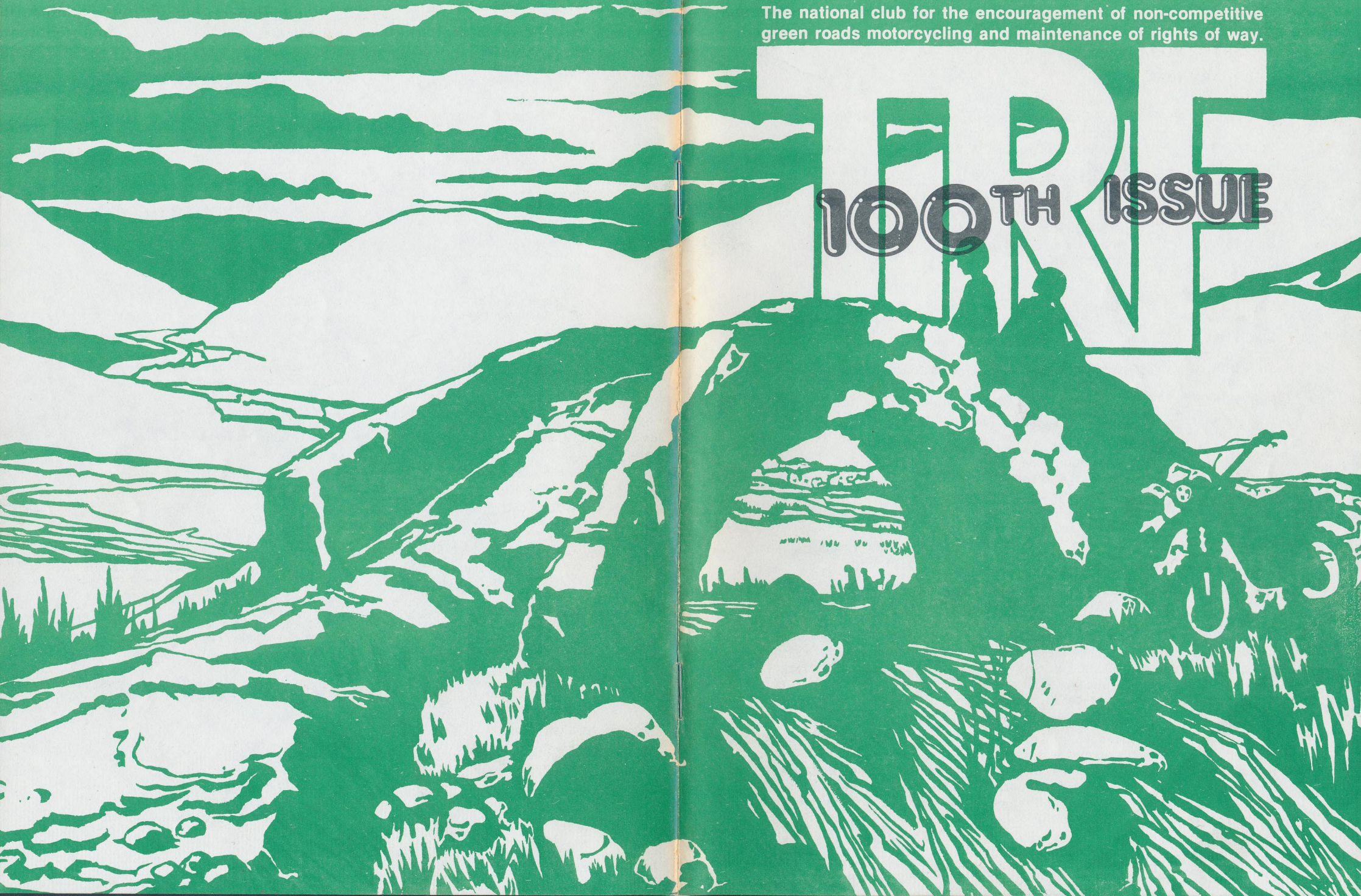


TRAIL RIDERS FELLOWSHIP

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

TRF

100TH ISSUE



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 100

February/March 1984

DATES FOR YOUR DIARY

FEBRUARY 1984

Thur. 2nd	Chinese New Year
Sat. 11th	Bristol Group, S.W. Avon. Meet Suspension Bridge, Contact: David Giles, Almondsbury 614167
Sun. 12th	East Midlands Group, S.W. Leics. Contact: Graham Chinnery, Derby 810059
Sun. 19th	Loddon Vale Group, Wansdike, Contact: John Holloway, Reading 785995
Sun. 19th	Millington Trial, Bristol. Contact: Jim Cullimore, Bristol 650908
Sun. 26th	Exmoor Group, East Somerset. Contact Ian Thompson, Burnham 786263

MARCH

Sun. 11th	10.00 Exmoor Group, Beginners & New Members. Taunton Railway Station.
Sun. 11th	Bristol Group, South Wales. Contact: Ron Carter, Stonehouse 2707
Sun. 18th	East Midlands Group, E. Derbys. Start Ogston Resv. Contact: Graham Chinnery.
Sun. 18th	9.30. Loddon Vale Group. Farnham R'way Station Contact: John Holloway, Reading 785995

APRIL

Sun. 1st	9.30 Loddon Vale Group. Start 174/502648
Sun. 15th	10.00 East Midlands Group. Mid Notts. Ravenshead, Contact: Graham Chinnery
Sun. 15th	9.30 Loddon Vale Group. West Horsley. Contact: John Holloway
S/S. 21/22nd	Exmoor Weekend. All Welcome. Based Minehead. Ring Ian Thompson to book accommodation.

THESE ARE JUST A SMALL SAMPLE OF RIDES AVAILABLE, FURTHER DETAILS FROM YOUR LOCAL GROUP LEADER

The last issue carried a photograph of the Committee for 1984 but omitted the names of the participants. They are as follows: L to R, from the back; Seymour Moss, Brian Thompson, Richard Marshall, Alan Kind. Front row: John Higgin and Rosie Swindells. The photographer was Mike Cowling of Darlington. I regret the omission, but the printer was instructed twice!

Issue 98 had the incorrect address of Ian Thompson. Sod's Law was in operation since normally this would have little effect, but this time many of you wrote to the new address. What happened was that Ian would have been moving to the new address but this fell through at the very last minute when the magazine had been printed and it was not possible to alter it. I apologise for any inconvenience caused both to Ian, to yourselves and the occupants of the address given (which I will not repeat, to add to the confusion).

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and Editor and Distribution
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100th ISSUE

EDITOR'S FAREWELL

This is the one hundredth issue of the **Trail Riders Fellowship Bulletin** and for me the hardest that I have ever written. It is a hello and a goodbye! Hello to 1984 and all the new members who have joined us for 1984 and goodbye from me as editor. I hope that the cartoon penned by that admirable and almost anonymous artist, and very skilled rider, Ron Bilge sums up my feelings of being elected as Fellowship Secretary rather than editor. Being editor certainly helps to keep your feet on the ground, as well as your eyes and ears, and I hope that my successor will be as lucky to have as much of your support as you have given me. She is (Mrs) Rosemary Swindells and her address is 87 Whiteways Road, Sheffield, S4 8EW. She tells me that she is planning to have a special edition on chains and sprockets so that she would like your observations to her as soon as possible.

The above is part of the looking forward to a better year this year than last, but looking back we have had John Ebbrell, Brian Catt, Mike Edwards, David Jackson, Jeff Diamond, Nick Walker to thank for bringing you all the news and views of a fellowship that is now fourteen years old. All editors have given freely of their time and talents to a membership that rose from about sixty in its first year to this year, when we confidently hope to top one thousand members. We know that many members attend meetings but do not join the Fellowship, but as they share our aims and enjoyments make sure that they are all fully paid up members. The old phrase about not having your cake and eating it springs to mind, along with riding on the bus without paying for it. However, enough of the sermonising. I hope that for an unpaid and unskilled editor I have given you all something to enjoy because I will miss hearing the latest news before it is published and wrestling it into some sort of shape. I enjoyed creating new features such as the Riders Reports and the New Trail Bike Prices and reading the books for review, if you have any ideas as to what we should feature I am sure that they will be just as welcome by the new editor as the old. One of my many failings was to wish you all a Happy Christmas, but I can now wish you all a bright and prosperous New Year.

