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Patron: Lord Steathcarron

# TRAIL

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

OCTOBER 2005 No. 326



Mark Shaw, Fiona Shaw & Mark Bieganski, Teesside & North Yorkshire Group,  
taken at Aske Horse Trials. Photo from Fiona Shaw

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**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.*

Don't forget

# AGM

**SUNDAY 30TH OCTOBER 2005**

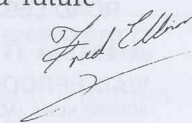
*Heritage Motor Museum, Gaydon, Warks.*  
**10.00 for 10.30 a.m.**

## EDITOR

Ever get the feeling that something is missing in your life? Well I realised what it was - I had been without a trail bike for ages, being far too busy and all that, so despite a seriously bad back (something to do with a sheep - don't ask); lack of practice; a bike I'd never ridden and the prospect of a hard day's ride; it was off to Wales with the Scullywags, Roger and Ginger Cop, who picked me up at some unearthly hour.

We were met in Chirk, by our volunteer guide for the day Ricky Hughes. The weather was perfect the scenery magnificent. I was exhausted and hardly able to move by the end of the day but I was happy again and that is why we go to meetings and put up with grief from the green zealots. The green lane network is a fantastic, historic and recreational resource, definitely worth fighting for both for ourselves and future generations.

Please try and make the AGM.



## CONTENTS

• Notice Board	4	• LDNPA Press Release	14
• RoW News	6	• Identify the Lane	15
• Calendar Competition	7	• Imber	15
• It's Nice to Say Hooray!	8	• Somerset Run Report	17
• Impact Management	8	• Book Review	19
• Run Report	9	• Sights you see	19
• Mountain Motoring	11	• Letters	20

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**COPY DEADLINE: FIRST POST, 1ST TUESDAY OF MONTH**



# NOTICE BOARD

## THANKS

You will all know that our former Secretary Ted Lowres died recently.

Ted was our Secretary and at his funeral donations were collected to go towards our Fighting Fund. I would like to acknowledge the kindness and generosity of those who donated which will help to ensure the hobby Ted loved so much can continue.

*Arnold Brewer - Treasurer*

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## MANCHESTER GROUP

We are in the process of preparing claims for lanes in the Oldham i.e. Delph, Uppermill area and also lanes in Stockport & Tameside and would like to hear from anyone who is able to give user evidence for no matter how many years but the more we receive, the better the claim will be.

If you know of anybody that might be able to help other than yourself please let them know also.

You can contact me on 07890 920959 or email [manchester.trf@ntlworld.com](mailto:manchester.trf@ntlworld.com). I will then forward you the necessary forms to fill in.

*Andrew Brearley*

## THE TURKEY RUN

Teesside & North Yorkshire turkey run will be taking place on the 18th of December at the Feversham Arms, Farndale, North Yorkshire Moors. The run will be followed by xmas dinner at 2 pm. Bookings now being taken.

*Phil Fawcett, 01287 634972.*

P.s. Fran has supported trail riders old and new, clean and filthy for twenty years, WALKERS must remove their boots on entering the pub.

## YORKSHIRE DALES OCTOBER 30TH, GREEN LANE MAINTENANCE

Oct 30 is Green Lane Maintenance Day. Teesside and North Yorkshire trf group have chosen HORSE HOUSE in the Yorkshire Dales as this is in poor condition. We have secured the help of the farmer who will be taking the materials up onto the moor. We have four bridges to build and the more help we can get the easier it will be.

There are lots of people out there who keep taking and not giving. Lets see a lot more people taking part in repair work as without this the days riding in the Dales will be short lived. More details phone 01287 634972.

*Phil Fawcett*

## TEESSIDE & N. YORKS AGM

The Ranch House, Nr Stokesley.  
15th November 2005, 8p.m. start.

*Mark Bieganski, Secretary.*

## COAST TO COAST 2006

Calling all female trail riders. Would you like to take part in next year's ride as I feel it would be great to have an all female group taking part.

*If interested telephone Phil Fawcett, 01287 634972.*

## HELP NEEDED

Tips/information requested on fine tuning a Beta Alp 200 for trail riding, particularly on curing a clattering drive chain (spring tensioner already fitted). Please don't tell me I shouldn't have bought one!

*Steve Pighills  
Replies to Editor please*

## COMPETITION WINNER

Congratulations to Richard Bott from Stevenage, who was the winner of the Renolds competition run in August's mag.

## SUSSEX GROUP AGM

Ashington Social Club, Thursday  
24th November, 8 p.m. (sharp).

Prospective members welcome.

*Peter Fancourt*

## TRF MEDIA DATABASE

Remember to send media e-mail contact addresses with a brief description for inclusion in the TRF media database to receive our press releases.

