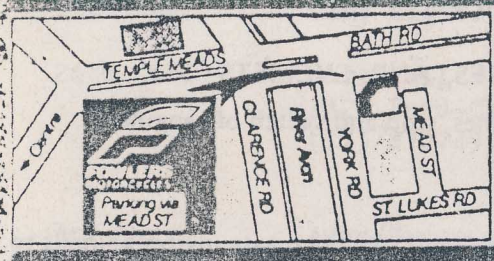


FOWLERS MOTORCYCLES

2-12 BATH ROAD BRISTOL BS4 3DR
TEL: (0272) 770466 (20 lines)



THE MOTORCYCLE SUPERSTORE

for all your
OFF-ROAD
requirements

Specialists for the HONDA, YAMAHA & SUZUKI
range of TRAIL & MOTO X MODELS

our sales are backed by the
LARGEST PARTS DEPARTMENT
IN THE U.K.

FOR CLOTHING AND GENERAL EQUIPMENT
OUR ACCESSORY DEPARTMENT HAS A HUGE SELECTION
OF ALL THE GEAR AT KEEN PRICES

FOWLERS of BRISTOL LTD

BY TEMPLE MEADS STATION
YOU CAN'T MISS US!

BRISTOL TRAIL RIDERS' FELLOWSHIP



Your local club
for the encouragement
of non-competitive 'green-road' motorcycling
and maintenance of rights-of-way

SPRING

SUMMER

1984

AUTUMN

WINTER

Officers for 1984/1985 .

(See details of AGM elsewhere in this magazine)

Chairman : Richard Tallon, 5 Danvers Road, Corsham,
Wiltshire.
Tel: Chippenham 653315 (Work only).

Secretary : Julian Dagger, Second Floor Flat,
6 Marlborough Street, Bath, Avon.
Tel: Bath 333667.

Treasurer : Bob Harris, 29 Court Farm Road,
Willsbridge, Bristol.
Tel: Bitton 4066.

Rights of Way : John Davey, 21 Glenroy Avenue,
Kingswood, Bristol.
Tel: Bristol 672546.

Public Relations Officer: Gwyn Thomas, Minories
Cottage, Wells Road, Priddy, Wells,
Somerset,
Tel: Wells 75294.

Lane Clearing Officer: Richard Earle, 59 Woodstock
Road, Kingswood, Bristol.
Tel: Bristol 710646 (Work) or
Bristol 600844 (Home).

Club Nights : 2nd Monday in every month

Venue : The White Hart,
Brislington Hill,
Brislington,
Bristol.

Editorial

Well here it is folks; the first copy of the club magazine, produced by the self-nominated editorial group of Trevor George, Richard Tallon, and myself. Hope you like it.

As we all know, previous club magazines have been of the highest quality, thanks to the almost super-human efforts of Dave Giles. It is hoped that these standards can be reached and maintained, but I hope you all appreciate that this may take a little time. Dave's retirement from the position of secretary was of course a blow which the group will feel the effects of for some time yet. Dave was of course more than secretary; he was for all intents and purposes the group leader, and a more able or admirable one would be hard to find.

Despite the fact that Dave now lives and works in Derbyshire he is fortunately able to take part in the group's activities whilst visiting his family in Bristol, and I'm sure I speak for everyone in saying that I hope this will continue to be so for as long as possible.

Julian Dagger.

Bank Holiday Monday, 27th August 1984
Salisbury Plain

Organised by Steve Thomas of the Bristol Club and ably led by Dave Riley of the Wilts group this was an excellent joint venture.

Dave Barnett, Brian Walters, Tony Webb and myself completed the Bristol group; Richard and Bruce on big 4 strokes, Roger on a 'B' reg 125 Yam and Steve (a new lad) on a DT175 made up the total party to 10.

Away we went and up came the dust. You have seen the movie stagecoach crossing the prairie with its following dust plume - well each one of us had one too. Only under the trees was there any sign of dampness. On such hard flinty going punctures were perhaps inevitable. Steve's front tyre was first on the way down into Steeple Langford; quick tube change.

'Dave is your rear tyre supposed to be that soft?' Someone asked as we crossed the A303 on our way north to the Larkhill ranges. Finilec happily cured it. Dave Barnett produced the miracle of the day by producing miniature H.P. air bottles (1" dia, 3" long) capable of inflating a tyre. "Got them at the Dirt Bike Show", he said. Between Market Lavington and Netheravon Tony's primary chain went 'bang' so we towed him out to the lunch time 'water hole'. When Brian & I later returned he was happily asleep beneath the trees which surround the cricket square, well so would I be if I could even physically manage six pints.

South past Stonehenge to Great Wishford up over the old Roman road (at Gravely Wood) which links Charterhouse to Old Sarum. And then west to where we had parked the trailers, five miles south of Warminster.

An excellent day, 75 miles run about 70 of them on 'any colour but green' roads.

Dave Giles



Would you buy a used car from this man?
- Bob Harris on an early Rhayader run.