John R. Higgin

BRISTOL GROUP + DIRT BIKE SHOW

Ron Carter telephoned in a report to thank all the members from his own, the Exmoor and Cheltenham groups who had given up time to man the stand and bring in many new members and make contact with existing members. He would also like to thank Martin Christie for the space for the stand at no charge. The first 2 days were very quiet but Saturday and Sunday were overwhelming. Ron Carter, Lynton, Westwood Road, Ebbiley, Stroud, Glos.

The Sussex Group


Hold trail rides every month on the first Sunday. Details of where and when can be obtained from Bevis Billingham (No, he's not an MP!) by telephoning Middleton on Sea 5128.

By helping with Horse Trials (None found guilty so far!) they manage to ride many local bridleways quite legally once or twice a year. They need marshalls and route markers for this task in 1984. So far they haven't marshalled any R.A. walks but are working on it. Next meeting February 29th, Wednesday, 8pm. John Penfold.

Staffordshire

Mike Rowley has written requesting ALL riders to avoid The Lane, Fawfield Head, between Newtown and Longnor, North Staffordshire; map ref: SKO66636 to 075644, over which there is a dispute as to status and vehicular right of way.

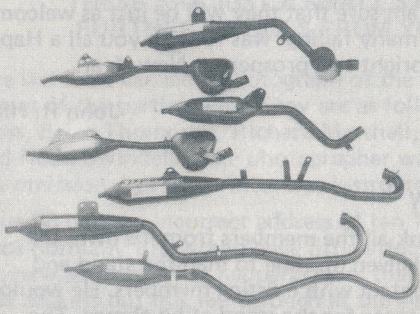
Without getting too technical, (Mike says) it is shown as a County Road but the County Council have concluded that the middle section which is the Green Lane part, has not been maintained at public expense since 1835 and have found no evidence predating this. Any rider who has used it in excess of twenty years is asked to advise Michael Rowley, 8 Delves Place, Westlands, Newcastle-under-Lyne, Staffs.



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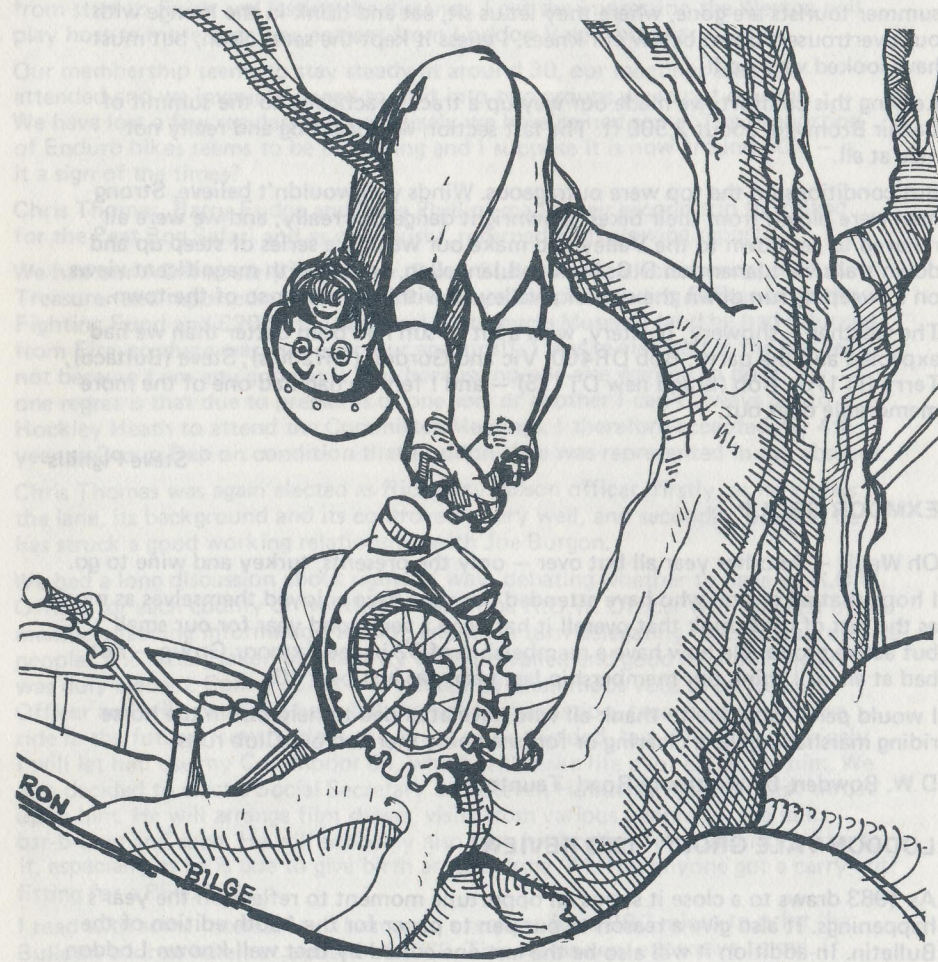
£2.50 + 50p P&P

BELT BUM BAGS

£4.60 + £1.00 P&P

Hertfordshire

No, not a message from the local group who haven't been heard of for some time, but from the County Planning Officer who can use some countryside wardens on bikes. Ring Hertford 54242 ext. 433 and 5169 in business hours, if you can help.



THE EDITOR AIMS FOR EVEN GREATER HEIGHTS

Seven bikes were trailered out to Llangollen and unloaded in the pouring rain to the amazement of a couple of coach loads of elderly American tourists. What on earth do they find to do in a place like that at 9 o'clock on a soggy Sunday morning?

Immediately out of the town is a steep, stoney climb where I managed to knock my XL500 out of gear for the first fall and stall of the day.

A series of forest, farm and moorland trails — I suppose we should start calling them b.o.a.t.'s (byways open to all traffic, not an improved way of getting across swollen Welsh rivers) — lead us to the Eastern end of the Wayfarers. This was a superb ride, flooded the whole length, with a howling gale at the top.

Back down in the Dee Valley we took refuge in a pub, pleased to see us now the summer tourists are gone, where they let us sit, eat and drink in the lounge with our overtrousers down below our knees. I guess it kept the seats clean, but must have looked very odd!

Leaving this comfort, we made our way up a track practically to the summit of Cadair Bronwen, about 2,500 ft. The last section was peat bog and really not nice at all.

But conditions on the top were outrageous. Winds you wouldn't believe. Strong men were blown from their bikes. Downright dangerous really, and we were all relieved to get down to the Valley and make our way by a series of steep up and down trails via Llanarmon D.C. back to Llangollen, ending with magnificent views on a sweeping run down the side of a valley to within a mile or so of the town.

The weather — showery, blustery, with a bit of sun had been better than we had expected and the party: Bob DR400, Vic and Gordon (XR200's), Steve (Bultaco), Terry (IT175), Bob (brand new DT175) — and I felt we had had one of the more memorable days out.

Steve Pighills

EXMOOR GROUP

Oh Well!!! — Another year all but over — only the presents, turkey and wine to go.

I hope that all of you who have attended our runs have enjoyed themselves as much as the rest of us. I think that overall it has been a very good year for our small but active group. We now have a membership of 52 in the Exmoor Group — not bad at all, as I think our membership last year was just over 10.

I would personally like to thank all who have attended to help out in the horse riding marshalling, lane clearing or for just being there on our Club runs.

D.W. Bowden, 67 Whitmore Road, Taunton

LODDON VALE GROUP 1983 REVIEW

As 1983 draws to a close it seems an opportune moment to reflect on the year's happenings. It also gives a reason to put pen to paper for the 100th edition of the Bulletin. In addition it will also be the last one edited by that well-known Loddon Vale member and sole AJS fan — John Higgin. Rumour has it that he will be trail riding on a 1954 Panther 350cc next year — is he really a glutton for punishment or just a good ol' fashioned masochist?

The year was successful in most respects, we had at least one run each month and covered most, if not all, of the lanes in Berkshire, Hampshire and the surrounding countries. We made our annual pilgrimage to Brecon in the spring and Somerset in September — both weekends being very enjoyable. Our thanks go to the Exmoor Group, who again provided some run leaders, some of whom travelled long distances in order to show us around.

We acted as marshalls at six 1-day horse events at Twesledown and received a handsome cheque at the end of it, which we passed on to the Fighting Fund. We must also have generated a lot of goodwill as they have asked us to do it again next year.