*Contact Ian Packer  
Email: [pr@trf.org.uk](mailto:pr@trf.org.uk)*





# RoW News

## PARKAMOOR

THE U5051 PARKAMOOR WILL BE OPEN FOR OCTOBER 2005

Only the deepest potholes east of High Parkmoor and across Seven Wells are water filled. Otherwise the route is relatively dry after last weeks rain. At grid reference SD 303913 there is a rock step in the track as it bends to the left (looking uphill). Although seemingly not difficult to ride over, motorcyclists are avoiding this and short-cutting the corner. Motorcycle tyre tracks are obvious and they have knocked back the bracken, ripped up the grass cover resulting in a muddy and unsightly



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scar (see photograph). I do not accept that this is an obstruction so there is no need to deviate around it. If you don't think you can ride this section, please remain on the track but push your bike if you have to!

*Dave Robinson,*  
Trails Adviser,  
Lake District National Park Authority

## WE'VE BEEN NERC'ED

The Natural Environment & Rural Communities Bill had its third and final meeting on Tuesday October 11th our co-operation, maintenance moratorium on byway claims were ignored or rubbished. There will be no time allowed to submit byway claims.

**ANNOYED - READY FOR A FIGHT?**

**WANT TO FIGHT'EM ON THE BEACHES?**

**GET YOURSELF TO THE AGM THIS SUNDAY.**

# TRF CALENDAR PHOTO COMPETITION 2006

## 1ST PRIZE:

**Scott Waterproof Enduro Jacket (value £90)**  
kindly donated by our friends at Leisure Trail

*Even if you don't win, you may get the satisfaction of seeing your photograph on the front of TRAIL in the near future*

**Send all photographs to:**

**The Editor, Sheepcote Farm, Moor Lane, Wiswell, Clitheroe,  
Lancashire, BB7 9DG**

**DEADLINE: FRIDAY, 2ND DECEMBER 2005**

**Please enclose s.a.e. for return of photograph**



## It's Nice to Say 'Hooray'!



Surely few enthusiasts for ancient highways would fail to give the Department of Transport a round of applause for their new Traffic Advisory Leaflet 6/05, dealing with the repair and conservation of existing signs, and their 'reintroduction in appropriate locations'. These signs are, says DfT, '...icons that are important to national as well as to rural identity'. The leaflet sets out the legislative and historical context in which these traditional signs came into being and is not afraid to indicate that most are children of the early

motor era, rather than some product of the so-called 'romantic coaching period'.

We have noted a serious decline in condition of many of the cast iron fingerpost signs in Cumberland (as was) and north Northumberland of late, with rust bleeding through yellowing paint. Many cast iron turnpike mile markers are also neglected - only the purity of the cast iron used seems to save them from total loss - although a few seem to have been adopted by local people and given a fresh coat of 'Hammerite'.

And will this official enthusiasm for highway heritage extend beyond twee villages to current former main routes? This picture is of a sign (1930?) on a bypassed section of the Great North Road/A1 just north of Newark. It needs some TLC, and soon.

The DfT leaflet is available on [http://www.dft.gov.uk/stellent/groups/dft\\_roads/documents/page/dft\\_roads\\_038529.pdf](http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_038529.pdf).

*Byway and Bridleway Extra 14.08.05*

## Impact Management

The use of heavy motor vehicles on chalk grassland is always a bad thing? Not necessarily, according to English Nature. In a letter to the Salisbury Journal for 30th June 2005, Dagmar Junghanns, deputy team manager for English Nature in Wiltshire, writes, "Training actually plays an important role in maintaining the wildlife interest on the plain. While intensive repeated activity can cause damage, a degree of 'tank grazing' is important to rejuvenate the flower-rich grassland. Without some disturbance, the sward becomes long and scruffy, with flowers being overgrown by coarse grasses, and its value to insects and birds is correspondingly reduced."

*Byway and Bridleway Extra 14.08.05*

## Run Report



Apologies to the bitumen beasters but this one is to the mud pluggers again!! What a good day we had.....

Only three of us left Clitheroe for the Peak District and High District; me, Chris Hindle and Simon Ingham.

We set out from home at 0930 and parked up at Hayfield, just south of Glossop on the A624 for 1030hrs - 55 miles from home. £2.80 on the car park later we set out for an exploration ride (stop at

every gate and get the map out again as we don't know just where we are going).

From Hayfield we headed east to Birch Vale then south on a BOAT to Chinley which is not far from Buxton. A gentle lane that just gave the forearms a bit of a tweak and a burn to wake them up.

A little section of road work saw us at Hull End and to Beet Farm, another limestone track. The next section was a little like the fairy steps on Hambleton. Big dolloping sandstone blocks that need skill rather than hamfisted riding. I ride a Husky 450; Simon a CRF 250; Chris on the other hand has an 18 year old sewing machine cunningly wrapped in a bit of plastic and a metal tank and someone has stuck a badge on it that says SEROW.