ARBUTHNOT TRIAL

On Sunday, 23rd September, the prospect of 70 odd miles of green lanes in the area to the west of Wilton saw several of us going to follow the annual Arbuthnot Trophy Trial - an event restricted to rigid framed machines from a bygone era.

Dave and Steve Giles travelled up with Julian and I met Gwyn and Christine at the start. Unfortunately, we didn't all meet each other till the lunch stop. Many of the tracks we rode whilst following the route had no vehicular rights and were used by permission - a chance not to be missed!

The weather was good and the day was made complete when our own Pete Taylor managed to win his class without dropping a single mark on observation, this time riding his 350 B.S.A. not his XR 250. Congratulations, Pete! Pete's son, Andy, riding my A.J.S. was just pipped for the competition machine class by Clive Dopson on a 350 cc Douglas. These results coupled with other son John's good ride gave the Taylors the team prize as well.

Chris saw Ralph Venables on the course and promptly fell off, didn't get a mention in the T & MX though.- Good day out.

Steve Thomas



Two-up run - meeting point at the Globe Inn. "No press please" says Richard, as John examines gift from passing seagull!



Two-up run - Steve Thomas tests the water as wife Jean holds on tight.



Two-up run - Tony Webb and Carol enjoying the countryside.



Two-up run - Gary Woods and wife Yvonne at Stanton Prior.

Two up run 2nd September 1984.

"Who put that pickled onion in my boot at the "Wheatsheaf?", Combe Hay? Will the culprit step forward?

Apart from this isolated departure from good TRF behaviour my first 'impressions' were entirely favourable.

Never before has the Bristol Group reached the culinary heights laid before us at the "Wheatsheaf". There were so many dishes on the board of fayre, it was fortunate there was a beer queue. At least we all had time to choose between Chicken Chasseur and Chille Coq Carne. The rider I really admired was Andrea Walters (Brian's daughter). Can you imagine riding pillion behind Walters on his XR 350 ? Mind you, Tony Webb's girlfriend was just as plucky. Is it true they tried to overtake the Walters two-some up Pipehouse? We had a spate of mechanical breakdowns (poor maintenance of course). I set the trend; kicked off my kickstart departing from the Globe Inn at Newton-St.-Loe. I'd just asked Steve Thomas (wife Jean riding shotgun) if he could weld it for me. "Not now" he said.

Run leader Richard Tallon stopped at the top of Englishcombe lane;-tricky whatever the season:to effect repairs to a pillion footrest. From where I was sitting, the pillion rider's feet were always in the

air. Steve and Jean Thomas blew the motor of their DT; and she's such a slip of a girl too.

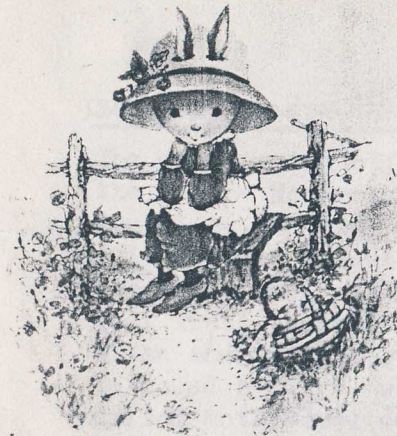
Tony Webb, as we all know, spends most of his time in the ozone layer. This time though he wasn't trying too hard, and hit a very large rock on the penultimate lane between Wellow and Twinhoe and punctured his rear tube. Two attempts at repair and one spare tube later and Tony was rolling. And so to Pipehouse, where like the old 'Duke of York', we first went up then down again.

Those pillion riders deserve the TRF medallion of merit, and I salute you all.

Gwyn Thomas.



Member-of-old, Simon Northeast on a Welsh run.



On Sunday the 2nd of September I went on a two up run with my Dad & the Bristol fruitriders. We went on a tour down the Lane's on the south west of Bath. At English-Combe-lane my foot rest folded up & I was trying to find it. But it hit a rock coming up the lane and bent it. When we stopped at the end of the lane - I got off & bent over to see the footrest & as Dad got off - the bike he kicked me in the eye so I ended up with a blackeye. When we went down middle wood it went down hill & up hill. When we went down we hit a bump & I came right off the back & it looked as if I was sat on my Dad's shoulder's. at lunchtime we stopped at the Wheat. Sheaf in combe Hay. And we all sat under a big Apple tree & ate our lunch. After lunch we carried on but after a few more lane's we stopped at Hintan.. Charter house because Steve Tomas's bike broke down then we went on to the next lane (after fixing Steve & his wife up with a lift.) at the next lane Tony



had to stop because he got a puncture from a nail. So we were stopped for about an hour. When they finally fixed it. We rode up pipe house. I didn't like pipehouse so I walked up. But Brian walter's daughter went all the way up on the back of the bike. I really liked it. I hope I can go lots more times. & thank's to the Bristol trail riders for a great day.

by Tracy Tallon
Age 11

Thanks to Tracey Tallon (off-spring of Richard) for the above passenger's eye-view of dad's two-up run. - Quite dinky isn't it?

Reminder !