We also helped at a horse ride for the disabled and that too was a great success.

One of our members competed in the Weston Beach Thrash and finished the course. So congratulations must go to Graham Sprigg for piloting his Husky 250 from start to finish and lasting the distance. I get the impression the Weston will play host to more than one entrant from Loddon Vale next year.

Our membership seems to stay steady at around 30, our meetings are well attended and we invariably need to split into two groups when out on runs. We have lost a few regulars but conversely we have gained some. The proportion of Enduro bikes seems to be increasing and I suppose it is now around 50% — is it a sign of the times?

Chris Thomas, Barry Fudge and Dave Phillips made their second trip to Ireland for the Peat Bog Safari and as previously, returned with glowing reports.

We had our AGM in early December, Barry Fudge was re-elected unopposed as Treasurer and reported a healthy bank balance, despite sending £80 or so to the Fighting Fund and £20 to the National Motorcycle Museum (and he had returned from Eire, so there was money in our account!). I was re-elected for the hot seat, not because I am any good at it, but because no-one else wanted to do it. My one regret is that due to pressures of one sort or another I can't always get to Hockley Heath to attend the Committee Meetings. I therefore accepted my 4th year as Group Rep on condition that Loddon Vale was represented in my absence.

Chris Thomas was again elected as Ridgeway liaison officer, firstly, as he knows the lane, its background and its controversy very well, and secondly, because he has struck a good working relationship with Joe Burgon.

We had a long discussion about rights of way, debating whether to have an R.O.W. Officer for each county or whether to have one R.O.W. Officer with the rest of the members feeding information to him, and he in turn delegating tasks to appropriate people. The latter, taken on majority vote, prevailed and good ol' John Higgin was duly elected. Colin Patient was elected by unanimous vote to be Records Officer and will, provided he is fed the right information, record every lane we ride in the future. How he does this is yet to be decided, but if he asks me nicely I will let him use my Commodore 64, which will make life a lot easier for him. We also decided to elect a Social Secretary and Steven Holloway had that task thrust upon him. He will arrange film shows, visits from various people to give talks, bar-b-ques and such. He will probably also kick his brother for committing him to it, especially as he is due to give birth around June '84. Has anyone got a carry-cot? fitting for a PE175Z?

I read with some interest Ian Thompson's request for a BBC micro to print the Bulletin address labels at a cost of £1000. This seems very expensive to me. If the Committee would like to buy me a Commodore 64 Printer and Ian Thompson would provide the input I will use my computer to print the address labels. This would cost around £250.

We had our annual bar-b-que in August, that was well attended and we have our annual skittles match in December. We also have our annual Fancy Dress run on 1st January with myself as Batman and Steve as Robin.

Well this has run somewhat longer than I anticipated but no doubt, as a final act of vengeance, John Higgin will hack it about so on that note (I can accept no responsibility for the final version) I wish a succesful 1984 to you all.

John Holloway, Group Rep., Loddon Vale TRF, 25 Pheasant Close, Winnersh

Saturday 26 November, N. Wilts

It wasn't until I fell off, tried to stand up and promptly fell over again that I realised just how slippery Heddington Steps were on this grey November day. The ice-like chalk and 2ft steps defeated all eleven of us in our attempt at a non-stop climb. Six hours and sixty miles later in driving rain, with our headlights full on to penetrate the 'blackout' which wrapped itself around us since mid-afternoon, we came down the steps again, legs flailing, style 'shot to hell', in a final frenzy of self-preservation.

Between these two episodes had been a day of almost continuous superb greenlane riding in which Steve and Tim took us from South of Calne, to Cherhill monument, north over the A4 to Berwick Bassett, South and East to join the Ridgeway on Avebury Down, then up the Ridgeway for 8 miles to the lunch time halt at Chiseldon, south of Swindon. Here we digested sausage and chips and the 'moments' of the morning; the horse-ladies who thought how much more considerate we were than the 'young ones', when we stopped for them. The incredible handstand on the bars that Dave Barnett displayed before continuing his forward somersault when his bike went into a deep, deep puddle! (Andy and Julian were really concerned — he was driving their transport home). Happily all was well and ever helpful Brian heave the bike out and got it going. Then the impish smile from Bob, who on gaining the Ridgeway enquired so innocently as to the whereabouts of 'Dave's Rock' (on which I broke my foot earlier this year) and Tony, who we briefly 'lost' near Barbury Castle when his 'sparkler went out' (Tim's wit not mine). Gwyn recounting the latest in the saga of his clearing an old drove road near his home at Priddy. Spending a week of his holidays to do it and as a reward becoming 'public enemy No. 1' in the village.

'Enough of this, come on chaps, its all downhill now.' Quick fuel stop, lub' the chain and off at a brisk canter — if not a gallop — to the south. Past Rockly on a fast lane full of puddles which meant you had to look out for the other 'so and so' if you were to avoid a faceful of cold muddy water. With leaky boots I was busy going around them and being kept vastly entertained by Ian who was so intent on keeping up on his amazing 125 Suzuki, that he was collecting more than his fair share. Over the A4 again to West Wood where we turned due west for the last eighteen miles to home. The wood was three miles of glorious fun; slippery leaf mould covered ruts and cambers that made 20mph pretty exciting as the front and back wheels took off simultaneously — in opposite directions. Then Dave Barnett got a front wheel puncture, which Finilec — for once — did cure. In rain we climbed up to the Wansdyke which was in mist, by Baltic farm we were counting the headlights instead of faces through the gates and still we pressed on at a brisk pace. Shortly before 5pm we came down the steps, as I have described to conclude what I thought was a smashing day. One which I recall with great pleasure. Full of the thoughtful touches which marks the good run leader as simply but graphically illustrated by Steve when he caught hold of the wet electric fence!

Thanks lads

Dave Giles

BOOK REVIEW

Still trying to decide what new bike to buy yourself for the New Year? Or just wondering what is available should Ernie spring a surprise, then here is the answer, and considerably cheaper than making a costly mistake. That well-known editor of 'MotorCycle Sport' has devoted his spare time to gathering together all the world's motorcycles into a book crammed full of details. Indian, Italian and, of course, Japanese bikes are all given a formal treatment with full details of every model available. The only thing missing is the cost of the bikes. The book costs £11.95 and it was published in November 1983, so is very much up to date. It has a full line up of Triumph models, unfortunately no longer available and even twelve AJS ones, so no details are left out. Even Hesketh's are mentioned, the only omission I could find was that rarer than a Condor, the Kramer, or are they a casualty of the recession?

WORLD MOTORCYCLES No. 1: Author Cyril Ayrton, Publisher G.T. Foulis & Co
Price £11.95

THE STORY OF PANTHER MOTORCYCLES — Barry M. Jones
Publisher Patrick Stevens Ltd.

Not in the mainstream for Trail Riders but an interesting and at times fascinating story that I had to review as a Panther owner myself, and this is my last chance. The book traces the history of Yorkshire inventiveness and tenacity or looked at from another point of view, stubbornness and tightfistedness. It is the bare bones of a small engineering business that invented answers to problems and after trying two abysmal failures of twin cylinder motorcycles firmly set its face against almost any new invention or even modification until the small car finally brought to an end the sidecar market that it had claimed as its own. There are fascinating glimpses of long forgotten models like the 350cc Stroud Trials machine, or the Panthette (an LE type everyman machine) or the Terrot scooter they couldn't give to the staff. The writer has perhaps a somewhat obsequious style, with remarks like 'Panther owners flocked to Olympia to see the full range of P&M machines', but on the whole the book is an interesting example of one of the smaller British makes, whose genuine virtues are often overlooked. The price is £9.95 which may seem rather a lot, but is really not a fortune in today's economical climate. And it does show by comparison what good value for money the TRF subscription of £6 a year is!

John R. Higgin

ANNUAL GENERAL MEETING Sunday 16th October 1983

Big 'K' Social Club, Knottingley, Yorkshire.

Seymour Moss opened the meeting at 11a.m. and welcomed members for the second time to a meeting in Yorkshire. He was elected Chairman and it was agreed that the standing orders from previous years be adopted. Bruce Roberts gave the first Officers report, that of Secretary. He said that during his time as Secretary membership had risen from the low 400s in 1977 to its present level of over 800. He said that we have fought and won many legislative battles and developed many friends. He thanked all members for their individual support and said that due to lack of time he would be standing down.