Now this was a classic case of "its not what you ride its the way you ride it". Come to the technical sections and me and Simon are sweating pushing the bikes, slipping the clutch, boiling the rads and generally cursing everything we can.....Chris on the other hand has been to the top, taken some pictures, come back down, laughed at us, helped us up and then gone back to the top. Then at the top he asked if I would take some photos of him coming back up so he went back down and then came back up AGAIN !!! Choose your weapon.

From Rushup Edge we headed to Mam Tor and Blue John Tavern where the para-gliders 'hang around' a lot. Now see the photo on the next page for a serious case of road subsidence. Ewan McGregor thought he had it bad in





Magadan...

Lunch was at a pub in Castleton where I had the best burger ever. I swear this was a rump steak that had been minced and then burgerised with some bacon and cheese with chips for £3.95. Can't for the life of me remember what the place was called but it was fantastic.

The lane north through Woodlands Valley from Fulwood Stile Farm was well used by mountain bikers but of a sandy base. It was a section very much like

you would find out in Calderdale Holmfirth way. From here we intended to explore the Upper Derwent Valley.....

I can now confirm that all the lanes around Ladybower Res are downgraded and locked off.

After Ladybowers disappointment we went back south to Bamford onto the A6187 and passed through Offerton Hall. At first I thought it was just going to be a tarmac road but it eventually turned into a good little lane with a little bit of mud.

We then crossed Shatton moor and I hit a bomb hole. I now have 3 less vertebrae in my spine but the Jack Daniels is helping as I type. From here we passed through Pin Vale quarry and onto Dirtlowe Rake which eventually took us back to the vehicles at Hayfield.

6 hours, 92.33kms, 2 'rubber ups', 1 squashed spine and 3 belly fulls of laughter.....get yourself to the Peak District.

*Ginger Cop*

## A Tale of Adventure: Mountain Motoring on Skiddaw

It happened on Sunday, 20th September, at 12 noon. A 1930 Austin Seven Saloon drove to the top of Skiddaw - 3,053 feet above sea level.

For those who have not been up Siddaw or who have never heard of it, this achievement may not seem much, but Skiddaw is the third highest mountain in the Lake District and to climb to the top takes quite a lot of energy and quite a lot of puff. The favourite approach to the top is from the Keswick side but the first 500 feet is very steep, and we decided this approach was out.

I had at one time studied the North Eastern approaches to the top and thought it possible to drive up this way, so armed with this information I approached various members of the Club and suggested that sometime in the future we should attempt to climb Skiddaw by Austin Seven. Some members smiled sympathetically, others just looked, but some were very keen and offered to help. The only thing we lacked for the attempt was alas an Austin Seven!

Now Mike and myself seemed to think we had a mental census of all the Austin Sevens that dodge about the City. One Austin Seven was very conspicuous by its total absence from the City scene. We therefore had to find it, as we thought its big ends may have gone or its axle, or something that the non-enthusiastic owner may not want to repair. To our half horror and half delight we learnt it had crashed and was a write-off.

Finally we found the owner who with the insurance money had bought himself a '38 Ruby and to him we suggested that we should take the crashed one off his hands. He of course wanted money leaving in place of the car, three pound notes to be precise. After a bout of tyre kicking and door shutting we towed it away, leaving 30 shillings (£1.50). The car registration number was JO 7559 so after our take-over it was christened Jo.

Jo was soon put in running condition, complete with a set of original Ulster front mudguards and head-lamps. We found that Jo was a 1930 model, registered 1933, and fitted with 1935 engine and four-speed box. On the road Jo performed well but in the driving tests he went through the backs of all the garages. We tampered with the brakes and we got them to look as though they worked. On one occasion we visited the local Austin agents and enquired about purchasing some new front springs, shackles and bushes etc. The storekeeper forwarded the bits and totalled the prices up and it came to more than the amount we paid for the complete car. The only course left open was to ask the storekeeper to put all the bits back into their boxes, and amidst mutterings we beat a hasty retreat. Eventually the car was repaired without spending any more than 10/- (£0.50) on

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bits and pieces.

The car was tested one Sunday morning in a quarry where, with great delight, Jo climbed up almost sheer tracks, bounced over impossible terrain, and in general convinced us that he could take anything in his stride. A date was fixed for a trial run and we intended on this trip to plan our route and our requirements for the pukka run. The word

