

TRF

BULLETIN

TRAIL RIDERS FELLOWSHIP

A national club for the encouragement of
non-competitive green roads motorcycling
and maintenance of rights of way.



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FORTHCOMING RUNS

Bristol: April 23rd 10.30 am in lay-by north of Junction 17 where Malmesbury-Chippenham road passes over the M4.

May 21st 10.30 am in the car park of The Air Balloon pub on Birdlip Hill, near Cheltenham.

Cumbria: April 16th Pennines area. Book, with S.A.E., to: David Howe, 3 Greenfoot, Mealsgate, Carlisle.

Derbyshire: April 9th 10 am at Baslow. Max 30.

May 6th North Lincs exploration. 10 am at Gunners Wharf, Keadby Bridge.

East Midlands: April 16th East Leics area. 9.30 am at Market Bosworth Market Place.

May 14th Kesteven area. 9.30 am at junction of Sewstern Lane and A52 near Bottesford. Grid Ref. 841381.

East Yorkshire March 25th Yorkshire Dales. 10 am at Pately Bridge.

Lancashire: April 9th Lakes run. 10 am at Kendal station.

Northumberland/Tyne & Wear: April 23rd 10 am at Morpeth centre car park.

South-East: April 16th Heathfield/Dallington area, start at 10 am. For details phone Alan Jackson, 01-357 2048 (work), or 01-778 5046. (home).

May 7th 10.30 am in the Odeon carpark, South St., Lewes. Please confirm with Colin Webb on 01-499 0631 (day), or 07916 2045 (evening).

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FORTHCOMING RUNS (cont'd.)

Teesside: April 9th Wykeham Forest area, 10 am at Ruston (off A170, 7-miles south-west of Scarborough.)

May 7th North Yorkshire Moors (East). 10 am at Birk Drow Top.

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EDITOR & DISTRIBUTOR

Nick Walker,
13 Central Avenue,
Hounslow,
Middx.

SECRETARY

Bruce Roberts,
15 Castle Drive,
Bakewell,
Derbyshire.

Bulletin contributions deadline - about the middle of the month, please.

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INDOOR MEETINGS

Anglia: 4th Thursday - White Lion, Sible Hedingham.

Bristol: 2nd Monday - Dog Inn, Old Sodbury. 1-mile east of Chipping Sodbury.

Cheshire: 1st Thursday - Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.

Derbyshire: 2nd Monday - Hare & Hounds, Nursery St., Sheffield.

Devon & Cornwall: Every Friday - Pig & Whistle, Little Hempstone, nr. Totnes.

East Midlands: 2nd Wednesday - Flying Horse, Kegworth. On A6.

Essex: Every Tuesday - Warley Sports Centre, Warley Gap, nr. Brentwood.

Lancashire: 1st Tuesday - Eagle & Child, Church Rd., Leyland.

Southern: 3rd Tuesday - CHANGED VENUE - Now at: Fountain Head, Brook St., Winchester.

INDOOR MEETINGS (cont'd.)

South Eastern: 2nd Tuesday - White Swan, Crayford, Kent.
 South Midlands: 1st Thursday - Valiant Trooper, Aldbury,
 nr. Tring, Herts.
 Teesside: 1st & 3rd Fridays - Station Hotel, Stokes-
 ley, $\frac{3}{4}$ -mile south on Kirby
 Road.
 Thames Valley: 3rd Monday - CHANGED VENUE - Now at:
 District Arms, Woodthorpe Rd.,
 Ashford, Middx.
 West Midlands: 1st & 3rd Wednesdays - King George V
 Memorial Hall, Hockley Heath,
 Solihull.

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EDITORIAL GUBBINS

Thank you for your contributions. I hope to be able to print them all eventually. If your work has not yet appeared, don't despair - it is hiding in my filing system (very loose description meaning great big pile on bedroom floor,) just waiting to leap into a space in the Bulletin. Anybody any good at cartoons?

Oxfordshire Review - not including the bits that were Berkshire - the latest date for objections or claims is March 30th, so get to it you Oxfordshire-ians.