Annual subscriptions (both National and local club) are due on 1st January 1985.

Treasurer Bob Harris is waiting for you to cross his palm with silver.

SOUTH WALES RUN, 16 SEPT '84.

The day started off with us meeting in the entrance to the Police Motorway Patrol just off the A38/Motorway junction.

Andy Mossman was waiting with his two friends Giles and Paul, all three on D.T.'s. ready and waiting to discover what Trail riding is all about.

Brian and Julian (our new sec.) were next on the scene followed by Gwyn, who had a long conversation with a Police motor-cyclist about tyres etc....possibly another T.R.F. recruit. Then Dave Giles turned up with the bad news that the run had been called off, as Ron couldn't make it.

Fortunately Dave knew some of the trails so after much discussion we had a vote and decided to go ahead and ride some of the Welsh trails we had been looking forward to. We drove in convoy to Wales and parked in a pub car park miles from Machynlleth, pronounced MACHYNLLETH. The first lane was close by and Dave took us along some excellent trails, mostly moorland tracks taking us around the outskirts of Cwmbran as the All bran I had for breakfast bounced around inside. The tracks went off in every direction, real Moonscape stuff, then past Pontypool. The ground being quite hard, but not too dusty meant the pace was quite quick, -I saw 25 mph on my speedo several times that day, but I reckon I shall have to rebore my IT to 500cc. before I can keep up with Brian's XR 350. The only delays occurred in deciding which direction to go next and waiting for Julian to replace the bolts holding on his rear sprocket. Was it the sheer power of his XR, or poor maintenance? (That will teach you for making me write this run report).

Our pub stop was very good, excellent value for money and very hospitable.

The route after lunch took us back over the very good lanes we had ridden that morning. Dave managed to collect a puncture and Brian sprained an ankle on one steep climb near the finish.

We had covered 70 miles and I think everyone would like to thank Dave for saving Ron's run and giving us a most enjoyable day!

Jim Barnes.

A TRIP TO COUNTY HALL, Taunton Somerset
by Gwyn Thomas

Somerset County Council's Planning Department is located on the seventh floor of their impressive building in Taunton. You get quite "puffed" if you decide to use the stairs. The alternative lifts are quick and claustrophobic.

A sign saying "Public Rights of Way" in room 707 means you've found the right department. It's not very large but from its elevated position, there are superb views over the Somerset countryside.

Where to start? First time I went there, I somewhat diffidently introduced myself and said I was a TRF and BBT member. Could I check some Rupps please?

At County Hall, Taunton the staff comprise FRANK WAGSTAFF (Section Head), MRS ROWENA SMITH (Rights of Way), JOHN BIBBY, DEREK BOTT and MRS HEATHER FLETCHER. They are responsible to the County Surveyor.

What you soon learn is, that there are two sets of maps that interest us, the "Definitive Maps" which show public Rights of Way i.e. footpaths, bridleways and Rupps. County Hall's Planning Department call them CRF's incidentally, (CARRIAGE ROAD/FOOTPATHS), a phrase which has no legal meaning, and the "Maintainable Highways" sets of maps which show all roads, including UCRs (Unclassified County Roads). These may or may not be Green Lanes, of course. Some are tarred, others are as we like them - unsurfaced.

13

The first thing to do is to go to the County Administration Map, a copy is available for desk-top study. This map is small scale and shows all the Parishes and Districts in the County. Having located the appropriate grid number you then obtain the Definitive Map copies. If you wish to check the status of a road, a "white" for example, you obtain the Maintainable Highways maps. These have the same numbers as the Definitive Maps and are on the same scale but at Taunton may be in four parts, e.e. NW, NE, SW and SE.

At this point you will wish to know the colouring used for the various ways. They are as follows:-

MOTORWAY	DARK BLUE	
TRUNK ROAD	BLACK	
CLASS I	RED	(scarlet)
CLASS II	DARK GREEN	
CLASS III	YELLOW	
UNCLASSIFIED (UCR)	BROWN	
DEFINITIVE FOOTPATHS		PURPLE
URBAN FOOTPATHS (unless definitive)		DARK BLUE
DEFINITIVE FOOTPATHS DIVERTED		BLUE/PURPLE
BRIDLEWAYS		GREEN
RUPPS		GREEN
PRIVATE (PREVIOUSLY DELCARED)		(broken line) PURPLE (broken line)

It takes a while to get used to reading the colour codes but each way has a number and the large scale makes it easy to record details.

You get many disappointments. Those exciting "white" roads invariably turn out to be private but you can locate UCRs too.

A very useful service, when querying the precise route of a lane is being provided with a map copy. A member of the Planning Department colours in the lanes, roads, etc in the appropriate colour, so you can later check the physical route on the ground. Because the scale is 1:2500 or 25 inches to the mile, field boundaries and the precise location of the lane can be identified.

It's an absorbing pastime and very time consuming but its the only way to be sure.

Mad Woman's Lane, Somerset

"Have a slash up there!" Gwyn suggested. He was I believe referring to that accepted mode of lane clearing, and not suggesting a location to exercise one's bodily functions.

