistakes can be made when maps are being copied. An example of this is Hallsome/Wholesome Lane, depending on which map you use. Spelling was not regularised until fairly recently (thank you Dr. Johnson), so it o.k. to spell words in any way U wontid. As well as this, the English language is a rich amalgam (or confusing hotch-potch) of languages such as French, Latin, Greek, Norse and Celtic so it is no wonder that confusion arises. If you see 'street' in a name like Street Gate in the Yorkshire Dales, it shows a connection with a Roman Road. Anything with 'park' in it refers to the great fenced deer enclosures that once dotted the country in Medieval times. 'Wath' is of Norse origin. 'Kirk' appears a lot in place names in the North, like in Kirkby Lonsdale, the church in Lonsdale. If you interested in the origin of place names (sad git), there are lots of fascinating books on the subject.

The same sort of thing happens to pub names as well. There are a number of pubs going by the name of 'The Swan with Two Necks'. The name probably came from the practice of cutting marks on a swan's beak to show who was the owner. Two nicks denotes a certain owner and has become corrupted by a semi-literate and/or drunken pub sign painter. My favourite is 'The White Crow' near Standish. This was originally called the 'White Cross', presumably because it stood near to one of the many crosses, that used to mark routes between towns. It may even date back to Norman times and have a French influence. Cross, croix, crow. Who knows?

Speaking of crosses and pub names, a little village on a long ridge between Bolton and Bury can boast a good example of each. The pub at Affetside is called 'The Pack Horse' and right behind it is, you've guessed it, a perfectly preserved pack horse lane. The pub stands on a Roman road and there is a cross base that dates back to those times, marking the half-way point from Londinium to the Antonine Wall, just north of Glasgow. Imagine marching all that way, to read 'Romans go Home', written across the cross or in woad across the road. Milestones have been a feature of the landscape since Roman times, although a Roman mile was longer than the modern unit. Roman milestones have mostly been destroyed or used in buildings, but a few still remain if you know where to look. Milestones installed by turnpike trusts are far more common and differ in style, according to the shape, material used and the type of inscription. Several different types of milestone can be seen on the

same road, such as the A59, between Preston and Skipton, which must indicate the involvement of several turnpike trusts. Sign posts, similarly come in all sorts of styles and I particularly like the ones with a hand and pointing finger, since this gives a human touch not seen on modern roads. Dunsop Bridge between Clitheroe and Lancaster, is actually the centre of England and has a signpost with signs giving the direction and distance to every important place in the country (a bit like the one in the film, M.A.S.H.).

If you are still awake so far, you are either an insomniac, or smoke a pipe, wear a jacket with leather elbow patches and write complaining letters to the local paper, signed 'Deeply Disturbed of Chorley' (what a giveaway).

Moving on, let me take you on a short trip up the A6, the 'Great North Road', West. Nowadays, there is virtually continuous 'ribbon development' alongside the road, most of which dates back to the post-war housing boom. However, what we are looking for are the older, stone cottages that give clues to the original width and direction of the road. These can often be dated by the cunning ploy of looking at the date stone above the door. Styles of architecture change and, with a little knowledge, buildings can be dated at a glance. Do not, however be taken in by the 'Mock Tudor' woodwork in a housing estate. Linear maps, such as Ogilvy, show the buildings along a road and usually have an accurate mileage. This can then be used to compare with the modern route. Major roads tended to aim for good river crossings and bridges are often good historical reference points, if they are made of stone and not metal. Beware of anything called a 'Millennium Bridge', however. Churches too are

rich sources of history and often stand alongside a road, so that they are easily accessible to the congregation. Some churches were, at one time, 'Chapels of Ease' (or easement) and acted as R.A.C. boxes for the soul, places to give thanks for getting so far on a journey. One at Much Hoole, near Preston, is actually on the old Liverpool Road. This has been superseded by a new, wider, straighter road, but the former highway can still be followed as it crosses and recrosses the later one. On a final non-historical note, streets in estates often have a 'theme' eg poets, Ruskin Crescent, Wordsworth Street, etc. New estates with 'countryfied' names, like 'Green View Road', 'Brookfield Crescent' are common. Me? I live in 'Woodford Copse' and, surprise, surprise, there is a wood, a ford (a watery one as well as an automotive one) and a copse. But, what's in a name anyway?

Rodger Davies

Voyager

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LETTERS



JOHN HIGGIN'S BEQUEST

TRF members will recall the recent obituary in Trail for John Higgins. John was one of our longest serving members and in his Will he bequeathed his three motorcycles to the TRF.