Apology Dept: There was a typographical error on Page 5 of Bulletin No. 60 - February 1978. In Brian Thompson's report, at the bottom of the page, it should have read ".... that the J.P. bench would not allow that gaining access to another road is a lawful excuse." (Sorry about that, Brian.)

Marks will not be awarded for noticing any other typographical errors - they are purely intentional and are put in to see if you are paying attention.

Nick Walker.

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GROUP NEWS

Derbyshire: Rep - Brian Thompson, 39 Warren Road, Thorne, Doncaster, Yorks. Tel: 0405 814368.

The May Lakes weekend is fully booked; sorry to all the many would-be riders. The T.R.F. must organise a lot more weekends in the Lakes and Dales; those wonderful George Abbey Dales weekends in the early seventies should be revived by someone. If someone will take over as Rights of Way Officer, I will organise them. Done it now for 3 years and it takes all my spare time.

Success for three BR upgrades. Totley Moors, Clough Lane and Common Lane. New Byways! A very pleasant surprise. More good news is that on the well used Lockerbrook and Derwent to Haggsdale bridleways Derbyshire C.C. have upgraded them to Unclassified County Roads. This is a big surprise to me, and a pleasant one. This is to avoid Public Enquiries, and I have withdrawn our Byway Claims on BR8, 13 and 14. They still remain BR, but the higher OCR status is all we need. Pity that all the mountain of evidence may never be needed now, but nice to have in case of Section 108's, etc. Thanks to all those who filled in use forms on these great lanes.

I am pleased to see a lot more awareness of Rights of Way work and how everyone has mucked in with the extra work for the Derbyshire Special Review.

The Derbyshire group unanimously voted a big thanks to the Editor for a great bulletin - the latest one is even better. The only note of discord was the Plummer letter. Please let us stop this squabbling and look forward with confidence. We have a lot to be proud of, the T.R.F. is growing stronger and building up a network of area groups who, I am glad to report, are all involved in saving green lanes more effectively than ever before. This good work will take years for the full results to bear fruit. A well researched Byway claim in 1978 with proper evidence is the best insurance for our future.

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Lancashire: Rep - John Gillett, 18 Hilton Avenue,
Ansdell, Lytham St. Annes, Lancs.

This report was sent in by Group Secretary Colin Thompson, 9 Breckside Park, Liverpool.

Firstly, the driving force behind our Group is attributable to John Gillett and Peter Corbett, who by means of the motorcycling press, organised a meeting of interested parties at the Eagle and Child, Leyland, on January 3rd. The response was most pleasing, with 15 attending, most being new to trail riding. The end result was the organisation of an introductory trail run in the Yorkshire Dales.

Approximately 12 turned up, from which two groups were formed, one led by Peter and the other by John. The snow was thick on the ground, and we were treated to an excellent day's riding, although John's group found themselves lost in the fog, but two of the newcomers found the trail.

The numbers attending the second meeting had swelled to over 20 and, in addition to electing a committee, two further runs were organised. Our next meeting, and run scheduled for March 12th, will have taken place before this is published, but our future plans include runs in the Lakes and a camping weekend in Wales. We are mostly newcomers and rely on the more experienced riders to organise and lead runs. Therefore, we would be pleased to hear from anyone wishing to help, or join us, especially anyone who knows the trails in North Wales.

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SOUTH-EAST

Report sent in by Alan Jackson, 192 Kent House Road, Beckenham, Kent.

Here is a word or two from the South-East Group. No, we are not illiterate, we are too busy riding to write. We go for monthly runs and quite often people will arrange smaller subsidiary runs in between.

Mostly we get between four and six on a run, though it dropped to two just before Christmas. Our favourite areas are Dorking and Maidstone across to Ashford, using the nearer lanes around Wrotham as mid-monthly fill-ins. Our lanes are a mixture of sand, chalk and mud with occasional stream crossings, ranging from easy to almost impossible. Many of the lanes are in woods so we have several fallen trees which makes life even more interesting. It's certainly true that Kent has some of the best lanes in the country (and Surrey and Sussex) and the best things in life are free - we collect no money.

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TEESSIDE: Rep - John Law, 24 Cotherstone Drive,
Middlesbrough, Cleveland. TS5 8JJ.