Richard Marshall gave the next report, that of Treasurer. He circulated a written report to those present and said that he did not think that an increase of subscriptions this year was called for. He then took items in detail from his report

and noted that although Rights of Way work was a major item, it was very necessary and extremely good value for money. John Higgin then gave the Editor's Report in which he said that the preceding year had been a difficult but rewarding one. There had been difficulties with the printer and the addressing system, both who had trouble meeting the deadline and yet there were good points. Firstly the contents submitted for the Bulletin had never been of a higher standard or in such quantity and secondly we have had our breakthrough in attracting professional advertising. All the advertisers who had been contacted were pleased with results and there had been no adverse comments about the quality of presentation or contents of the Bulletin. It would be nice to see even more contributions to the Bulletin, particularly in the form of drawings and cartoons, or a new cover design, but that job would be left to a successor. He reported that it took much spare time in the production and distribution of the magazine and hoped to have time in future to paint the house, investigate some green lanes and even give the bike some badly needed maintenance. Some questions were asked about the dates of issue and the dates for your diary section and an explanation given, that had previously appeared in the Bulletin. Every effort was made to get each issue out on the due date but were not always successful. Dates for the diary section were current when the magazine was put together, but could have passed when the magazine was received; but this could be corrected by more information from group reps.

Alan Kind gave the Press Officers Report as in the Executive Committee Meeting report. He noted that we had received plenty of good publicity that had attracted many members and enquiries. He noted that the video to be made by the Byways & Bridleways Trust is proceeding slowly and waiting for grants from the Countryside Commission. He thought that progress for a national Rides organiser would be better after work on the raffle was completed. He gave thanks to Kawasaki Motors (U.K.) Ltd., for the generous gift of the first prize for the Raffle, which he hoped would realise £1200 profit. Mike Cowling suggested that contact could usefully be made with the Farming Press and Alan promised that this useful suggestion would be acted on. The Chairman thanked Alan for all the hard work that he had put in on our behalf.

Ian Thompson then gave the Membership Secretaries report as in the Executive Committee meeting report, and noted that there was a gain of over 100 members, through local group activities and national press articles. Over half the 333 new members were from press articles in the first half of the year.

Just before the lunch break a vote was taken and Alan Todd of 9 Shap Road, Kendal, was unanimously elected an Honorary Member for his work at the Public Inquiries in Cumbria.

After lunch the draw for the Kawasaki 125 Trail Bike and other prizes kindly donated by Kawasaki Ltd and Trial & MotoCross News was made. This had been held over from the prize presentation at the ISDE as there had been objections to the final results of the ISDE and it could not be made, at the original time. The winner was Ms Gillian Evans of Shropshire.

Brian Thompson then gave his Rights of Way Officers report on a relatively quiet but satisfactory year. He noted the increasing interest in Trail Parks and said that many Authorities came to him for advice. He noted that the government had approved the idea of trail parks but would not put up any money. His Spicer Committee membership was useful in highlighting the frequency of ploughing of lanes, as high as 80% in one county. Brian was proposing a 200 mile one-day

TRF Welsh trail ride from Port Talbot to Colwyn Bay of which approximately 120 miles would be on green lanes. He thought that this would be good for publicity and public relations. Brian also proposed a road bike section to show National Park Authorities that ordinary road bikes could be used on green lanes and to appeal to a wider section of membership.

The appeal to keep the Byways & Bridleways Trust in operation had been successful and they were watching the proposed new legislation on trespass. Brian said that he had been Rights of Way Officer for 8 years and was prepared to carry on. Seymour Moss added that he had attended two meetings of the Countryside Commission to discuss the Ridgeway and said that he would hold some discussion with the four local groups.

Brian was asked about the policy about Trail Parks and noted that it was a double edged sword that could rebound to our disadvantage, but it could also take illegal underage or uninsured riders off green lanes. Brian clarified the position where a local council feared that if it made lanes into byways it may have to tarmac them and maintain them by quoting Section 9 of the Wildlife & Countryside Act that said that it was not necessary to make them up, at the council's discretion.

Brian also advised that if members found 'No Motorcycle' signs on Green Lanes they should complain to the local council, as it may affect future Byway claims. In answer to a question about rights of way in Scotland, Seymour Moss appealed for any Scottish member to take on this work and explained that this section of law was not codified in Scotland. Brian Thompson asked for a vote on his Welsh Coast-to-Coast ride and it was agreed in principle if an organiser could be found. Secondly Brian asked for support for his road bike section. After it was pointed out that we all rode road bikes and after much discussion about definitions, it was agreed that rides be organised for non specialist bikes.

The next item was the election of Officers and Seymour Moss was returned unopposed as Chairman. The Editor's post was then vacant, and the only nomination was Rosemary Swindells, she was elected. The Secretary was retiring and once again there was only one nomination, John Higgin was elected unopposed. No other officer was standing down and Richard Marshall as Treasurer, Ian Thompson as membership Secretary, Alan Kind as Press Officer, Brian Thompson as Rights of Way Officer and Mike Rowley as Honorary Solicitor were all elected unopposed.

The proposal that there be a £2 fee for joining the TRF was made and discussed and voted on. The motion was lost.

Brian Thompson had asked for a new typewriter and had now been offered an 'office standard' machine that was suitable for ten years use. This was agreed. The cost was approximately £340.

The meeting was then thrown open for any other business and general discussion and the first item was the proposal that the Membership Secretary wanted to purchase and use a BBC 'B' Mini Computer for keeping membership records and producing address labels for Bulletin distribution. Ian Thompson had several discussions and said that this was the machine that was most highly recommended. The cost was 4839 including VAT but a budget of £1,000 was requested. Brian Smith said that his partner had reported that reliability, spares and programme availability were not good for this model and the language was not in line with other models; they recommended the TRS machine. After further discussion about software and programmes it was agreed in principle, but members were advised to advise Bruce Roberts of their informed views before the next Executive Committee Meeting on January 21st.

The meeting closed at 3.52.

Dear Editor,

After reading the article on exhausts in the 97th Bulletin, I thought I should tell you about metal spraying.

My exhaust was rusting nicely so I decided I must do something to stop it. What though? A quick look through the yellow pages gave me the 'phone numbers of the local metal sprayers — of which the first quoted £5 to do the job.

What they do is shot blast the exhaust back to bare metal and then spray it with a coat of aluminium about 0.010" thick. When I got the exhaust back home (they did the job while I waited) I gave it a coat of VHT paint and then put it back on the bike. That was 18 months ago and there is still no sign of rust.

This bodge works and is cheaper than a new system. Maybe some of the money members save could be given to the ROW fund?

Dave Drew, 101 Sidford Road, Sidmouth, Devon.

P.S. Thanks to Ian Thompson for a great day out on Exmoor.

Dear John,

The Czechs do it, the East Germans do it, the Japs can do it. I'm referring to enclosed rear chains. I used to own an MZ and a chain would last up to 20,000 miles! My last two trail bikes, an SP370 and an XR200, eat chains, much to my wife's annoyance when she finds 'chain & sprockets' in the cheque book stubs. A chain oiler can help, but a thousand miles plus is not enough.

At the ISDE the works Jawas and MZs had their fully enclosed chains, which must be as severe a test as any possible. The other teams were changing their chains every day along with the tyres. An American journalist staying at the same form was saying that the USA teams were running out of new sprockets and were fitting anything available — of course, this was altering the gearing and may have affected a few times later on in the week. The MZs were still on the first set of chains — only slight adjustment needed each day! Another thing, the German wheels were really QD, not even having to touch or readjust an oily chain. I'm sure the same applied to the Jawas.

The Japs can do the same — Yam's farm bike has a sturdy chain guard, or is it a sales gimmick to have an exposed chain as on the motocrosses, where weight it at a premium. Perhaps Kawasakis rubber toothed drive as fitted to some of their road bikes may have a future on the dirt.

Dear Sir,

My wife Christine (XR200) and I (KLX250) have been enjoying organised trail-riding in Avon, Somerset and South Wales with local groups this year and my overall impression is for the need for really quiet machines and ultra-considerate behaviour.