about our expedition had got round and people were constantly asking when this great day was, even the local press lads were interested. On Sunday, 6th September, at 10.30 a.m., Mike, Dave, Brian, Thompson Motors, George and myself departed with Jo and two attending cars. We reached the track which led up to Skiddaw House at 12 noon, and after a brilliant climb Jo came to rest about 300 feet up the first part what looked an impossible climb. After lunch we left the track and drove Jo through deep heather, over ditches, up 1 in 2 grassy slopes until we came to the tricky bit. The tricky bit was the last 1,000 feet... it was too steep to drive straight up so we had to tack across; this became difficult as at times the car was practically tipping over. Another snag cropped up too - when we were tacking from left to right the gravity feed ceased to function. To overcome this we had to reverse from left to right, then drive forwards the opposite way. We finally came to rest 500 feet from the top, unable to lift the car over a rocky ridge which seemed to run right round the mountain. After devouring the rest of our grub we climbed the final 500 feet, without Jo, and took stock of the possibility of achieving the summit. We all had our doubts about this and I really thought we would need about 12 men to manhandle it the last few hundred feet. We returned to Jo and had a very happy journey back down the hill; we went down the steep bits forwards in reverse gear with the engine running, letting the clutch in as brake; this was most efficient. On returning to civilisation we tore off to Keswick and talked over the day's achievements over six pint pots. The photographs I took were acquired by the Daily Mail reporter and we had a write-up in the Daily Mail, complete with the photograph. The local press boys got cracking and we had a fair amount of publicity which we thought good for the Club.

A final and real attempt to reach the summit was planned for Sunday, 20th September. We intended spending the weekend up the mountain, so it was with pans, bottles and campbeds we departed from Carlisle on Saturday afternoon, 19th September, armed with two extra bods, a Jeep, A.T.R., 1935 Wolseley and Jo. We arrived at Skiddaw House - a disused Shooting Lodge - just as it was getting dark; we managed to get into the place and duly began to cook ourselves concoctions which didn't look like the ones we'd seen at home, but nevertheless they tasted good. After a hilarious supper we had our evening walk up the slopes of Skiddaw, then returned to hit the hard boards, and golly they were hard. After a good night's sleep and a good breakfast we departed - the time 10 a.m. This time we decided to take a different route and the first half-hour was most difficult, so much so that the Thompson Motors Jeep cocked its clogs and would not move another inch. All our tackle was transferred into Jo and we blasted off, at times carrying the whole party of eight. The first 600 feet were the worst, then after that Jo just romped up zig-zagging his way to the crucial last 500 feet. At this point the party assembled and took a well-earned breather. The local press photographers met us at this point and began photographing our every move. The last stretch consisted of a well-worn footpath over a very slaty loose surface; the gradient varied from 1 in 3 to about 1 in 2 on the bad bits, with nothing to stop you plummeting down hundreds of feet should the prop shaft bust. To our amazement Jo just ploughed up these slopes and in no time he was sitting right on the top of Skiddaw.

Handshakes and cheering ensued for some time and fell climbers looked in amazement at the first ever Austin Seven to climb to the top of Skiddaw.

The journey down after lunch was a piece of cake, until at one time Ray nearly lost it when it dropped into a ditch tipping all the passengers off in the process. When back to normal road conditions we went to celebrate in Keswick but found it an awkward time to celebrate, so we devoured some properly cooked food and hastened back to Carlisle and celebrated on local government brew. On the way back Jo was clocked at 60 m.p.h. on a long straight near Carlisle.

Shortly after Jo's escapade up Skiddaw a United bus reversed into him and smashed his radiator, fan, etc. etc. and I nearly went through the windscreen. However the company are to pay for the repairs which come to £15...anyone got a spare A7 radiator with a car attached?

*by Geoff Benson,  
taken from 750 Bulletin, November 1959*



## LDNPA PRESS RELEASE

### CONSERVATION "DRIVE" TO PROTECT VITAL FISH STOCKS

Important salmon spawning grounds are to be protected in the Lake District by a traffic order which prevents trail bikes and 4x4 vehicles from using a forded road in the southern part of the National Park.

The exclusion of trail bikes and 4x4s from part of the U5566 road at Rusland Pool, situated between Windermere and Coniston lakes, will start from the beginning of October and stop at the end of May each year.

National Park Authority field teams have erected horse stiles, which prevent the bikes and 4x4s using the road, but which still allow horses to cross the ford. Green road drivers will be able to use the popular route again when the stiles are opened up next summer.

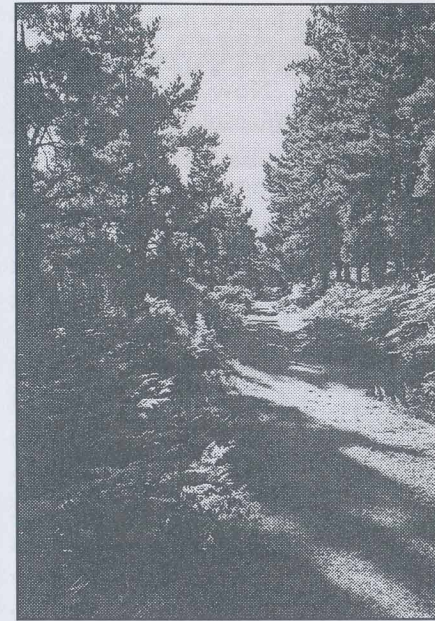
LDNPA Trails Adviser David Robinson said that through the NPA's trail management scheme, local recreational vehicle users had responded positively to approaches seeking to protect fish stocks at Rusland Pool, and that an information board, prepared in conjunction with the Environment Agency, had been installed beside the ford to explain the conservation reasons behind this seasonal traffic regulation order.