Our indoor meetings are now on the first and third Fridays, but during the summer time the third Friday meeting will be an evening run with venue decided on the first Friday.

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CUMBRIA: Rep - David Howe, 3 Greenfoot, Mealsgate,
Carlisle.

Three places are still open for the Leaders Weekend on the 9th/10th September. Accommodation at Hollowford Training and Conference Centre, Castleton, Derbyshire. Cost approximately £8. for B & B on the 8th and 9th. Instruction will be given on Rights of Way law, highway research, dealing with local authorities, etc., and a trail ride. Book, with S.A.E. and £2.

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BRIAN THOMPSON'S R.O.W. BIT

Warning to all riders using green lanes wrongly designated Public Footpath. The ruling in the recent Court of Appeal case "Suffolk C.C. v Mason" before Lord Denning and two other Appeal Court judges is that it is now unlawful to continue using such lanes "As of right", despite good evidence proving our rights.

The ruling states that the inclusion of an ancient cart way as a footpath under 1949 Act Definitive map was conclusive evidence that the public had a right of way on foot only, unless and until it was reclassified on a subsequent review. The Court relied on the five year review period to alter the status of any green lane wrongly defined as a footpath. They are quite out of touch, most counties are taking up to 25 years to hold reviews. Bridleways wrongly defined are unaffected.

Wiltshire: Out of 500 RUPP's downgraded in 1973, only 36 were objected to. The T.R.F. had been formed for three years then, but did little about RoW. North Wiltshire Enquiries will be held on the 12th and 19th/20th April at the Council Chamber, North Wiltshire D.C., Monckton Park, Chippenham. A dozen RUPP's have been reclassified as Bridleways, and we are trying to prove that these should be Byways. Alistair Flew, 'Concord', High Street, Broughton, Stockbridge, Hampshire, needs your help.

Northumberland: A Special Review is planned. This is the big country with miles of challenging moorland tracks which must be saved. Anne Pickering is in charge and has just about the smallest group in the T.R.F. with five members. What they lack in numbers they make up for in quality and enthusiasm.

East Yorkshire: A General Review starts here soon. Howard Wadsworth and Co. will bung in about 100 Byway claims soon.

West Yorkshire: Special Review planned and they want all our Byway claims by May. Ian Dunsire is researching.

South Yorkshire: The three objections to the Sheffield/Derbyshire border area Review came up and County told me that they were now agreeing to my objections and upgrading their draft bridleway status to Byway. One of these is Totley Moors BR52. Thanks to all the many riders who put in individual objection letters; I know it helped. I had saved five days leave for the Enquiries for this and feel disappointed that the **V**ictory has been won without a battle!

General Notes. Too many riders are too ready to ask permission to use lanes. This can cancel out any future claim for Byway. Only ask as a last resort when you are sure there is no evidence of public rights.

Will riders please stop telling farmers that "Brian Thompson gave permission to use this lane." This is happening in Yorkshire and Derbyshire too often. Farmers should be asked to check with County Hall. I don't mind marking maps up for members, but draw the line at advising farmers too!

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LETTERS TO THE EDITOR

(On the use of scrambles tyres on green lanes.)

14 Edgcumbe Park Drive,
Crowthorne, Berkshire.

Dear Editor,

As an organisation we must protect the lanes we ride and this must include preventing them being torn up by knobbly tyres. But is this a fair statement? A knobbly tyre on its own won't damage a lane - it has to be fitted to a motorcycle and, I would suggest, it has to be spinning as well, because if it is not it just makes dents in the surface and any tyre, or rambler's boot, will do that.

A small trail bike fitted with knobbles will often not have enough power to break the superior traction offered by the tyre and will not therefore spin the wheel. A larger machine will often do so quite easily. The larger machine will also be heavier, inclined to dig deeper and will probably be fitted with a larger cross section tyre - all contributing to the damage.

Perhaps a compromise is the answer - allow knobbles on bikes up to 175 cc and only trials tyres on bigger bikes. Mind you, as a rider of a 125 fitted with knobbles, my view may be a little biased!

Yours sincerely, John F. Collins.