Saturday, 29 September saw Brian Walters, his daughter Andrea, and myself converge on the Thomas's residence at Minories Cottage, Priddy, the purpose being to clear the Rupp known as "Mad Woman's Lane" at Sand village, South-East of Wedmore. The first part of the lane is open and easily rideable.

Some 200 yards along the lane though we were confronted by the tree stump which Gwyn had vividly described before-hand. The said stump obstructed the passage completely, and left us with no alternative but to shift it. Gwyn and

Brian heartily attacked the stump with sledge hammers and wedges, whilst Andrea and I looked on. There came a point during the proceedings when I felt it was time to 'do my bit'. Asking the lads to 'hold fire a tick', I proceeded to destroy the stump with my bare hands much to the disbelief and amusement of those gathered. It was though I must add, pure luck that I chose the most rotten and beetle-ridden part of the stump to pick on. With the stump removed we moved on up the lane, spending long spells at a time discussing the best lines up and over the 'sporting' (as Gwyn would say) rock steps. The latter part of the lane through the bracken didn't need much work apart from removing the odd sapling or hawthorn bush which blocked the passage.

On completing the task we walked the lane in its reverse direction, concluding that it was well worth the effort, and itching to ride it. By the time this article is in print many of you will have already sampled the delights of "Mad Woman's Lane", and will have your own stories to tell.

Useful TRF tip of the month: Don't ever annoy Gwyn's moggie, St Cuthbert. Its a vicious buggger and I've got the scars to prove it!!

JULIAN DAGGER.

Anyone interested in a brand-new pair of Ellgren nylon trials jeans (red/white); size 30 waist, never worn. Surplus to requirements; Cost new £29.00 but they're yours for £25.00.

See Julian.

Avon : 7th October 1984.

On Sunday 7th October, Brian Walters and myself took ten of the Welsh lads from Cwmbran for a ride in and around Avon.

Meeting place was the Gordano Services, and apart from Brian's puncture and the fact that we ended up at 5p.m. riding Pipehouse lane about 20 miles from the starting point, a good time was had by all. All the 'boyos' seemed to enjoy themselves and promised to return the compliment in the near future.

Steve Thomas.

ROW JOTTINGS

RUPP 1 Easton Grey At present we (the TRF and Wiltshire CC) are waiting for a site meeting with Messrs Fielder and Jones, representing the landowners. They have been offered 8 dates in December!!

RUPP 20/18 Priston Mill The Bristol Group are arranging a site meeting with the landowner to discuss his and our points of view etc.

Larkhill Ranges We will now have to wait for the outcome. The TRF case was impressive and numerous. (Bristol Group was represented on each



Joint run led by Dave Riley (Wilts) with Steve, Brian, Dave Barnett, and Dave Giles (taking photo) from Bristol Group - Salisbury area.



Salisbury run leader, Dave Riley (Rt) discusses route with Roger (both Wilts Group).



Salisbury run - Steve's puncture - you need strong finger-nails when you've got no tyre levers.



Salisbury run - Tony deserts his Maico and pretends he owns the quiet Yamaha as the horse goes by.



Steve Thomas' special 185 Honda 4 stroke in Suzuki RM frame makes light work of the terrain in the Salisbury run.



S.Wales run - Brian, Julian, Gwyn (knee), Dave, Giles and Paul, while Jim skins a rabbit for lunch.



S.Wales run - Dave Giles about to close one of the many gates on the run.



When will I see you again... No, not the three degrees - the three D.T.'s - Andy with newcomers Giles and Paul, S.Wales run.

17
day, as was the Lodden Vale Group). Many thanks must go to Bill Riley of West Wilts Group, who has researched this area for over 2½ years. Bill says "In the later stages of the enquiry the MOD evidence was made to look flimsy." Bill is "Cautiously optimistic" and thinks "If there is any justice in this world, we should win the day."

Report any lane blockages or other ROW difficulties to John/Richard/Gwyn. Always try to be polite when dealing with landowners or objectors.

DARK LANE (CONTINUED)

It is now nearly a year since I opened up Dark Lane, Priddy. Nothing dramatic has happened. The lane is used by a few trail-riders, walkers, horse-riders and myself, both on foot and on bike. I've even taken my sports cycle up and down just for the hell of it!

Behind the scenes, the Parish Council's formal request to County Hall to reclassify the lane to Bridleway, has been simmering, awaiting the December sitting of the ROW Panel. I found out that the County's Highways Sub-Committee had created a Rights of Way Panel (like Wiltshire) which sits "in camera" in December to report on the local Council's application. The County Solicitor also looks at the evidence regarding the issue and the decision then goes back to the Highways Sub-Committee.

The ROW Panel, I discovered, comprised four Somerset County Councillors. I obtained their names, addresses and telephone numbers from the Planning Department and I have already lobbied the first, presenting the TRF/BBT case and showing the Dart Report and photographs of Dark Lane.

