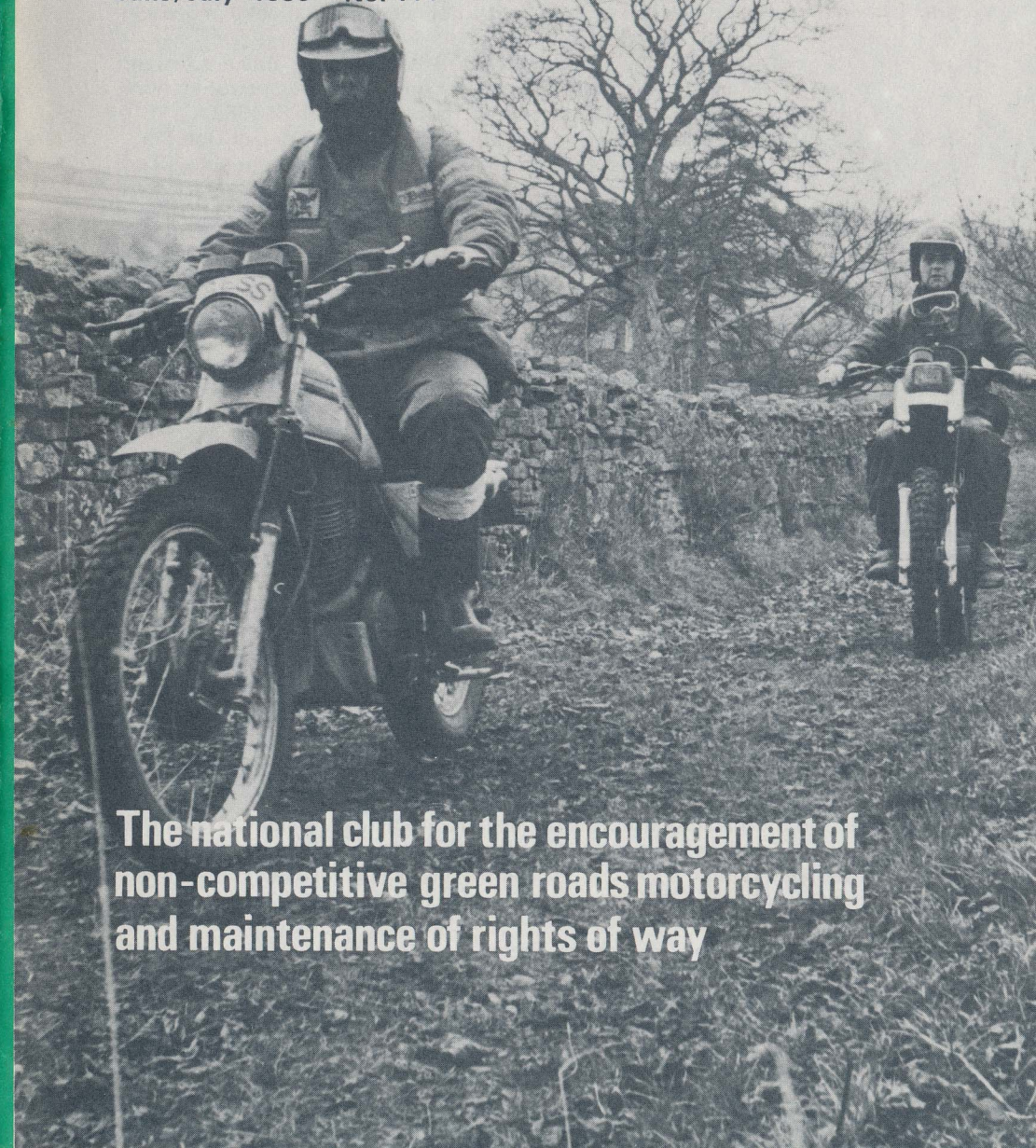


# TRAIL RIDERS FELLOWSHIP

June/July 1986 No. 114



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

# TRAIL RIDERS FELLOWSHIP

BULLETIN No. 114

June/July 1986

## FUTURE EVENTS

### JUNE

- 1st East Yorks Group Run. Bowness. Contact Don Burt: 0977 612258.  
8th West Yorks Group Run. North Yorks Moors. Contact Jim Souter:  
Bradford 611789.  
8th GREEN LANE RUN (ROAD BIKES) North Wales. Corwen,  
Gwynedd, Old Railway Station, opposite Flare petrol station.  
Start 11.00 a.m. Contact Brian Thompson: 0405 814388.  
15th East Yorks Group Run. Horton-in-Ribblesdale. Contact Don Burt.  
14th/15th Trail Riding Weekend (providing shift work allows the time). Ten  
riders catered for. Northumberland/Durham area. Contact Ken  
Canham, Overdale, Woodside Villas, Hexham. Tel: 0434 602553.  
15th Bristol Group Run. Wye Valley. Contact Group Rep.  
29th East Yorks Group Run. Mold. Contact Don Burt.  
29th Bristol Group Run. Contact Group Rep.