51 Edwards Way,
Marple, Cheshire.

Dear Sir,

I thought it about time a Cheshire group member dropped you a line (run report enclosed). The trouble is that writing whilst trail riding is rather difficult - as we seem to spend most of the time doing the latter, the former gets left behind.

Will Mike Greening Lewis ever reveal the "Plan for the Future" as laid out in the final visitation?

Yours faithfully,

P. Lockwood.

GENERAL SECRETARY'S REPORT

For the attention of T.R.F. Committee Members and Group Representatives:

There will be an Executive Committee Meeting on the 15th April, 1978, 1.30 p.m. at:

King George V Memorial Hall,
Hockley Heath,
Solihull, West Midlands.

I am pleased to report that the advertisement in M.C.N. on the 8th February has brought a response from 121 persons and that our Membership Secretary reports that, to date, he estimates some 30 persons have so far joined the T.R.F. as a result.

Bruce Roberts.

PLANNING FOR THE FUTURE - Chapter III.

Getting Nearer to the Plan for the Future.

Mr. Himsworth is The Man from the P.R.U., the Pleasure Regulation Unit. This is an extra special branch of the Lake District National Park Special Planning Board. There used to be just a Planning Board, but that was too ordinary.

The L.D.N.P.S.P.B. (to name but a few) is a government organisation set up to examine the problems facing the Lake District because too many people want to use it for too many different recreations. The enjoyment of any pastime, be it walking, touring, sailing, boozing or bogwatching, is threatened by the sheer number of people doing it - a sort of self-destruction (like a bike in a bog.) Some activities do not mix with others. Canoeing and fishing; power boating and swimming; and, of course, trail riding and walking, horse riding or bogwatching.

The Board (L.D.N.P.S.P.B. for short) headed by Mr. Himsworth, proposes to control any activity where it threatens itself, and to segregate or ELIMINATE if it may destroy the special qualities of the Lake District or spoil the enjoyment of others, even bogwatchers. Trail riding is a very strong contender for this fate. Let's make no mistake - and it has been said before, but few take any notice - trail riding is under threat of extinction. Soon there will be nowhere to ride. All the best trails will be prohibited. Each trip would cost a £10. fine. All we would be able to do is sit on our bogs.

Have a look through the official policy documents from the multitude of Authorities. These planning bodies have tremendous power, and are under high pressure lobbying from majority groups such as the Stumblers Association, Fiends of the Lake District, British Horse Society, etc., et al. (alias Bogs in the Manger.) All hate our trials wellies as much as we love riding through bogs. We can help ourselves to protect our own interests. There are lots of T.R.F. members steadily working away to get the Fellowship and our official image of trail riding understood and accepted by various authorities. If we cannot achieve good communication with the planners our needs will not be considered, our interests will be scuppered (the R.A. will put the fell boot in!) and legal trails will be lost.

Praise Be to the Lord of the Bogs for those who are prepared to hob-nob with Top Brass. In this Lake District context, Dave Howe has done a great job over the last few years, religiously corresponding with Mr. Himsworth, setting up on behalf of us T.R.F. mortals a way to the Board's pearly gates, achieving the miracle of a Visitation to the weekend worshippers. Other voices, crying in the wilderness, do the same in different places. Hallelujah - keep those prayer wheels turning. I really do believe we need miracles. Think of the eternal remorse if we are condemned to the Hell of Tarmac.

It is not everyone's calling to commune with those On High. There is tremendous scope for Grass Roots Missionaries - literally (and seriously!) all we have to do is to convince Mr. Everyman, clad in boots, anorak, and woolly bobble cap, that we are ordinary mortals doing exactly what he is doing - enjoying what the countryside has to offer, each in his own way - and legally! Mrs. Everywoman generally pretends not to bother herself about us, and Everykids are usually quite interested to see us doing our thing. A bit of light entertainment on this drag of a walk which mum and dad have conned them in to.

People are afraid of unfamiliar things in strange places. This is exactly what a helmeted, goggled, Barbour-suited muddy apparition on two noisy, smokey wheels is. Therefore they pray to their guardian angel for salvation. Put it another way - they beef bitterly to the local council when they see you doing what they think you didn't oughter where you didn't oughter be. This state of affairs is a serious danger to the future of trail riding. These councils have the power to cut us off at the knobbles.