The panel includes one Air-Vice-Marshal, one Major and two "Misters". I have already had an interview in the AVM's home and I was very cordially received. He has assured me of his support and said that County Hall are very reluctant to change the status of any highway, up or down. If the Definitive Map showed Dark Lane as a Rupp, that was how it should stay.

I also telephoned my own County Councillor, a lady, who agreed to meet me that same day and we had a congenial chat at Minories Cottage. Then we walked up and down the lane itself. The lady is Chairman of a Planning Committee and was sympathetic to our cause, although she did say that the noise of motorcycles in the countryside was the single most important factor in determining our acceptance by others.

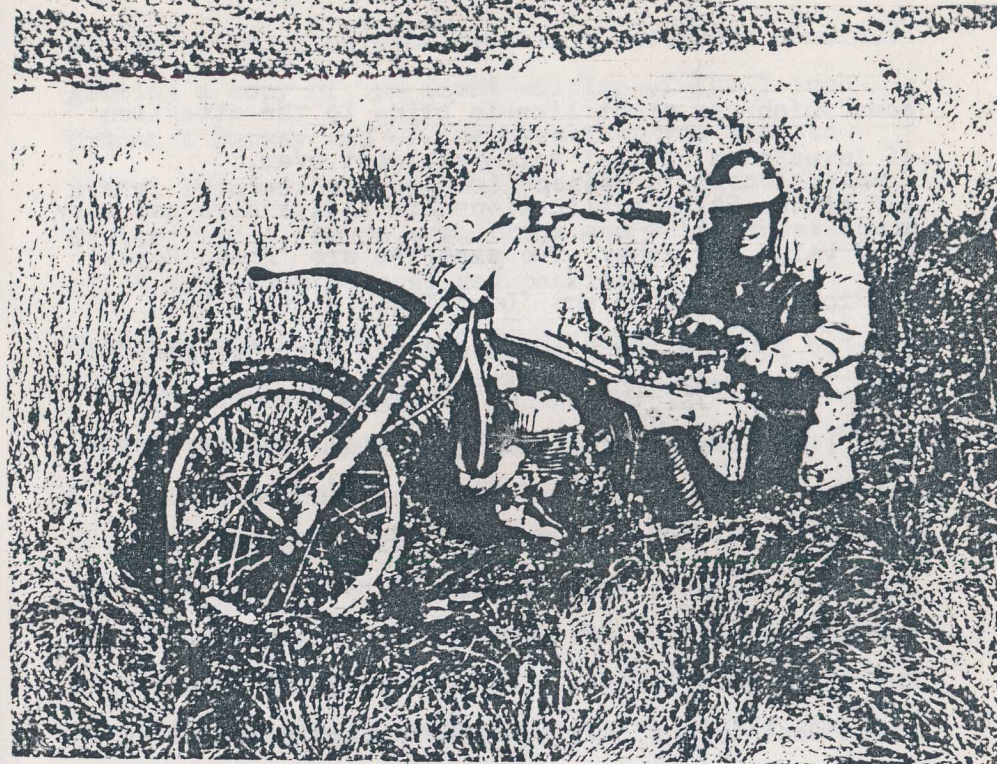
I gave her a TRF National Magazine, PR brochure and Code of Conduct and the ROW Panel members will also receive the same.

It was interesting to learn that none of my contacts, so far, had read the DART Report or seen any TRF/BBT pamphlets.

Both County Councillors I have met were very accommodating and courteous. Any impressions are all favourable. They want to be helpful, are sympathetic and I am confident they will report on our side. I am most encouraged.

There are three more Councillors on the ROW Panel to meet in person. I have made telephone contact with two and interviews will follow soon. I will report further in due course.

GWYN THOMAS



Former secretary and now honorary club member Russ McDermid playing peek-a-boo behind his PE in a Welsh bog. Rumour has it that Russ may be prepared to lead a run in Rhayader, Mid-Wales some time next year; Don't miss it.

Books for Christmas.

I have discovered that there are books about green lanes and ancient trackways of interest to the Trail Rider, if you know where to look. So with Christmas (presents) just around the corner here are

some which you might like to bring to the attention of loved ones or feel self-indulgent over.

Any of the Shire publications are inexpensive and very good value for money. Two examples are 'Roman Roads' by Richard Bagshawe and 'Lost Trade Routes' by Shirley Toulson. Both books are 8"X 6"; the first 64 pages for £1.95, the second 32 pages for 95p. Both have line drawings and photographs and are full of interest for the Trail Rider. They also contain references to other books which will keep you going should these whet your appetite.

Perhaps best value for money of all has to be Christopher Taylor's 'Roads and Tracks of Britain', which Dent & Sons Ltd. publish in paperback for £4.95. 8½" x 6" x 200 pages with 83 maps or plans and 15 black and white plates, it starts with pre-historic track-ways and moves chapter at a time through Roman, Saxon, Medieval, Middle-Ages etc. to Modern roads at chapter 6. It also has a gazetteer and index.

Posher altogether in 150 pages of 10" x 8" format, hard-backed with first class quality black and white prints (38 of them) and 15 maps is Sir William Addison's book 'The Old Roads of England' published by Batsford at 10.95. With an excellent bibliography, glossary and index, it compares favourably with the others as value for money.