Ashes and Forces Beck provide excellent spawning, juvenile and adult habitat for a variety of fish species including salmonids and also white-clawed crayfish. The salmonid spawning grounds are easily damaged by vehicles stirring up silt and crayfish survival is put at risk through silt clogging their gills and vehicles crushing them while they shelter under stones.

Such disturbance may breach the salmon and Freshwater Fisheries Act 1975. Contravention of this legislation can lead to the Environment Agency taking legal proceedings against individuals, which can result in a significant fine.

"The fords are well used by trail bikers and 4x4 drivers, sometimes in the form of irresponsible messing about in the pool, and this is a situation where conservation must take precedence over recreational demand.

"The salmon stocks in the river are very important and we simply can't afford to have this level of disturbance during the vital spawning season. It has taken two years to get to this position after negotiation and agreement with local landowners, Colton Parish Council and local vehicle users. I hope now everyone will appreciate the conservation benefits from what we are doing," David added.



## Identify the Lane!!

Another mystery lane in the North Pennines under investigation by the DTR surveyors (Dales Trail Researchers ex Dales TRF) (Most perfect green lane I've seen for years). CAN YOU IDENTIFY IT? Answers to Brian Thompson on [briant950@aol.com](mailto:briant950@aol.com).

Well done Brian Ashcroft from Sheffield for recognising the last pictures in TRAIL of a lane in the North Pennines. Sorry can't reveal where as a claim has still to be made.

*Brian Thompson*

## Imber

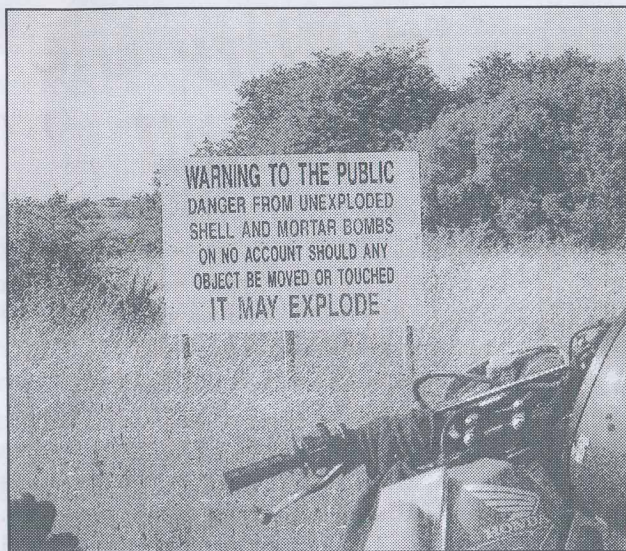
In 1943 Great Britain was in the middle of a war with Nazi Germany. For the people of these islands it was 'total war' that is to say everybody was involved. Most able bodied men and women were in the armed forces, most other adults worked in war factories, down the mines or on the land, even small boys collected waste paper and scrap metal and old ladies knitted sea boot stockings for sailors.

Given the mood of the times one can imagine that the people of Imber did not put up much of a struggle when they were told that their village, which nestles in a valley in the middle of Salisbury Plain, was needed for the army to practice for the forthcoming invasion of France.

They were given six weeks in which to pack up and leave but they were promised that as soon as the war ended they could all come back and take up their lives that had been so rudely interrupted.

The war in Europe ended in May 1945 and the war in the Far East later the same year but if the people of Imber had listened carefully they would have heard the sound of goal posts being moved because the military and the government reneged on their promises and Imber was not restored to the





villagers then or in any of the sixty years since.

Now once a year for a few weeks in August the barriers are lifted and civilians are permitted to cross Salisbury Plain and visit the ghost village that still exists.

The roads that lead to Imber are not the kind of trails that we like to ride but it is a unique chance to visit a part of the country that is otherwise completely

closed to civilians. I went down there on Tuesday 16th August and entered the forbidden area at Gores Cross from where it is about 3 miles to Imber.

When I got there it was still fairly early in the morning and I was ahead of the security people who are there to keep the public firmly in their place and to make sure that they stay on the roads and don't go into any of the buildings or visit any of the wrecked tanks that litter the area so I was able to help myself to a little close-up photography.

After the security boys arrived it was impossible to move without a pair of beady eyes following ones every move so I left the village and after crossing the forbidden area from Imber to Warminster in the West and from Heytesbury in the South to Bratton in the North I left and went out to try the trails on another area of the plain that is criss-crossed with tracks that are frequently unavailable due to military activity. This time I was lucky and was able to ride proper trails all over the Larkhill Artillery range and the West Down Artillery range and I didn't meet a soul. The sun shone, the birds sang and the breeze rustled the tall grasses and it was only when I went on to reserve that I finally called it a day and made for Amesbury and a fill of petrol and a fill of fodder.