But Lo - we come in peace! We have got to convince people that when they see the T.R.F. badge the chap behind it is a real nice guy. He is not a Fells Angel. Perish the thought of riding over hikers' boots. He never plasters pony trekkers with mud or gouges grooves before bogwatchers eyes..

We lose trails because people complain, so please spare a moment to chat them up.

We lose trails because of people's reaction to illegal and inconsiderate riding, so please spare a moment to let their tyres down and pinch their Finilec.

Next month there is a chapter on the lighter side. A game to play to while away the hours during a long trail ride, but it is still to do with your Future.

Mike Greening Lewis.

Member of T.R.F., C.A.M.R.A., and
the British Old Oily Bike Society.

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CULTURE SECTION

Another Poem by Howard (don't worry if it scans or not - just read it) Wordsworth.

When I'm out on my bike
The thing that I like
Is rolling around in the mud.
Even on a short ride
I lie on my side
So my complexion is awfully good.

When it comes to the Lakes
I've got what it takes
To ride hills that are nearer or far,
It's so easy, you see,
For blokes just like me
That I free wheel up old Walna Scar.

I'll refer to my group,
Now there's a fine troupe
Of performers you would go far to find.
A grunt or a cough
Will make them fall off
Right onto their Yorkshire behind.

Very often you see
I ride with B.T.
A fellow upstanding and fine,
When we come to the rough
And poor Brian finds it tough
He always offers to resign.

When I'm out on my bike
The thing that I like
Is the company, tho' motley a lot,
Who seek the real ale,
Drink until they turn pale
Then don't care if they fall off or not.

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MORE CULTURE

The Quest for 'Real' Beer - by David Howe.

Drinking beer was mentioned twice in a previous T.R.F. Bulletin - once in the Editorial and again in the A.G.M. report. In both cases, it was keg beer which was mentioned. I do not understand why, in both cases, the riders had to drink the beer they did when good real ale was available a short distance away. Rather than drink the "frothy John Smith's" (all their beer is keg), the riders could have used the Foster Beck Watermill 1-mile north of Pateley Bridge which serves Theakstons Best Bitter and Old Peculiar.

Then, at the A.G.M., the Trophy could have been missed in favour of excellent Tetleys Bitter and Mild at the Bay Horse in the Market Place, where we went.

The moral of these stories is that essential reading is the C.A.M.R.A. Good Beer Guide. Why travel miles to a new area and end up lining the keg brewers' pockets? Details of the campaign can be obtained from me or from 34 Alma Road, St. Albans, Herts. Here is a list of some Cumbrian Houses which, by and large, have welcomed trail riders. All the beer is cask conditioned. (Real Ale.)

White Hart, Bouth. (McEwans) Has a jovial landlord - try him with a pun! No objections to taking grub inside, although it does its own. Useful for Grizedale Forest.

Bay Horse, Winton, Kirkby Stephen. (Theakston and Younger).

Not open Mondays. Ex-R.A.F. type who serves good food, but allows own grub inside. Near to a lot of R.U.P.P.'s to be downgraded.

Horse & Farrier, Threlkeld. (Jennings). Olde worlde hunting pub. Does grub. Near Derwentfolds and the Old Coach Road.

Queens Head, Troutbeck. (Younger). Beer served from a four poster bar. Pub grub. Popular with tourists in the summer. 5-minutes from the top of Garburn Pass!

Sun, Ireby. (Jennings). John Peel's old haunt with good grub. Useful for Northern Fells tracks.

Blue Bell, Embleton. (Jennings). Good beer straight from the cask. No food. Isolated for trails, but near Wythop Woods.

Keswick. Most pubs do grub. Can recommend the Jennings houses, especially the Oddfellows in the main street and the Pheasant at Crosthwaite. (Crosthwaite Garage is owned by a trail rider.)

St. Patricks Well, Bampton, Shap. (Marston). A newly re-opened pub near Gatescarth Pass - look out for Park Wardens! Useful petrol pump nearby, open on Sundays.

Hole-in-Wall, Bowness. (Hartleys.)

Royal Oak, Spark Bridge. (Hartleys.)