I may be sensitive to the issues of motorcycling v. 'The Rest', but you can sense the hostility, even on Rights of Way. Although it is our practice to cut engines and stop (we were verbally complimented by a lady horse rider and her male companion on Exmoor recently for our courtesy) many people seem to give us baleful looks!

I am conscious of engines running outside peoples cottages and I would make a plea for all TRF riders to keep engine noise to an absolute minimum and stop them ticking over when checking the route or waiting for other riders. Clearly, some two-strokes are worse than four-strokes, but even a KLX has a 'bark' which is probably offensive to people.

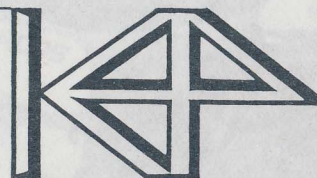
100% courtesy of behaviour is essential to try to defeat prejudice because as Dave Giles said the other day, 'We are a minority activity and there are many opposed to us'.

What makes me so cross is the narrow, prejudiced attitudes of some people. My wife and I go hill-walking (although I would never join the Ramblers Association because of their official opposition to trail-riders), we also cycle from time to time and enjoy the countryside immensely. What a pity motorcycling has such a bad image. Sir Ralph Richardson, the great actor who recently died, was described as eccentric because he rode a motorcycle.

I understand that the TRF is financially healthy. Why not spend some money 'image building' in the press (Motorcycling?) and other media?

Till I went to the Bristol Dirt-Bike Show the other year and dragged some information out of the WTRA representative on the stand there, I hadn't a clue what the TRF was all about and neither does the rest of the public either, even many who may like to go trail-riding.

The photographs exhibited at the WTRA Stand would have frightened off most people, showing as they did, riderless machines either half-way up trees, submerged



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in swollen rivers or Welsh bogs and the riders unrecognisable under thick mud! All regular TRF riders know that these happenings *are* part of the enjoyment(?) of our sport, but I think we ought to play these aspects down if we are to increase responsible membership.

In my job of Fleet Sales Representative for a multi-national tyre manufacturer, I meet very many people from all walks of life and speak to managing directors and fitters. It's rare to find anyone who approves of 'Green-laning'. We have a real public relations exercise to do.

I came back into motorcycling after a lapse of 30 years, about five years ago and we also have a Z1000 road-bike. I used to do a bit of trials riding on a 350AJS and B32 BSA and tried my hand at grass-tracking on a JAP and an odd scramble or two (no not on a JAP) way back in the late 1950s and early '60s. It's really good to be back in the saddle and I look forward to the TRF runs very much.

The chaps I have met on TRF runs so far are all super people, but we must try to protect our image and get more members. Perhaps the next Bristol Dirt-Bike Show in December will give us a chance to 'sell ourselves'.

Gwyn & Christine Thomas, Minorities Cottage, Wells Rd, Priddy, Wells, Somerset

Dear Editor,

I have only been in the T.R.F. since March this year (Thames Valley Section) and have been on a few good runs on lanes new to me, which were very well organised. This Ashford section is good and well run by the leaders; the only disappointment is the lack of sidecars. I ride a Triumph-Greeves outfit and was hoping to find fellow charioteers in the T.R.F. but none so far. I, personally, find three-wheelers a lot more fun and certainly easier to ride than a solo, plus your mate gets a day's ride in the chair. I have driven the third wheel on my outfit and seldom got stuck these days, which seems to be the main reason the solo lads don't like them. The only sections that *are* impossible are deep narrow gulleys. I first started riding trails in 1964 and have been riding the lanes of Surrey and Hampshire on various British bicycles ever since, although there must be many I haven't found yet. Still, now that I have at last joined the club who knows? Perhaps we'll meet one day down a muddy lane, you don't ride an outfit do you?

G.W. Pitter, 10 South Lane, Ash, Aldershot, Hants.

Dear Editor

David Howes defence of the YHA is admirable (letter) though I criticised the RA not the YHA (Thanks Ed)

At the same time David should remember that the YHA support a ban on bikes on the Ridgeway. (Does he agree with them?)

Like the anti-motorcycling attitudes of the National Parks, the evidence to support this is very thin; and the RA (who chair the Council of National Parks) have so far managed to discredit and dismiss the government Green Lane Study and three Ridgeway Reports, all naturally in our favour. The excellent '83 Report will no doubt go the same way, into oblivion!

No one has done more than I to encourage the 'Code of Conduct' and make concessions to others, including a most unpopular stand on noisy bikes that led 'MCN' to call me an 'enemy of motorcycling'.

Only Ralph Venebles gave full support at the time to my petition calling for noise laws to be enforced.

Noise remains a problem! 'Noise annoys'. 'Less sound, more ground!'

Brian Thompson, 39 Warren Road, Thorne, Doncaster, DN8 5PP, S.Yorks.

Dear Editor

Brian Thompson mentions, under the heading of 'Coast to Coast Trail Runs', a possible crossing of Morecambe Bay. The sands of this bay are treacherous. About five years ago, a rider on a trail bike attempted to cross them without a guide and didn't live to tell the tale. The safe path across them moves from week to week with the movement of the sands and when the tide ebbs, it comes in at about 15 mph. Anyone contemplating this crossing should first contact the official guide at Guides Farm, Kent's Bank, Grange-over-Sands. The same caution applies also to the ways across Cartmel Sands and Duddon Sands.

TYRES

For the past couple of years I have been running my BSA 250 (dead reliable) on a 2.75 x 21 Dunlop trials Universal (not a pukka knobby), which I have found

to be a good compromise on a variety of public road surfaces (I very rarely ride off-road). However, since I have not yet learnt the art of monowheeling, I have a second tyre fitted to my machine also. This is a Bridgestone Trail Wing, or was until the treads flew off. I replaced it with a (Malayan) IRC (not a pukka knobbly either) which, although a bit short in the tread department, offers fractionally more grip than the worn out Bridgestone.

But I have no complaints of any of the tyres. The first was fitted to a Bantam front wheel I found on a building site I worked on. The second was fitted to a Bantam rear wheel I bought for £5 at an autojumble. The IRC I bought new for £5 off a mate (wise guy).

Apart from a lack of grip on slippery surfaces (excepting the Dunlop), to which I've grown accustomed, both Dunlop and Bridgestone hold onto tarmac remarkably well when run flat, or nearly so. The front tube is porous and I have a terrible memory for pumping up tyres. The Bridgestone regularly used to pick up punctures. But the bike still went round roundabouts well, remarkably . . .

Incidentally, my summer rebuild saw the installation of a late type 250cc motor (more mechanical noise, a little more power, even more reliable . . . well, fewer leaks . . .).

I get tired of swapping between wheels with tarmac tyres and those with trials pattern, so for some rides I leave the Avon SMs on . . . even less grip!

Best Wishes.

P.S. If you need to repair tubes by means of patches, when you're out on the lanes, use Dunlop or Avon tubes (I'm told Continental are OK too) if you have only a hand pump. The majority of Japanese tubes I've tried cannot be blown up with a bicycle type pump.

John Blackburn, Flat 2, 72 Bannerdale Road, Sheffield S7 2DP

Dear Editor

As Group Representative for the Thames Valley Group, I would like to draw your readers' attention to the contents of various articles which have appeared in Trials and Motocross News recently. The contents of the articles, written by Brian Thompson, were discussed at a recent TVG Committee meeting and the views expressed in this letter represent the unanimous views of the Committee.

Firstly there is the question of trail parks, and the TRF's connection with them. Let me say straight away that we are not against trail parks, and welcome any activity which will help to alleviate the problems of illegal off-road riding and the illegal use of green lanes.

However, what does concern us are the frequent references to trail parks made through the columns of a National newspaper under the banner of the TRF. One comment in particular was thought to be provocative and I quote from memory — "... we look forward to the day when there are 500 such trail parks around the country". If this day were to come, one could imagine the attitude of the RA and other bodies who would like to see motor vehicles banned from all green lanes. They would certainly use trail parks as a lever, saying that trail riders should use trail parks, clearly defined areas expressly designed and built for the purpose of riding motorcycles off-road. If these parks are available then why do we need to use green lanes? What more do we want?

We all know that lanes can be closed if they are considered unnecessary. If a trail park were built at, let's say, High Edge Raceway, then it could be argued that all green lanes in the Derbyshire Peak District were unnecessary from our point of view.