For some of us there is a fascination in pouring over

21
old maps; in which case, you must seriously consider getting a copy of the first edition of the 1 inch Ordnance Survey map of the area that you wish to study. Printed by David and Charles of Brunel House, Newton Abbot, Devon each black and white sheet costs £1.95 inclusive of post and packing.

They are absolutely ideal as a starting point for checking whether your suspicions are correct and that a certain green lane you know, now a bridleway, was clearly once part of the road system.

On the legal side of things there can't be a better easy reference than "Rights of Way"-A guide to Law and Practice", by Paul Clayden and John Trevelyan, of The Open Spaces Society and Ramblers Association respectively. In 350 pages it covers; public rights of way, definitive maps and other records, changes to the network, obstructions and other nuisances, maintenance, improving rights of way, taking action and practical work. It is not as dry as one might think and is an invaluable introduction/reference if one has become interested in rights of way issues. It is available priced £5.00 from the 'Open Spaces Society' 25a Bell Street, Henley on Thames, Oxon.

I have saved until last the book, which for me was probably the most enjoyable, and it isn't just about roads, but about how our countryside has come to look the way it does, W.G. Hoskins 'The making of the English landscape', is a classic, as I hope you will discover and at £3.50 for 300 pages as a soft backed

Pelican it is a book which country lovers just can't afford not to have on their bookshelf. In ten chapters entitled; The landscape before the English settlement; The English settlement; The colonisation of Medieval England; The Black Death and after; Tudor to Georgian England; Parliamentary Enclosure and the landscape; The Industrial Revolution and the landscape; Roads, Canals and railways; The landscape of towns, and finally The landscape today. We learn in the most fascinating way how what we see is what we have made. That there is no such thing as 'Natural England', well not for the last 2000 years anyway, and how if you know what you are looking at one can 'see' the different centuries in any short journey you care to make through the English countryside.

Dave Giles.

Cotswolds/Cirencester Run 21st October

This turned out to be not the most popular run with only myself and the run leader turning up. Ron Carter delegated his job as leader to the very capable hands of Rod Nicholls of the Gloucester group, who made a good effort to follow Ron's directions on the map. As the run progressed, a couple of lanes were found to be impassable for one reason or another. Perhaps somebody hadn't done their homework.

On departing from Beeches Car Park we progressed along the Cotswolds in bright autumn sunlight towards

Cheltenham. The lanes were found to be in excellent order, firm underneath with a wet top surface, arguably in perfect condition for trail riding. Once we reached sight of Cheltenham a steep decent was taken to the A46 then back up the escarpment via a short climb to the top of Crickley Hill where health-giving 'waters' were taken at the Air Balloon pub.

After lunch and a petrol stop we retraced our steps back across the Cotswolds finally finishing up the run on the A433 just west of Bibury.

For a run which didn't seem to have a lot going for it to begin with, it turned out to be an interesting days recreation.

Many thanks to Mr. Nicholls for leading me round. Sorry about the noise!

Tony Webb.

The Club's Annual General Meeting, 12th November.

Commenced at 8.00pm, and in the absence of Ron Carter was chaired by our retiring secretary Dave Giles. 18 members were present, in addition to 7 prospective new members.

First item on the agenda was the present state of the club, as reported by the following officers;

- a) The Acting Secretary, Julian Dagger referred briefly to events that had taken place since the last club A.G.M. Runs had again been (on the whole) well organised and enjoyable. The recent retirement of Dave Giles from the position of

Secretary of course meant that the club magazine would now become the responsibility of a self-elected production 'team' to assist Julian in the task. That 'team' was to be Richard Tallon and Trevor George.

- b) The Treasurer, Bob Harris, reported that club funds currently stood at £82.94 in credit. Income for the last year amounted to £216.42, whilst our expenditure came to £194.43. To the credit difference of £26.39 must be added the funds carried forward from 1983 (£56.55): ie, present credit £82.49. Bob expressed the view that club membership could do with a boost, and that whilst some interest had been expressed in the group by non-members, no further response had been received since TRF literature had been sent out. Bob also indicated that details of the national club's funds were held by him and were available for inspection.
- c) The Rights of Way Officers: John Davey asked that all run leaders ensure that they complete and send on to him a 'Lanes Usage' form. (Copies of these are available from John or Julian.) The importance of having evidence of user in years to come could not be over-emphasised said John. Richard Tallon endorsed John's comments and thanked both Tony Jefferies and Gwyn Thomas for their respective contributions on the Rights of Way front.

Richard also referred to the RUPP at Priston Mill (I72/6966I5), stating that whilst we stood on firm ground, objections had been made

by locals to the clearing of this 'elusive' lane. More details may follow.