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RUN REPORTS

EAST MIDLANDS CHRISTMAS HANGOVER RUN - Dec. 27th, 1977.

We put out an invitation to the Midland Classic Motorcycle Club to join us on this run and sample the lanes around the Vale of Belvoir, so it was good to see some 16 riders on an assortment of machinery, both ancient and modern, turn up at the Nottingham Knight. I wonder if there is some significance in the fact that only two of them were on 2-strokes - M.C.M.C.C. member Bill Woods on his MZ 250 ISDT and Tony (scarf) Goodall on his rather worn looking 250 Kawasaki, his KTM being re-bored after the piston tried going down the exhaust port.

The first track was Mill Lane/Herriwell Lane from Clipston to Owthorpe, which was in prime condition.

It soon had everyone sweating as fallen trees meant several detours into Borders Wood to avoid them. This lane is one of our major objections in the Notts. Review, as the Council wants to downgrade it to Bridleway, even though it was awarded at Enclosure as a 60-ft. wide public carriageway. On up the Fosse Way to East Bridgford and a couple more tracks under threat, then on to CRF13 Common Lane, which runs into Cav Colston. This sunken lane - one we have never bothered with before - turned out to be quite tricky as it is mostly composed of wild grass which has grown into big solid clumps. On up the Fosse again to Syerston and the unclassified county road that runs towards Sibthorpe, a broad grassy lane quite slippery in the wet conditions. It used to continue down to the banks of the River Trent, but was closed during the war when the R.A.F. station was constructed across it. Two more easy OCR's followed, but we were heading all the time towards the prominent church spire at Bottesford and a petrol top-up.

Barkestone Lane, Redmile Field Road, and the Field Road from Belvoir to Muston were all traversed without incident, except perhaps for Bill Moore stalling his XL 250 in a muddy "bomb hole" and some curious looks in the back lane of Redmile, as a bunch of splattered riders wound their way through. The final lane before stopping for a pint at the Welby Arms in Allington, was Bridleway F98. This is part of the old District Road from Bottesford to Allington, so we hope the Leicestershire C.C. upgrades this to Byway come Review time. The hill up to the old Leics/Lincs county border was deceptively greasy as Tony Goodall and John Davies on his B40 engined special found, for they both wheel-spun to a standstill.

Ale downed, we were off down the RUPP that zig-zags to the A1. For a change it was not axle deep in mud, only large puddles turning the scene into something resembling surfing, rather than green laning, with the riders disappearing in clouds of steaming spray. Two miles of hard stuff up the A1 to Long Bennington and we were on to the longest green lane in the East Midlands, Sewstern Lane.

This is an ancient Driftway or Drove Road, and was used in pre-railway days, as an alternative route between Newark and Stamford by the cattlemen on their way from the north to London to avoid paying tolls in the Grantham area on the A1. On the stretch south of Thacksons Well the local farmers appeared to have been doing a bit of "combine harvester racing" as the lane was a morass over a foot deep, which soon had nearly everyone wallowing in it. Roger Gagg was the exception, who with over 40 bhp on tap blasted his ex-Rathnell ISDT Cheney triumph off into the distance. Geoff Sleath's XT500 and John Goodwin's XL125 both decided to lie down for a rest, with the riders still in the saddles. They did look a sorry sight plastered in Lincolnshire clay.

On reaching firmer ground we stopped for a breather, only to discover that the Tribsa outfit of the MCMCC members was missing. We looked back down the lane and although we could not see them we could certainly hear the 650 Triumph in the distance. They eventually slithered through like a motorised hippo, though if they had had a decent rear tyre I reckon the Tribsa would have been in orbit, considering the amount of loud pedal it was given.

Onwards then past Brewers Grave to the final struggle up Denton Hill, with everyone fighting for grip on the wet clay, but with the rapid onset of dusk it was 'bad light stopped play' so around Croxton Kerrial we left Sewstern Lane and headed back to Nottingham.

Richard Marshall.

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As you may have gathered I am working through the run reports in chronological order and at this point we leave worn out old 1977 and burst into wonderful, exciting, new 1978!

THAMES VALLEY RIDGEWAY TRIP - Jan. 8th, 1978.