We cannot stop trail parks from being created and I am not suggesting we should try. What I am suggesting is that the TRF should divorce itself from any interest in this activity and especially when going to print in a national journal. Let's face it, trail parks have nothing to do with trail riding whatsoever. The similarity in names is most regrettable and will, I fear, be regarded as one and the same activity by the uninformed, who are against us. Surely we have enough to do with our limited resources in fighting for our own course, without manufacturing ammunition on the side, which could be used in the RA guns.

Secondly, also relating to the same column in T and MX news is the suggestion that there should be an award for the best observed rider in the forthcoming John Ebbrell Memorial run. I must admit I don't know what Brian has in mind, but surely any award introduces an element of competition into the event. May I remind members that the TRF exists for the encouragement of non-competitive green roads motorcycling and maintenance of right of way. (See front cover).

Finally, thanks to Colin Patient for his letter in the same issue of T and MX news, disassociating the TRF from the Remembrance Day run along the Ridgeway. We must retain our identity and credibility if we hope to succeed in our ambition to keep open the old roads in our green and pleasant land.

Terry Jolley, Group Rep, Thames Valley: 49 Herondale, Addlestone, Surrey

Dear Editor,

I enclose a picture taken by Brian Thompson on a recent 'ploughing' expedition organised by him in Nottinghamshire, which you may consider for publication in the TRF Bulletin. It shows Harry Johnson (standing) and myself looking suitably disgusted at the state of this RUPP. There were three fields like the one shown, completely grown over with barley and two with sugar beet. I fought my way through one field of barley, but then chickened out though it was clearly way-marked in blue as a bridleway. So we returned by way of the farm whence we had come. However the gate was now barred in front of us and manned by an irate and very excited farmer's wife. After twenty minutes 'discussion', the lady calmed down enough to appreciate that the sign inscribed 'Public Bridleway' might, perhaps, not be wholly correct and that the O.S. map might, perhaps, be correct in showing the way as a road. Some useful discussion then followed and we learnt that they use a 'subsoiler', which ploughs the land to a depth of three feet. This subsoiler is a very large piece of agricultural machinery and it makes common and economic sense to plough the whole field and then reinstate the road, though it is, of course, quite illegal to do this. Unfortunately, they also sow the whole field, which results in the road being lost to sight under the crop. However, this lady did also say that she expected users to use the path as of right, notwithstanding the state of the ground or the crop. She had no sympathy with anyone who might be deterred by any sentiments about damaging the crop, etc. With this latter opinion I concur, though you must be very sure of your ground. Before we left, we were also shown an O.S. map dated 1920, scale: 1:2500 (25 inch: 1 mile), showing the road marked 'B.R.' Very confusing: even more confusing to the lady was mention of various Acts of Parliament, which was a bit like saying "the Martians did this in 2083 . . .". Regards,

John Blackburn, Flat 2, 72 Bannerdale Road, Sheffield S7 2DP. 7 September 1983

NEW THREAT TO CURB TRAIL RIDING

A Parliamentary Bill to curb trail riding and perhaps trials and moto-cross also was given a first reading in the House of Commons on November 30th. The second reading was on December 16th. Section 8 of the Private Members Bill from left wing Labour MP Andrew Bennett, member for Denton & Reddish in Manchester, provides for a 'Code of Conduct' for trail riders backed by law (enforced by who? The Police? The RA?).

Section 8 provides for the closure of green lanes and minor highways into 'ramblers only' highways.

Other extremist and outrageous measures in the Bill (an admitted 'Walkers Charter') do not affect our interests.

This highly dangerous Bill has, of course, by-passed the Spicer Committee (on which I serve) as it would have been thrown out. The Bill is backed by eight other Labour MPs including, it seems, former Prime Minister Jim Callaghan.

Most clearly the aim of this Bill is to give exclusive rights to the 32,000 strong Ramblers Association whose stated aims are to close all green lanes and ban all off-road sport.

The Bill also ignores the interests of the cyclists and horse riders in the 'New Order' and when a Labour government takes over will also have to be excluded from the countryside.

We have alerted the few MPs who support us including the new ACU President, Sir Hector Monro, who deserves all our thanks for resisting moves by the various anti-motorcycle groups during the time he was Sports and Department of the Environment Minister in 1980/1. (If you want to keep riding vote Tory!) To be honest, there is not much chance the government will allow this selfish Bill, but we must fight every attempt to take away our rights.

Unless we all wake up and equip ourselves **efficiently**, one day a Bill like the Bennett 'Walkers Charter' will succeed.

At the same time we must do a lot more to curb the source of our trouble; **NOISY BIKES**, and more important, set up a proper watchdog on Parliament and stop relying on over-worked part-time volunteers like myself.

PLOUGHING SHOCK

At the meeting of the House of Commons Rights of Way Review Committee last week I presented my report into the extent of green lanes destroyed by ploughing which in Lincolnshire are 80% gone, with about 30% gone in Wiltshire and most arable counties. It came as no surprise to the Ramblers Association and other users with whom on the matter of ploughing we have no argument. Indeed ploughing is more of a problem for walkers though strangely the RA make little publicity about this and concentrate their venom on trail riders. But I think all of us were surprised by the official reaction to the report. The Countryside Commission refused to carry out an independent investigation or indeed do anything at all about the problem. I should explain here, that it is an offence to plough an RUPP or Byway or County Road under any circumstances.

The attitude of the Countryside Commission is shocking, especially as they can

always find the money to investigate trail riders year after year. Which is the more serious? 10,000 miles of public rights of way destroyed or the Ridgeway used by trail riders? The farmers have again demonstrated their unique immunity from the law, shared only by the unions. The law is, of course, always applied against motor cyclists, often unjustly as the current prosecuting against trials outfits proves. There is nothing wrong with the law on ploughing (Section 134 Highways Act 1980), because in South Yorkshire there are **no** ploughed rights of way. The law is applied. In Lincolnshire farmers are allowed to plough out green lanes knowing that the law will not be applied against them. One crumb of comfort: Nottinghamshire County Council are now prosecuting a farmer near Retford for ploughing an RUPP following my complaints. But it took a report to the Palace of Westminster to get something done.

REVIEWS ABANDONED

A bit of good news is an announcement by the government that former reviews of RUPP's in Essex, Hants, Oxon, Suffolk, Worcs, E Sussex, Kent and Northumberland are to be abandoned. All those green lanes (RUPPs) closed are now open again. The 1981 Act fairer test for Byway will apply one day. Old evidence will still be useful so keep details safe. We have yet to get confirmation that Somerset, Notts and Derbyshire will also be lost, but I am sure they will. The speed at which counties are proceeding with the new 1981 Act is incredibly slow and most counties are doing nothing, and worse, expecting upgrade claims to Byway to be processed entirely by the claimants! But don't get downhearted, because the 1981 Act restores **all** our common law rights to ride on any green lane provided it has vehicular rights. Lack of cash by the highway authorities mean that pressure from the RA, etc. will get short change on green lane closures, which cost the authority about £750 each.

Good news in the Lake District is that the Cumbria Review **will** be completed, though the Secretary of State is taking about two years to confirm our Byway claim Public Inquiries.

LEVEL CROSSING ACT 1983 : OPPENHEIM COMMITTEE REPORT 1982

The above Act has now received the Royal Assent and empowers the Secretary of State for Transport to make level crossing orders incorporating the recommendations of the Oppenheim Committee. The Act allows the SoS wide powers as to safety measures.

Sally Oppenheim MP chaired a committee which investigated safety of all types of crossings including those on public rights of way. Full consultation was carried out. There are 1900 crossings in England and Wales, half of them gated with various barriers on roads, footpaths and bridleways.

British Rail are pressing for the conversion of all manned crossings into Automatic barriers. Some will have no barriers, just traffic lights and audible warnings. These cost about £20,000 each. The most popular is the half-barrier type where no one can become trapped. Most railway crossings for bridleways and byways are unmanned with just a gate and a warning sign. The growing use of 125mph high speed trains is of great concern to British Rail. Eighteen people have been killed on crossings of all types in the past 10 years. Over 100 accidents not involving trains, and 144 collisions between trains and crossing gates have taken place in the past decade on crossings. Of the 6 killed in 1978, one was a cyclist and one a motorcyclist.