A sealed bid system was put in place by our Secretary and Chairman and together with the sale of some of John's maps a sum of just under £2,000 was realised.

This money has now been received into the TRF fighting fund and will be used to continue the good work of the TRF in preserving and conserving our National Heritage that is our green lanes.

If you have read the minutes of our Last Executive Meeting you will know that I volunteered to update the membership of this bequest.

None of us are getting any younger and maybe you would like to remember the TRF in your Will by making a donation or bequest. If anyone is mindful of leaving something to the TRF in their Will it would be helpful to me and the Executive

Committee if you could advise me in the first instance, and I will ensure that your proposed donation is properly recorded in the records of the TRF.

Safe riding and thank you.

John Gardner, TRF National Treasurer

TROD MEMORIES

It was really good news to read the result with regards to the Monks Trod. October this year will be the tenth anniversary of the night five of us spent an unplanned night on the Trod in freezing conditions. Those long term members may recall reading the article I penned after thawing out.

On many occasions since, we have passed near to the Trod and some members of the different parties have asked "are we doing the Trod?" the answer was always "you can if you like, I shall see you later" (when there was no

TRO).

Me I have the T-shirt and probably (unless someone comes up with a sizable bet) will not venture there again, but its nice to know others will get the chance to have the experience. We never did get a T-shirt done but pride of place in the study is an air brush painting of the night given to me by Andi "Splatt" Beazeley who was part of the Trod All Nighter group.

Mark Philips, East Mids TRF

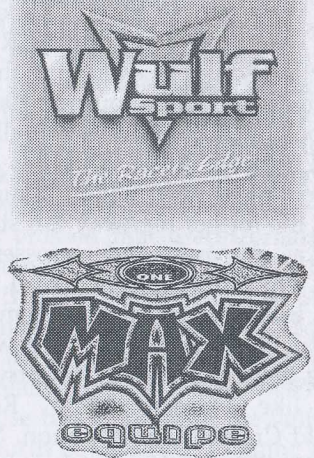
A GOOD NEWS STORY

The Gloucester Group TRF regularly help out at horse events in the area, and one of the leading lights in our club, organising us for these events has been Mark Holland, recently retired member of the TRF Executive.



Last Sunday, 16th February, at Maryland near Trellech, Monmouthshire, Endurance GB, Offas Dyke Group, ran their first event of the year, a pleasure ride of 22km.

As the picture shows, stepping into the yellow coat, and leaving his bike at home was Mark Holland, Event Organiser. There were 102 entries, with one pair coming from as far as Exmoor. The course, which Mark had designed, was set out by a team of three from the TRF, Vic Lodge, Simon Roberts and Paul Smith.



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Congratulations are due to Mark on his inaugural event in this new role, as our involvement in these rides certainly helps to build understanding of the trail riding cause with a wider public.

Simon Roberts, Gloucestershire

THE CUSTOMER IS ALWAYS RIGHT...

I am a big believer that the customer is always right and that if you are not happy with service or a product you should say so, or make a complaint. Likewise when you have good service or find a good product then you should let your feelings be known.

Well, March the 1st was new bike day and I am now the proud owner of another DRZ400. Having had one for two years and finding it an excellent bike it was the repeat choice. My purchase was from Leisure Trail UK at Long Eaton (just off J25, M1). Nothing was too much trouble, even when I changed my mind a few times with the extras list. The price was right, but more importantly so was the service. Leisure Trail are all active and supportive members of the TRF, they know about trail riding and riders and it was a pleasure doing business with them again. They advertise in TRAIL on a regular basis - give them a call or better still visit and help yourself to the endless supply of free toffees from the counter. I shall be in for the sweets and back again next bike change time. Thank you Pete, Nick, Wayne and Gerry.

Mark Phillips, East Mids TRF

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BMW R1100GS 1996 P. One owner. ABS, heated grips, top box, 60000 miles so only £2600. Tel: 01634 582313 (Kent).

FOR SALE Kawasaki KX60, 5 years old approx., good condition, kids have out grown it, £750. Tel: Ian 01604 843374 (Northampton).

BETA REPARTO CORSE 240 1997, very good condition, no competition use, MOT, lights. Buying bike for children. £1700 ovno. Tel: Mark 01579 340491.

DR350 WHEELS for sale complete with discs. The rear wheel is of the version with a

cush drive in the sprocket carrier. £200 oho. Tel: Jimmy 01274 833510 or 07748 181823 (W. Yorks).