Gwyn Thomas has for some time been acting as group Public Relations Officer, and as such reported at the A.G.M. that by and large the group displayed regard for the necessary consideration and courtesy due to those who we encounter whilst riding. Gwyn was of the opinion that as a group we ought to strive to improve our self-discipline, and not overtake the run-leader unless circumstances dictate that this is possible. Moreover we must curb the 'farting' about which often occurs when the group is in a particularly exuberant mood. The image conveyed to Joe Public when he sees 17 filthy (read 'dirt') motorcyclists is one of aggression. To compensate for this we must be on our best behaviour at all times.

2. The re-structuring of the club.

The general consensus of opinion was that the club's structure was acceptable. Bob Harris proposed that in addition to the existing 4 club officials, new posts of Run coordinator, Public Relations Officer, and Lane Clearing Officer ought to be created. A unanimous agreement was reached on this point.

3. The election of Officers.

a) Chairman: Richard Tallon was nominated by Brian Walters and seconded by Dave Barnett.

Ron Carter was nominated by Steve Thomas and was seconded by Grenville Brown. At the request of a show of hands, the majority voted for Richard Tallon. He was duly elected.

b) Secretary: Julian Dagger was nominated for the position by Steve Thomas. The proposal was seconded by Richard Tallon. No other nominations were received. Julian was duly elected.

c) Treasurer: Bob Harris agreed to stand as Treasurer for a further term, and was duly re-elected.

4. Rights of Way Officer: John Davey was nominated and agreed to take up the position. No other nominations were put forward. John was duly elected.

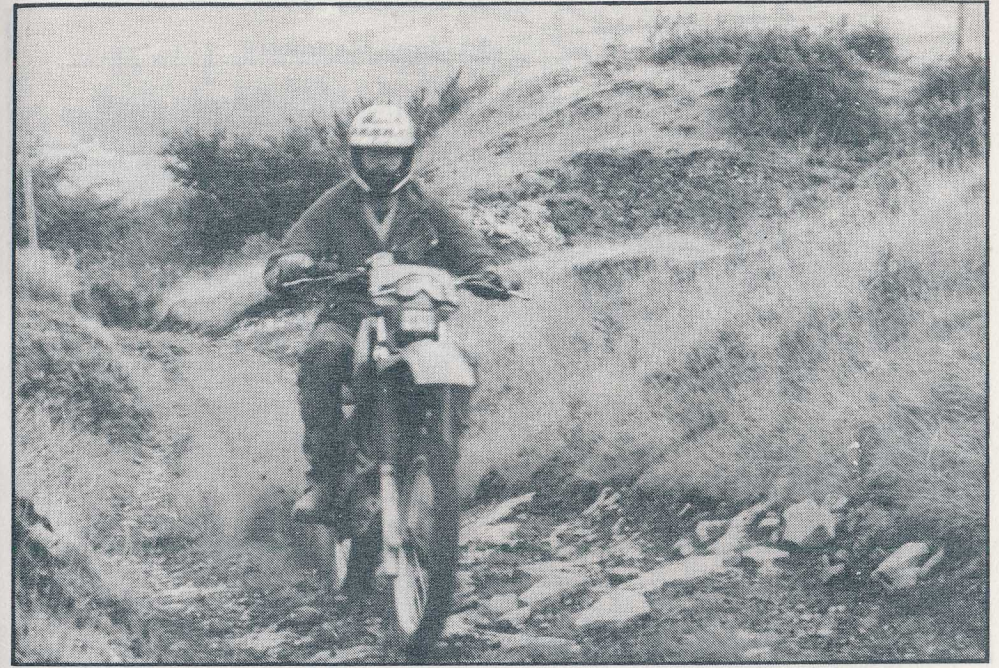
5. Public Relations Officer: Gwyn Thomas was nominated for the position by Tim Salveson, and was seconded by Steve Thomas. No other nominations were received. Gwyn was duly elected.

6. Lane Clearing Officer: Martin Chandler nominated Richard Earle for the position. The nomination was seconded by Richard Tallon. No other nominations were received, Richard was duly elected.

7. Run Co-ordinator: Brian Walters nominated Steve Thomas for the position. No other nominations were received. Steve was duly elected.

3) Any other buisness:

There was no other buisness.



Brian Walters approaches the end of a long climb - S.Wales run.



Julian gets to grips with his XR200 - S.Wales run.



Dave Giles re-lives the Scottish six days trial for a few moments as Gwyn gives him a wide berth in case he falls off!



TRF stand at Fowler's prepared by Gwyn and wife Christine.
Note - Fowlers give discount on production of a national TRF

Quarterly Buisness Meeting.

The 1984 A.G.M. was immediately followed by a short buisness meeting. Details of the officers reports of course appear in the minutes of the A.G.M.

Bob Harris proposed that run fees for non-members be increased from 50p to £1.00. Run fees for members were to remain unchanged at 20p. The proposal was accepted with unanimity by the members present.

Grenville Brown wished it to be noted that in view of the lack of available daylight this time of the year his extensive run in the Wye Valley on 16th December 1984 would now start at 9.00am.

The run calendar for the next 3 months was agreed and appears elsewhere in this magazine.

Toghill Run, Avon. Nov. 11th

I had looked forward with keen anticipation to this run north of Bath and I was not disappointed.