Altogether it had been a fantastic day out and one that I can thoroughly recommend for its mix of history, political chicanery and just good old fashioned trail riding.

*Bob Combley*

## Somerset Run Report

Meeting place, Yeovil White Post Garage, the group consisted of Chris Frost, John Barnes, Rob Young and John Little. Chris and John are newly converted trail riders who asked me to give them an introduction into some of our local lanes.

The weather at the start was overcast and mild, ideal for the beginning of a day's trail riding. The plan for the day was to cover the local lanes around West and East Coker before heading off into Dorset. These lanes were nice and quiet as we were, taking great care around the villages riding very slowly in the presence of the public just to reassure them that most trail riders ride responsibly. Onto the lane up past the Halstock Golf Course. Not many people normally walk this lane and as usual it was nice and muddy with a deep flooded section near the end of the lane. As the weather was good I left my waterproof top off taking it steady through the deep water to stay dry, but I found that the long undergrowth soon changed that. I set the pace of the ride fairly steady both for my own pleasure of riding as I like to see the views of the surrounding area and more importantly so that everyone could enjoy the day without feeling under pressure to keep up. At Corscombe Hill we took the scenic route up over before going across the grassy field above Mapperton. The ruts were well hidden with long grass, which caught John Little out.

Down into Loscombe the recent heavy rain changed the steep uphill track leaving many large boulders exposed. The next lane down into Leigh Gate was also made more interesting by the undergrowth covering the track. This required some care as the undergrowth hid the potentially dangerous barbed wire fence which the lane runs next to in many parts. Onto the lanes at Powerstock here a stop for a chat and drink. Now the weather was warming up with the full heat of the sun being felt.

Up onto Eggardon Hill with fantastic views across to Powerstock and beyond, just off the top of the hill I headed for the short UCR across a couple of grass fields. Parking the bikes up I was surprised to see a load of walkers sitting just inside the field. Turning the bike

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engines off we had a quick chat explaining that we were going to cross the field. Instead of the abuse that you might have expected these walkers were smiling and enjoying life so much that they cheerfully offered to close the gate. Some joking that they wouldn't mind a lift on the back of a bike back up the hill. They were happy, we were happy, so why do some people seem to have a problem when both groups can all share and enjoy the countryside.

Off down to West Compton where a UCR makes its way up over a hill covered in small thorn bushes. Near Litton some rutted routes gave a couple of riders a bit of a fright as the long grass again covered some deep ruts. Across the A35 into Long Bredy I found a nice, new UCR, but on new territory my map reading skills were tested. After a short stop to sort out the route we headed off for the UCR to join the Ashley Chase UCR. Near Hooke Farm we were advised by the farmer to take the Bridleway across his fields with his permission, as it would be easier than the UCR. From here we headed down into Abbotsbury and took the partly shingle covered road to West Bexington. At the cafe we took a lunchbreak and rest while Frosty did a bit of sunbathing.

Refreshed off to Swyre via an overgrown and thorny lane then onto the lane at Shipton Gorge, which was a stony track with deep smelly puddles of farm waste. For some reason Frosty took great pleasure from hitting these and getting covered (I always thought two-stroke fumes affected some readers!). However, heading to Lodgers, we had a couple of small offs, first Rob found that the coefficient of friction on a cowpat is very low as he lost his front wheel and slid across the field. Second, on a very overgrown lane it was my turn to entertain the group as I flattened a section of undergrowth with a little off. The lane out of Lodgers is steep but gives good views of the surrounding area. Also it is not the ideal place to meet anything coming down it either like we did, especially a four-wheel drive tractor. However, as soon as he saw us he reversed back to enable us to pass. It was a farmer that I knew who was only too pleased to see us and have a chat saying that he liked to see us making use of the old lanes. After a fuel stop at Bridport we covered the lanes at North Chideock, back of Morecomblelake, Ryall and Stoke Abbott.

Going over Leweston Hill it gave the rest of the group great satisfaction that even Frosty the great enduro rider was fallible falling off causing me to wait for him. The last few lanes took us to Burstock, Sandpit, Misterton and finally through two small river crossings near Pipplepen farm.

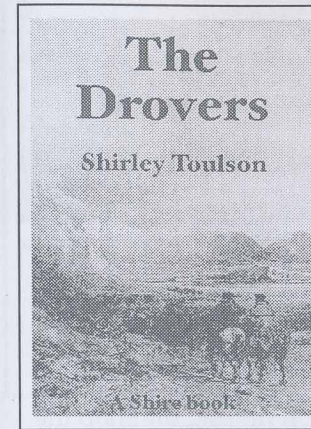
For me it was a most enjoyable days trail riding being able to show others some of the best lanes that we have locally, which I hope everyone else also enjoyed and that it would encourage them to support the Somerset TRF in fighting to save our lanes.