Users over 60 and under 11 are most at risk especially if on a horse or cycle. The public have more confidence in manned crossings which is backed by the Report findings that automatic barriers have a higher casualty rate. British Rail admit to only one accident caused by a BR failure in the last five years. Some crossings involve passing over a third electrified rail, but no accidents have been recorded. Public unease sometimes leads to strong opposition to automatic crossings. The Secretary of State must now establish the status of the highway for each crossing and thus preserve the proper right of way. This has not always been carried out in the past and crossings have been downgraded to footpath when County Road or Byway applied in law. Local authorities must be consulted before the order is made and disputes as to rights of way must be resolved first. Public Inquiries may be held. There is some cause for concern at BR's plans to make all crossings unmanned. In Holland of 650 crossings 4 persons were killed but on manned crossings no one has been killed. On automatic crossings in France 11 people have been killed.

The public **must** obey the lights which BR say are 100% safe if obeyed. Accidents only happen say BR when the warnings are abused. A train arrives 27 seconds on average after the start of the amber light, and the public are allowed 30 seconds to cross; ample time for the slowest vehicle or person, but very little allowance for a breakdown (before the risk of another train) in order to push a heavy bike out of the way.

On old fashioned gated crossings manually controlled it took about 3 minutes to open the gates and a lot of congestion and delays were being caused. It costs BR £30,000 per year to man a crossing so the conversion to automatic is a financial gain. It was the bad year of 1978 when 6 were killed that forced the Department of Transport to set up the Oppenheim Committee, which has led to stricter, safer measures. The new Act should be welcomed by the TRF.

RIDE OVER MORECAMBE BAY

The adventure of riding a trail bike from Morecambe to the Lake District over undefined sands covered by the sea at high tide has appealed to several eager trail riders wanting to experience something very different with an element of danger.

If you look at your 1:50000 ordnance survey map you will see lots of red RUPPs over the bay. But that is all you will find because I am told that an experienced guide is vital. I am also told that under the shifting sands lie buried several tractors, cars and motor cycles that never made it! Some TRF members rode over in 1975, but the Lancashire TRF Group avoid the sands like the plague, and say it's dangerous. John Ebbrell once lost a trials BSA in the soft sand and got a rescue party from Grange Over Sands to dig it out just in time. We need use evidence in order to convince Lancashire County Council that these ancient ways are still in use.

If you can help please write to John Gillett, 18 Hilton Avenue, Ansdell, Lytham, Lancs. John does a magnificent job as Lancs TRF Rights of Way supremo and has regular meetings with the County Council. By the way, if you do ride over Morecambe Bay, I don't think your insurance company will pay up if your bike disappears under the sands!

MORE GOOD NEWS ON THE TRAIL PARK FRONT

A new park in Swindon has just opened on Council land between the sewerage works, railway line and the River Ray, well away from housing. Paid for by

Wiltshire Social Services, Sports Council and others who raised £10,000 to set up the site including 10 trail bikes. Two staff and maintenance will cost about £19,000 per year. These figures, rarely available, are very useful to encourage potential site operators. The Swindon park was approved by the ACU and BMF in order to obtain the £5000 Sports Council grant. I also hear good reports of the large Bristol trail park which has lots of land, ATC's, cafe and workshops. Tel: 0454 776333 for details.

I do not apologise for including trail park news in the very limited space of this column even though some readers find such news boring. For some it's the only ride they get.

MAP MARKING

My wife Jean has handed over the job of maps officer to my 16 yr old son, Steven. But please remember Steve is no more able to answer queries about rights of way matters than my wife, which should be addressed to me. The area covered is still confined to Yorkshire, Derbyshire, Lakes and most of Wales. The fee is £2 per map. Bevis Billingham, 182 Elmer Road, Middleton on Sea, Bognor, Sussex is willing to mark maps up for his region. Amazingly some TRF members have criticised my policy of marking maps up for any trail rider, on the grounds that this will encourage overuse and let undesirable riders loose on 'our' green lanes.

Is it better to let such riders ride about in ignorance and perhaps cause far more trouble by riding illegally? Surely we should educate **all** trail riders as to where they should ride. The TRF should lead by example on quiet bikes properly ridden and leave the elitism and snobbery to the Ramblers Association.

Brian Thompson, 39 Warren Road, Thorne, nr. Doncaster, S.Yorks.

RIDE REPORT : WEARDALE TOY RUN, 18 December 1983

Devised as the ideal prophylactic for Christmas, the WTR was somewhat blighted by typical Dales weather, wet, wet mist, thickening to the real pea-soup above 1000 feet. Fifteen riders from Northumberland and Teesside groups of the TRF turned up at the start at Wolsingham, most clutching parcels, the rest proffering notes, all for later delivery to a children's home in the North East. Splitting into two groups with ten minutes between (although in THAT weather trail riders were the only folk daft enough to be out and about) we headed south towards Hamsterley Forest. The first short road was Rushy Lea, a full public carriageway under the Wolsingham South Moor Inclosure, although shown, as might be expected, as a bridleway on the def. map. The second group was accosted by a warlike householder as they rode through, this gentleman evidently thinking that he owned this 40ft wide track as a private road! Strange chap.

Over the Doctor's Gate road into Hamsterley (Hamsterley Lane, per Inclosures) and a couple of nice fords, high but passable. Turning south-west now, we followed the old Egglestone Road (Inclosure award) much of which has been 'taken' as forest fire road. Leaving the edge of the forest the road becomes less distinct in places but can be followed without too much trouble. Rejoining the tarmac at Egglestone we turned north to the start of the high nd wild Middleton Lane (Inclosure award). This one, although nominally a full 60ft wide is very hard to see in places and although both groups had now merged into one we were soon in trouble losing contact in the mist. An XR200 decided to pick this moment to

shed it's spring link and by the time repairs were complete, the main group was down to nine riders. We pressed on expecting to meet the others at the start of the next lane. But the mist was so thick we had to rely on compass checks to make sure we were heading in the right direction at the intersection of the network of Inclosure roads up there. No sign of the others at the next lane so we pressed on towards the lunch stop via Bollihope Lane. The farm at the north end of Bollihope Lane (Inclosure award) has established a ramshackled collection of holiday chalets around the road and the lady of the manor takes a dim view of our using it without asking her permission. She now threatens legal action; must have money to burn!

Last lane before lunch was High House Lonnen (UCR) at Eastgate, now threatened with closure for quarrying. There is a PI at the end of January, and we will be there! Lunch at the pub in Rookhope was followed by a dash over into Weardale to find petrol at Westgate, the only garage that can be depended upon to be open at weekends now. After doing Middlehope Lane (UCR), Seingsike Road (Byway) and Carr Brow Moor (Inclosure) we were rapidly running out of light, it being after all the shortest Sunday of the year, and we pushed north past Rookhope again to do the Great Rookhope Lead Road. Just an FP on the map, but good documentary evidence (all we have up here, usually) and the incredible width of the network of holloways leads me to describe it as the 'Spaghetti Junction' of green roads. Back down to the tarmac in Stanhope and the bulk of riders went back to their trailers at Wolsingham, while I returned to the fogs of Upper Weardale and home. I think all the riders had a good day, some might have been surprised about how hard the going can get up here. With some of the 'new' roads we are using the quantity and quality are not far behind the Yorkshire Dales.

Alan D. Kind, 1 West Blackdene, Wearhead, Co. Durham

The photo sequence shows a certain rider who, to protect the innocent, will be known simply as Basil, taking the TRF underwater motorcycling record this autumn. Using a machine generously supplied by a fellow member (who was having a cardiac arrest just out of camera shot) Basil demonstrated that DT175MXs can run for a full 30 seconds while totally immersed. It sank with all lights blazing, just like the Titanic.

This was in dry, post-summer conditions; any volunteers to try again in February please write to me, allowing sufficient time to arrange suitable life insurance.

ADK

I don't think that the photographs will print clearly enough, but if not I am sure that our readers have sufficient imagination.

JRH

Change of Address: Alan Kind, Press Officer
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Welsh Traditional Farm House. Under cover parking for bikes, room for cars and trailers. Seven beds, large lounge, colour TV, home produced food. Cost: B & B & EM £9.50 first night, £8.50 second night. Groups £8 per person - Dick and Jean Sutton, Pen-Rochell Farm, Llanfihangel, Rhydithon Dolau, Nr Llandrindod Wells. Telephone Peny Bont 200.