SUZUKI DRZ400S "W" August 2000. Tax August 2003, 8500 kms, b/plate, b/busters, f/guards. Original indicators, etc. available. £2900 ono. Tel: 07753 683523 (Cheshire).

HUSKY TE410E Dec 2000. Elec. start. One owner from new. Green laner with plenty of power. New "O" ring chain & sprockets & brake pads. Good condition. 17000kms. £2500 ono. Consider exchange for 1999 + elec start DR350S. Tel: 01287 623588 (Teesside).

BMW R1150GS regd June 2000. BMW panniers and topbox. One owner from new, full BMW dealer service history, tank cover and datatag. Above average mileage, £5995. Tel: 01305 848468.

HONDA NTU 650cc 1997 "P" reg. U twin, shaft drive in red. Long MOT. Very nice condition £1395 may part exchange for Honda XR 250, cash either way. Tel: 01200 428844 or 07773 854581.

GROUPS

AXE VALE Malcolm Preece, Tel: 01275 844757
2nd Mon, 8pm, The Star, Star (A38), Nr. Shipham, Somerset

BLACK COUNTRY Martin Bond, Tel: 07971 551352 or Nick Hammond, Tel: 01902 700749
1 & 3 Tues, 9pm, The Mitre, Church Road, Bradmore, Wolverhampton

BRISTOL Bob Chapman, Tel: 0117 960 9660
4th Mon, 8pm, 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, 8pm, 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, 8pm, The Welcome Stranger, Bickington, Nr. Newton Abbott

DORSET Martin Diamond, Tel: 01202 571325
1st Tues, 8pm, 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, 8pm, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton

GLOUCESTER Wayne Little, Tel: 01452 611735
1st Wed, The Wagonworks Club, Tuffley Ave., Gloucester

HERTFORDSHIRE Dave West, Tel: 07768 402424
2nd Thurs, 8pm, The Old Guinea, Ridge, Near Potters Bar

HIGH PEAK & POTTERIES
Graham Till, Tel: 01782 776338 or 01782 833222 (work)
1st Tues, 8.30pm, Black Horse at Endon (A53, about 3 miles west of Leek, Staffordshire) & 3rd Tue, 9pm, Cheshire Cheese, Buxton

ISLE OF WIGHT Andy Hawkins, Tel: 01983 617232
1st Wed, 8pm, The Eight Bells Inn, Carisbrooke, Newport, IOW

KENT Richard Colquhoun, Tel: 01634 575090
2nd Wed, 8pm, Pied Bull, Farningham, Off A20, Nr Brands Hatch

LANCASHIRE Keith Westley, Tel: 01704 893215
1st Tues, Hindshedd Pub on A49, Charnock Richard

LINCOLNSHIRE Paul Vernon, Tel: 01522 889079
4th Thurs, 8pm, Manvers Arms, Monks Road, 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, The Swan, Heddon on Wall.

NORTH WALES Richard Hughes, Tel: 01244 533855
1st Wed, 8pm, Cross Keys, Buckley, OS 117 290 637

NORWICH John Jenkins, Tel: 07721 880463
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

OXFORDSHIRE Kevin Lindsey, Tel: 01993 823865
3rd Thurs, The Red Lion, Cassington

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

RIBBLE VALLEY
Roland Wolstenholme, Tel: 01282 432088
2nd Tues, Pendle Hotel, Chatburn, Clitheroe (off A59)

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

SOMERSET Greg Hughes, Tel: 07887 821472
2nd Thurs, 8pm, The Bell Hotel, Curry Rivel, Nr. Taunton

SOUTHERN Russ McDermid, Tel: 02380 812371
3rd Thurs, Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords)

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, 9pm, 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 Phil Male, Tel: 01793 731777
1st Wed, 8.30pm, 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
Roger Preston, Tel: 01429 837093
3rd Wed, 8p.m., Blacksmiths Arms, Swainby

THAMES VALLEY Gary Hillier, Tel: 01932 851291
3rd Mon, District Arms, Woodthorpe Rd, Ashford, Middlesex

WEST ANGLIA David Knight, Tel: 01933 313816
1st & 3rd Thurs, Scott Bader Social Club, opp. Parish Church, Wollaston, Wellingborough

WEST MIDLANDS Simon Mills, Tel: 01926 332982
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 Vic Price, Tel: 01380 724651
1st Tues, The Bell On The Common, Broughton Gifford

WORCESTERSHIRE
Steve Hobby, Tel: 01562 820121 Mob: 07970 929029
1st and 3rd Tuesdays, White Hart, Fernhill Heath, Worcs.