Brian Bailey

**Ed.** *If you have enjoyed a run recently and you must enjoy most of them or you wouldn't keep doing it, please share the experience by dropping me a line.*

## BOOK REVIEW

### THE DROVERS



Shirley Toulson has been writing about old roads and countryside social history for over thirty years now, and her two books on drovers' routes in Wales are on a lot of enthusiasts' bookshelves, although some of her others (which are well worth reading) have slipped into the hard-to-find category. This 56 page volume, most attractively laid out and well illustrated, is an expanded update on Miss Toulson's more atmospheric original of 1980.

The droving trade is not particularly well researched, quite possibly because, like packhorsemen and the common carriers, the drovers left few written records and had little written about them in their era; who writes about the day-to-day of white van man today? This comes through as a slight feeling of superficiality in, and disappointment with, the book, but not enough that it fails to be a worthy and enjoyable read for the money.

Miss Toulson regrets the closure of Banbury's huge cattle market in 2003, yet seems not to say why it existed here in the first place - because Banbury was where the first railways crossed the drove roads out of Wales. There is so much more to know about the droving trade...one day.

*Byway & Bridleway 2005/6/56*



## Sights you see on the Byways of Surrey...!!!

A new TRF directive??  
Turn off engines for horses AND  
LLAMAS!?!?

Steve Etherington,  
South London & Surrey





# letters

## SERVICE

I have just returned from a 3 day trip to Exmoor. This letter is not about the run, although it was an excellent trip that was brilliantly organised and led by Pete Woodford, it is about the service we received.

Midway through the second day one of the elderly XT 350's shed its rear brake linings locking the wheel. In the middle of Exmoor the situation looked pretty hopeless. We had stopped adjacent to a farm to remove the offending shoes. The farmer arrived with a can of WD40 thinking it was just a seizure, however he was able to put us onto a Motorcycle dealer in Minehead.

We continued on our way with the XT minus its rear brake. We took it gently on the road and Pete bypassed any steep downhill work. On finding the shop the lad behind the counter explained that he would not have a set of shoes specifically for the XT but he would try and match a set with the old ones. He spent at least 15 mins rummaging through boxes and checking spares books. Eventually he

produced a set that matched!!! With a bit of gentle persuasion with a file (kindly lent by the shop) we fitted the new shoes and we were on our way again.

We all felt that this lad had bent over backwards to help us out of the predicament that we were in. Had it not been for his willingness to spend time looking for a replacement our weekend would have been spoilt.

The name of this shop is Westcoast Imports. They have a large range of imported bikes so check their web site [www.westcoastimports.co.uk](http://www.westcoastimports.co.uk). Its worth it just to look at the bikes.

If the lads from Westcoast read this thanks once again and keep up the good work.

Roy Groves  
(I.W. group)



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**YAMAHA XT350** 1995. T&T. DID rims, original indicators & mirrors. Starts first/second kick. £999 ono. Tel: 01254 831098 (Lancs).

**SUZUKI DR250** 92 J, e/start, Renthals, new battery, 8 months tax/MOT good cond. £1095 ono. Tel: 0161 4490564 or 07980 981486 (Cheshire).

**HONDA XLR 250** Baja Enduro bike, brand new MOT. Brand new

nobbly tyres, v. reliable, ready to go. £975 ono. Tel: 07787 338822 or 01202 600356.

**KAWASAKI KX60** Child's motorbike. Good cond. £550 ono. Plus helmets, boots, body armour, clothing etc (hardly used), sold separately. Tel: 01993 882760 (Oxon).

**HONDA XR400R** 1997 P reg. Long test, Renthals, sump guard, new wheel bearings, tyres, brakepads, recent chain/sprock, barkbusters. Religiously maintained, just serviced & ready to go. £1650 ono. Tel: 01142 740136.

**MEMBER SELLING ALL RIDING GEAR & TOOLS** as retiring due to injury. Inc. 2 helmets, boots, waterproof trousers & jacket, 3 pairs



## CLASSIFIED - CONTINUED

gloves, body armour & kneeguards, huge gearbag, tools & stuff. Call Laurence: 01256 861759 for full details. Can email pics.

**HONDA XLR 250 J 1992**, new tyres, c&s, 12 mths T&T, suspension overhauled, sump/hand guards, exc. bike. £1050. Tel: 07976 293711/0161 7553454 (Manchester).

**HONDA AFRICA TWIN S reg (98)**, 19k, exc. standard cond. White. 11 mths tax, 7 mths MOT. Touring screen. Centre stand. £2950 ono. Tel: 01325 333207 (Co. Durham).

**KTM 640 ADVENTURE 2001 'Y'** reg, 6500 miles, new tyres, GPS bracket, centre stand, exc. cond., tax & MOT. £3095 ono. Tel: 01442 823488 or 01442 825542 (Herts).