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Beacons Guest House. B & B & EM. £10.50. 17 separate beds. Doubles and singles. Colour TV. Lounge, Bathroom. Two showers. Licenced. Private car park - 16 Bridge Street, Powys. Telephone (0874) 3339. R W Smith.

CLOTHING:

Barbour Suits. A Gold Medal Jacket £49.95. A7 Inter Jacket £39.95. 10% discount to T.R.F. Members.

Unrepeatable Special Offer. New type Dunlop Safety Wellies - Seconds, £10.95. Perfects £18.95. P.&P. extra. R. & D. Armstrong, 7 Bridge Street, Appleby, 52229.

FOR SALE

XL185S Honda. Immaculate condition, 1300 miles only, 'V' reg, April 1980 Purchased as wife's trail bike and rarely used. £400 or very near offer. Ring Seagrave, 01 651 4885 Croydon Area.

Various CYCLE PARTS for XL 185, unused 6 volt heated gloves, selection of on/off road manuals. Phone Mike on Chirk (0691) 778342 after 5 for details.

YAMAHA DT250 'T' Reg, stripped down, Plastic coated frame and parts. Recovered seat, tank, new chain and sprockets, good engine. Will split. OFFERS! Tel: Whaley Bridge 3831/SUZUKI PE400 'V' Reg, Plastic coated frame, new Piston and rings, rear shocks, good condition, £275ono. Tel: Whaley Bridge 3831 **HONDA XR350 RD,** April '83, Hardly used. Car tax paid, taxed for road, longer swinging arm, ideal enduro and green laner, very quiet. Can delivery. £1090.50p. Tel: John Penfold, Eastergate 3036

TRAILER FOR TWO BIKES, Good condition, lights, spare wheel. £85. Would take small 1 bike trailer in part exchange. Contact Gordon Dalgarno, 33 Westfield Grove, Wiggington, York. Tel: York 761594



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Ron Carter, 'Lynton', Westwood Road,
Ebley, Stroud, Glos.
Tel: Stonehouse 2707

CAMBRIDGESHIRE

Hugh Mason, 3 The Green,
Haddenham, Ely, Cambs.

CHESHIRE

John Ward, 11 Fern Hill,
Mellor, Stockport SK6 5AN

CUMBRIA

Pete Deeley, Pine Rigg, Loughrigg,
Ambleside, Cumbria. Tel: Ambleside 3050

DERBYSHIRE & SOUTH YORKSHIRE

Ian Dunsire, 1 Lodge Drive, Harley,
Rotherham, S. Yorks.

EAST MIDLANDS

Graham Chinnery,
28 The Woodcroft, Diseworth,
Derbys. Tel. Derby 810059.

EAST YORKSHIRE

Howard Wadsworth,
7 Hammond Road, Knottingley,
WF11 0HL

ESSEX

Dave Andrews, 123 Burrow Road,
Chigwell, Essex.

EXMOOR

Roy Scrafton,
11 Lansdowne Road
Taunton. Tel: 54386

FYLDE COAST

Russell Clark
29 Douglas Avenue,
Blackpool. Tel. Blackpool 33060

GLOUCESTERSHIRE

Neville King, 19 Cleeve View Road,
Cheltenham, Glos.

HERTFORDSHIRE

Paul Richardson, 16 Bronte Crescent,
Hemel Hempstead, Herts
Tel: Hemel Hempstead 41136

LANCASHIRE

Keith Westley, 6 Briars Lane, Lathom,
Ormskirk, Lancs.

LODDON VALE

John Holloway, 25 Pheasant Close,
Winnersh, Reading. 785995.

LOCAL GROUP MEETINGS

Pie and Pint Night Venue

1st Tuesday – Dorset Soldier,
Corfe Mullen

2nd Mondays
Stanshawes Court Hotel,
Sundridge Park Road, Yate.

**1st Monday of the month – The Falcon
Mill Road, Buckden, Huntingdonshire**

1st Thursday – The Robin Hood,
Buxton Road, High Lane, Hazel Grove, Stockport.

Golden Lion, Kendal

2nd & 4th Tuesdays –
The Victoria Hotel, 248 Neepsend Lane, Sheffield.

2nd Tuesday – Three Horseshoes
Hemington, Leicestershire
(near Castle Donnington.)

2nd Tuesday – Kellingley Social Centre,
Knottingley.

Last Tuesday – Warley Sports Centre,
Holdnes Wood, Warley Gap, Brentwood, Essex.

Last Monday of each month,
'The Stagecoach P.H., Castle Bow,
Taunton (Centre).

Every Tuesday except 1st
Lions Sports Club
Lytham St Annes.

1st Monday – Raglan Arms, Conduit Street,
Gloucester.

1st Wednesday, The Valiant Trooper,
Aldbury, Near Tring.

1st Tuesday – The Hind's Head, Charnock
Richard, Chorley, Lancs.

2nd Thursday – The Lamb, Theale,
near Reading, Berks.

NORTH MIDLANDS

Bruce Roberts, Sonwell House,
Fountain Square, Youlegreave, Nr. Bakewell

3rd Tuesday – Jervis Arms, Onecote.
Near Leek, Staffs.

NORTHUMBERLAND

David Young, 9 Edwards Road,
Whitley Bay, Northumberland

3rd Tuesday – The Robin Hood,
Military Road (B6318) West of Whittle Dean Reservoirs

NORTH WALES

Stan Whitaker, 15 Wedgewood
Heights, Holywell, Clywd.

1st Wednesday – The Fox & Grapes,
Hawarden, Clyd, (near Queensferry and Mold).

NORTH WEST LONDON

Roger Newark, 76 Hale Grove Gardens,
Mill Hill, London, NW7. 01-959 2386

1st Wednesday. The Valiant Trooper,
Aldbury, Nr Tring.

NORTH YORKSHIRE

T. Thornell, 38 Woodlands Grove,
Harrogate 888191.

2nd & 4th Tuesday – Prince of Wales,
Starbeck, Harrogate.

SHROPSHIRE

Mike Dutton, Top Cottage, Eaton
Mascott, Cross Houses,
Shrewsbury.

Last Wednesday of month, (except December)
Bell Inn, Cross Houses.

SOUTH EAST

Steve Neville, 115 Ifield Way,
Gravesend. 57061.

2nd Tuesday – The White Swan, Crayford.

SOUTHERN

Peter Wildsmith, 5 Meynell Close,
Eastleigh, Hants SO5 4DZ

3rd Tuesday – The Woodman Inn, Lower Upham,
on A333 near Bishops Waltham.

SUSSEX

John Penfold, 'Marriners',
Nyton Road, Aldingbourne,
Chichester. Tel: Eastergate 3036

Contact John (every other month
i.e. Feb, April, etc.
Hassocks Hotel, Hassocks, Mid-Sussex

TEESIDE

John Bloomfield, 31 Thames Avenue,
Thornaby, Cleveland.

1st Wednesday – The Station Hotel,
Kirby, near Stokesley.

THAMES VALLEY

Terry Jolley, 49 Herondale,
Addlestone, Surrey.

3rd Monday – District Arms,
Woodthorpe Road, Ashford, Middx.

WEST ANGLIA

David Knight, 89 Blackfriars, Rushden,
Northamptonshire. Tel: Rushden 313816.

**1st & 3rd Thursday – Scott Bader Club House (opp.
Parish Church), Woolaston, near Wellingborough.**

WEST MIDLANDS

Albert Billington, 171 Valley Road,
Solihull, W. Midlands B92 9AY.
021-743 5801

1st and 3rd Wednesdays – King George V Memorial Hall,
Stratford Road, Hockley Heath, Solihull,
W. Midlands.

WEST YORKSHIRE

W John Netherwood, The Barn, Fulstone
New Mill, Huddersfield.
Tel: Holmfirth 5492.

1st and 3rd Mondays – Frizinghall Conservative Club,
Off Manningham Lane, Bradford.

WEST WILTSHIRE

Bill Riley, 141 Bath Road,
Braford on Avon. Tel: 3811.

First Tuesday in month,
The Old Bear, Staverton, Near Trowbridge, Wilts.

WYVERN

John Stokes, 3 Jay Road,
Kingswinford

Every Thursday 8.20 pm, Hill & Cakemore
Ex-Serviceman's Club,
Victoria Road, Blackheath, W. Midlands.