On a crisp, misty Sunday morning a total of 16 riders arrived at Streatley to tackle the Ridgeway, although not all made the proposed 9.30 start. It was decided to ride the Ridgeway as far as "The Traveller's Rest" pub and then cut across down to Ogbourne St. George and return by the same route (in reverse, of course!) I was to lead the run on my trusty Adventurer and was anxious to be back by 4.30 p.m. as my bike had no lights.

Eventually at about 10 a.m. we got started, with two latecomers stating that they would catch us up - with a Triumph leading, they would be lucky! The venerable Jock Crichton was to be back marker on his XT500, more of which later.

The Ridgeway was just about in ideal trail riding condition, being just damp enough to make the ride enjoyable without being too severe for first timers (hope you enjoyed the run, Charles!) Those riders using trials tyres found certain sections very slippery, whilst those using knobbly tyres had little trouble, without damaging the already deeply rutted path. (tractor damage.)

The only section to give any problems was the section adjacent to Waylands Smithy. Here deep pools of water and heavy mud tested everybody's muscles. The group had, by this time, become fairly spread out and was joined by Peter Jones and son on a Yamaha outfit.

On arriving at our lunch stop we were greeted by the local garage and cafe owners who had opened specially for our benefit - thanks to Jock for this arrangement. Some of us made for the pub and some the cafe. It was also time to count the breakages; Peter Jones's outfit was suffering and had to return by road, whilst Jock's XT 500 had to be abandoned due to chain failure. He was ferried uncomp-lainingly by Grant Howard on his Metisse and returned to Streatley the same way. (On your birthday too, Jock!)

Five members of the party called it a day at "The Traveller's Rest" as they were well behind.

The main group returned by lanes to the pub and then - in the interests of time - by road to White Horse Hill and back to Streatley on the Ridgeway. All in all, a most enjoyable day - apart from having to retrieve Jock's bike from a pitch black Ridgeway, but he'd do the same for me!

Chris Buckle.

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NORTH YORKSHIRE MOORS RUN - Jan. 8th, 1978.

Sitting in the middle of Pockley Moor on one of the finest tracks on the North Yorks Moors as the sun slowly turned the thick frost on the heather into a mist wafted away by the breeze, I thought what a great pastime trail riding is.

The run started from Helmsley without John Law as he was last seen belching black smoke from his exhaust pipe - very nasty! Our party consisted of Martin Pearson (MZ), Nick Morgan (DT), Howard Wadsworth (XT) - quite a head turner in his white balaclava - Tony Bettison (KT), Adam Purser (XT), and John Bloomfield on his rustworthy MZ.

Five miles of icy road work brought us to Beadlam Woods where the frozen mud was no problem, so on to Pockley Moor, where we had the promise of a beautiful clear day. A few miles out along this well defined sunken track we came across John Law sunning himself on the bankside, so we stopped while he explained how he'd sorted his problem and come out to join us.

John Bloomfield.

Now John Law takes up the tale....

I had set out just after sunrise to meet three other members near Ingleby Greenhow for a gallop along Rudland Rigg to meet Howard Wadsworth in Helmsley. The heavy frost had turned the minor roads white, so after a careful ride with a fading motor I reached the others with my Adventurer (British!) running on $\frac{1}{4}$ of a cylinder. While I investigated this they went on to meet Howard. Symptoms suggested a very rich mixture, so I removed the air filter; it looked O.K. and the engine ran O.K. without it.

I rode up and down the hill without it, then with it, all O.K! So I put it back together, 'bothered' the kill button and ignition switch and all was O.K. With my trouble gone I set off to meet the others, and alone I could refrain from 'galloping' and admire the view. I detoured to the top of the old incline where, 70 years ago, the Rosedale Iron Railway descended 700-ft. off the moors. Very little sign remains of what was there, but the view north was compensation enough. Then south and west round the head of Bransdale took me to the long Pockley Moor track where I sat to await the others returning north with Howard's 'fall' group. I heard them first, the characteristic note of John and Martin's ISDT MZ's being easy to recognise. Then all was silent until they came into view 10-minutes later with the sound somewhere behind!