**KAWASAKI KDX200 1995**, perimeter frame. Good cond. Tax & test. Well maintained. Full FMF exhaust, Renthal 'o' ring, lots of new parts throughout plus receipts. V. reliable, great trail bike. Reluctant sale. £1400 ono. Tel: Tim 01287 630829 or 07736 925625.

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07879 435299 (Herts).

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**HONDA XR250R 2003**, 4500 miles, new plastics, Renthals, Michelin comp 3 tyres, 11 months tax, bulletproof green laner. £2300. Tel: 07970 270985 (Kent).

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MEMBERS CLASSIFIED ADS ARE FREE. If you must write an essay a contribution to the 'fighting fund' would be appreciated (enclose a fiver!). Enclose membership number.

## GROUPS

**AXE VALE** Malcolm Preece, Tel: 01275 844757  
2nd Mon, 8pm, The Star PH at Star on A38.

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

**BRISTOL** Glenn Summers, Tel: 01454 619246  
4th Mon, 8pm, The Midland Spinner, Warmley, Bristol.

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

**CORNWALL** Sally Madgwick, Tel: 01208 74411  
3rd Thurs, 8pm, Pencaron Club, Bodmin.

**CUMBRIA** Anthony Hayhurst, Tel: 01539 721115  
2nd Tues, The Gilpin Bridge Inn, Levens, 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 Wheatshaf Public House, Hatfield Peveral.

**EXMOOR** Ian Sadler, Tel: 01884 821547  
2nd Wed, 8pm, The Hartnoll Hotel, Bolham, A396 1 mile north of Tiverton.

**GLOUCESTER** Geoff Wilkie, Tel: 01453 811412  
1st Wed, 8pm, Wagonworks Club, Tuffley Ave., Gloucester.

**HERTFORDSHIRE**  
Nicola Graham-Adriani, Tel: 01582 623 277  
2nd Thurs, 8pm, The Old Guinea, Ridge, Near Potters Bar.

**HIGH PEAK & POTTERIES**  
Graham Till, Tel: 01782 510533 or 01782 833222 (work)  
1st Tues, 8.30pm, The New Inn, Leek Road, Longsdon. (A52, 1.5 miles West of Leek).

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

**KENT** Anthony Evans, Tel: 01732 360884  
2nd Wed, 9pm, Pied Bull, Farningham, Off A20, Nr Brands Hatch

**LANCASHIRE** Keith Westley, Tel: 01704 893215  
1st Tues, Black Bull, Hall Lane, Mawdesley.

**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.

**MANCHESTER** Phil Kinder, Tel: 0161 339 5343  
2nd & 4th Mon, 9.00pm, Arden Arms, A6017 in Bredbury.

**MID WALES** John Mason, Tel: 01597 811141  
Last Thurs, 7.30pm, The Crown Inn, Rhayader.

**NORTHUMBERLAND** Brian Eland  
Tel: 01207 272228  
1st Tues, 8pm, North Durham Motorclub, Annfield Plain, Nr Stanley.

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

**NORFOLK** Jeremy McNulty, Tel: 07800 690269.  
2nd Wed, 7.30pm, White Horse, Trowse, Norwich.

**OXFORDSHIRE** Peter Cole, Tel: 01844 214075  
3rd Thurs, 8.00pm, Royal British Legion Club, Rutten Lane, Yarnton.

**PEAK DISTRICT** John Ward, Tel: 01335 370191  
1st Thurs, 8pm, Travellers Rest, Ashbourne Road, Derby.

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

**SOMERSET** Greg Hughes, Tel: 07887 821472  
2nd Thurs, 8pm, The Crown Inn, Fivehead, Nr. Taunton.

**SOUTHERN** Lee Wildsmith, Tel: 02380 611110  
3rd Thurs, Southampton & District MCC, Woodside Ave., Eastleigh, (opposite Halfords).

**SOUTH LONDON & SURREY**  
Steve Sharp, 0208 773 4204  
8.30pm, 4th Wed, Nescot Centre for Sports Development, Banstead Road, Ewell, Surrey.

**SOUTH NORTHANTS**  
Graham Walker, Tel: 07841 158820  
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 Sun at Liddington, Swindon.

**SUSSEX** Nick Harris, Tel: 01798 344594  
Last Thurs, Ashington Social Club, Rear of Red Lion, A24, 9 miles North of Worthing.

**TEESSIDE & NORTH YORKS**  
Roger Preston, Tel: 01429 837093  
3rd Tues, The Ranch House, Thoraldby Farm, Nr Stokesley, map ref 93...493074.

**THAMES VALLEY** Gary Hiller, 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** Paul Clark, Tel: 01564 741700  
1st & 3rd Thurs, Wilmcote Mens Club, Stratford on Avon.

**WEST YORKSHIRE** Peter Dyson, Tel: 01274 571747  
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**  
Dave Gunster, Tel: 01527 456095 Mob: 07960 422523  
1st and 3rd Tuesday, White Hart, Fernhill Heath, Worcs.