The promised new sections of bridleway and footpath ridden by permission were delivered for our delight and once more Piple Bottom resounded to engine roar and that special 'zizzing' sound of slipping rubber on wet rock.

The spacious car park (with toilet) at the top of Toghill proved to be an excellent starting point for the run-the first to start on the new 9.30am. schedule, though Pete Taylor only just made it.

We're off, all 18 of us. Doynton Lane I, below the road made a nice start. Doynton Lane II, above the road with colourful deep leaf mould and rock outcrop climbed to an exit via the farmers field. Hamswell showed the going would be gooey - nice after the dust of Summer. Langridge to Lansdown by the lane to the south of the old battlefield is always a pleasure. Down to Grand-Mothers Rocks and a very impressive display of self-imposed discipline as every one of the 18 engines cut as they sighted the lass on the horse. Upton Cheyney and back onto the south side of Lansdown via Hanging Hill where Steve collected the largest amount of old wire around his rear wheel I have ever seen. A pause at Iiam. then via the golf course to North Stoke, Swineford and the A431 via another negotiated exit. West into Bitton where we did a new lane which John Davey had found for us. By now we had done 8 lanes in 12 miles, 3 of them brand new in what one might well have thought was well used territory, the day was shaping up nicely.

And so to Pibley Bottom; to those who dont know it, it is an old trials hill of the 50's and about as severe as Pipehouse, and it provided the expected thrills: looping bikes, with or without petrol tank-Ian has a very quickly detachable system - heaving and shoving, cheers of derision and praise. And the nostalgic roar of a four-stroke being 'blasted' as Martin cleared the final section in grand style to warm applause.

"I'm knackered, how far is the pub?" asked Grenville. "Good question" said Richard in a tone that indicated that for once he wasn't kidding. Oh Lord, but all was well and the Rose & Crown in Upper Weston did us proud.

We then 'road' to the N.E. of Bath via the Royal Crescent for our touch of 'culture'. Bannerdown was tough for those on trials tyres but St.Cathrine had everybody on their knees, ear, back, or any other position you care to name. Grand charges turned into spinning stalls. It must have taken 45 minutes to get everyone up.

On to Ashwick Grange, Rudloe, Thickwood, Evridge Manor, and Slaughterford, now seen completely differently through the gloom as steam and smoke cut by headlight beams. The finale at Star Farm was achieved in total darkness. Magic. Thanks for the planning to Richard and Steve.

Dave Giles.

WINTER CALENDAR 1984.

<u>DATE</u>	<u>VENUE</u>	<u>LEADER</u>
13th Jan.	Cwmbran, Wales. Moonraker Pub (171/295957)	Contact Steve Thomas. Chipp.656663.
14th Jan.	Club night	

WINTER CALENDAR CONT.

<u>Date</u>	<u>Venue</u>	<u>Leader</u>
27th Jan.	West Wilts. Rlwy. station car park, Bradford on Avon. (I73/824607)	Dave Riley, (Wilts. Group) B.O.A. 38II
10th Feb.	North Avon. Kendleshire, A432 Yate-Bristol (I72/665798).	Tony Webb and Ian Clarke. Winterbourne 77229I.
11th Feb.	Club night.	
24th Feb.	North Wilts. A420 Ford-Chippm. (I73/870749)	Steve Thomas / Tim Salvesson. Chip. 656663 or 65I760.
3rd Mar.	Avon/Somerset. Burnt House Inn, (I72/7346I7)	Dave Barnett Bath 25879.
11th Mar.	Club night.	
17th Mar.	Quantocks & Exmoor. Hawkridge Resvr. (I82/20836I)	Keith Payne. Bristol 467I8.
31st Mar.	Avon & Wilts. border. Toghill Picnic area car park. (I72/733727)	Dick Tallon. Chipp. 6533I5 (Work only).
8th Apr.	Club night.	
14th Apr.	S.W. Avon. Gordano Services, M.5 (<u>IOam start</u>)	Brian Walters, Whitchurch 835I65.

TRAIL RIDERS CODE OF CONDUCT

USE ONLY VEHICULAR RIGHTS OF WAY

Trail riding is only legal on unsurfaced public roads. It is an offence to use Bridleways and Footpaths without permission. If in doubt check with the County Council or TRF.

KEEP TO DEFINED WAYS ACROSS FARMLAND

Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.

GIVE WAY TO WALKERS, HORSES, AND CYCLISTS

They have right of way. On narrow lanes, stop and switch-off engines.

FASTEN ALL GATES

Except those tied open for farming purposes. An open gate invites animals to stray endangering themselves, crops and traffic.

TRAVEL AT A SAFE SPEED

Ride at a reasonable speed taking regard of conditions and visibility. This should not exceed the voluntry maximum of 25mph.

RIDE QUIETLY

Machines must be effectively silenced. Use the throttle with discretion as exhaust noise can offend.

HONOUR THE COUNTRY CODE

Respect the countryside and those who live, work and recreate in it.

Issued by the Trail Riders Fellowship,

Approved by the ACU-BMF Countryside Committee.