After a chat about the superior day, bikes and things and cars upside down on Howard's way up, we retraced my tracks to Ingleby Greenhow and Battersby for the muddy climb up through Battersby Plantation; this proved easy for our 'skilled' company, but in November some of the Bradford 'group', after a struggle, got very upset at the top when told they had only come up to go back down! We went on through Kildale and after a nice little ride up a little green lane at the east end of Lounsedale Plantation we went on to the Cleveland Inn in Comondale with its photographs of a thriving brickmaking past, now gone like the Rosedale Railway.

The draught cider and pies seemed popular in a pub we would recommend as a bikers pub and discussion turned to whether a pint or two helps before tackling certain tracks. Maybe, we thought, trails should be graded by the drink needed to help one through or make one daft enough to even try!

The Job Cross bog road which followed lunch comes into the last category, but we all rode across the bog to stop on the other side and look disappointed at the lack of trouble, but nobody ventured to try again! South then and via our 'Doubting Castle' road, only a vague track in the heather and down Oakley Side by a well defined stoney track and out to Duck Bridge.

This is a fine example of a narrow steeply humped pack-horse bridge and is, I suppose, on the line of the older way along the Esk Valley.

We stopped in Ainthorpe while those needing fire water went to Castleton, then a good climb and descent over Danby Rigg took us to the now - sadly - tarmac-ed road on to Danby High Moor and round the head of Rosedale past Fat Betty, one of the many stones and crosses on the moors. To finish the day we dropped into Farndale for the climb up Monket Bank. On drink rating we decided this is a One Pint of Old Peculiar (from the Inn at Church Houses) type hill. It took us up to the Rudland Rigg trail of the morning where we said our cheerios to Howard and pals (no falls!) who headed south. We went north down off the moors, out of the mist which appeared near Fat Betty and finished the day with two water splashes in Stokesley and our Blue Barn trail which is a green field road, this time part ploughed, but worth using to keep.

John D. Law.

* * * * *

DERBYSHIRE RUN - January 15th, 1978.

Five hardy souls gathered in the mist at the car park in Baslow for the first of the group's 3rd Sunday in the Month runs of the year. Bruce Roberts had volunteered to lead, with myself bringing up the rear on a Yamaha XT500. We started with the normally straightforward lane that climbs to Pilsley. It soon became apparent that the recent heavy frosts coupled with the damp conditions were going to make life interesting. Derek Allen became the first victim, giving us a detailed look at the underside of his MZ 250 ISDT replica.

The route wound on towards Matlock with the sticky surface conditions giving problems to the bikes with low front mudguards. Cedric Colley's XL125 seemed particularly prone to fouling up - modifications have been promised. Pete Stefanski tried to change the shape of his cine camera (and his ribs) when his

Suzy 125 tired of his company - nice one, Peter. I made the startling discovery that the petrol tank of an XT500 is useless for storing ammunition for mobile snow-ball fights - Yamaha please note.

Descending from the heights and the snow we converged upon the Hollybush Inn at Grangenill and are pleased to award a T.R.F. 4-star rating for the landlord's friendly reception and excellent lunch. Suitably fortified, the party moved on towards Ashover to try out some newly discovered trails which turned out to be quite pleasant. Our new Secretary, Bruce, decided to lay his Honda TL125 down for a rest on one of the trickier rocky sections - we all pretended not to notice. With night rapidly falling we groped our way home through the thickening mist after an enjoyable days riding.

Anyone wishing to join us on one of our monthly "Third Sunday of the Month" runs should contact Bruce or Brian Thompson for details - you'll be most welcome.

Ian Dunsire.

ADVERTISEMENTS (Free to members)

FOR SALE: Suzuki TS 250, N registered. Very reliable laner. A master in the wet. New Pirelli rear tyre. Need quick sale, hence £280. Tony Long, Harp Farm, Forest Road, Wokingham, Berks. Tel: Wokingham 783732.

FOR SALE: Triumph Adventurer spares! Preston Petty goodies, Dunlop products (trials wellies, tyres, etc.) and Girling spares - all at discount to members. Chris Buckle, Roebuck Motorcycles, 80 High St., Acton, London, W.3. Tel: 01-993 1164.

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