### JULY

- 13th West Yorkshire Group Run. Peak District. Contact Jim Souter.  
12th/13th TRAIL RIDING WEEKEND. Mid Wales. Contact Brian Smith:  
0538 384218.  
13th East Yorkshire Group Run. Settle. Contact Don Burt: 0977  
612258.  
13th Bristol Group. Burnthouse Run. Contact Group Rep.

### AUGUST

- 10th West Yorks Group. Wakefield Run. Contact Jim Souter.  
10th GREEN LANE RUN (ROAD BIKES). Yorkshire Dales. Start  
Buckden Post Office 11.00 a.m. Contact Brian Thompson.  
23rd Thames Valley Group. Weekend in Yorkshire. Contact Ron  
Rickerby: 01-998 6619.  
31st Bristol Group. Two-up Fun Run. Contact Group Rep.

## LOOKING AHEAD

Trail Riding Weekend 25th/26th October 1986 at the Hollowford Centre, Castleton, Derbyshire. Cost £25 payable on booking. Full facilities — bed, breakfast and evening meal, etc. Separate parties for trail and non-trail bikes. Maximum 30. Start 11.00 a.m. or 2.00 p.m. on Saturday. All parties 9.30 a.m. — 4.00 p.m. on Sunday. Strictly *quiet* bikes only or we'll lose this unique facility. For further details contact Brian Thompson: 0405 814388.

Cover Photo: Mike Cowling and Leo Crone  
Photo courtesy Mike Cowling

Editor & Distribution  
Rosemary Swindells  
39 Shakespeare Avenue  
Portswood  
Southampton SO2 1HA

National Secretary  
John Higgin  
11 Askew Drive  
Spencer's Wood, Reading  
Berkshire RG7 1HG  
Tel: (0734) 882781

Membership Secretary  
Tony Rose  
29 Anderson Drive  
Kettering  
Northants NN15 5DG  
Tel: (0536) 522274

## EDITOR'S RAMBLINGS

It is once again with much sadness that I open this month with news of the death of another of our members — Simon Alport. Simon was Group Rep for the Yorkshire Coast Group; a group he helped to found some two years ago. I only met Simon once at the 1984 John Ebrell Memorial Run where he was sporting his new XR Honda and sickening many a member on their twin-shock bikes by almost 'floating' effortlessly over the rocky and bumpy lanes of North Yorkshire. I am sure I speak for all members in sending our deepest sympathy to his family.

It seems a couple of pockets of members in Gloucestershire and Lancashire did not receive their Christmas Bulletin (Issue No.111). Unfortunately I cannot supply any spares of this issue. However, if you received your copy, have read it and do not intend to keep it, could you donate it to another member? If so, please contact the Group Reps, Clive Baxter and/or Keith Westley, who I am sure will pass copies on to their group members.

Trail riding continues to feature in the press via Alan Kind's column in *MCN* and in a feature in the May issue of *Motorcycle International*. This article gives the viewpoints of Brian Thompson and Alan Kind and covers many aspects about the future of trail riding, trail parks and off-road motorcycling generally. Both stress the myriad of professionalism AGAINST the use of motorcycles for sport and recreation in the countryside. *Dirt Bike Rider* (May issue) also boasts a 'trail biking supplement', aided and abetted by John Higgin. Basically what it's all about, where to go, where to stay, who to contact, who the TRF are, plus the complete list of TRF Group Reps and meeting places. All in all a very informative supplement, although I'm not sure I agree totally with advertising addresses and meeting places nationally, unless, of course, these have been cleared with the individuals concerned.

Still on the subject of publicity, I noticed a new magazine on the news-stands in April. Entitled *Motocross Rider*, you may wonder what this has to do with trail riding. Well, they intend to run a regular section on trail riding and include road tests of trail machines. As a magazine seemingly aimed at the younger rider (where we could do with a recruitment drive), I've no doubt our Press Officer, Alan Kind, will be on the ball in supplying them with information about the TRF.

Thanks to those who have already completed questionnaires on their Yamaha XT350s; an already popular trail machine by the response I've had. There's still time to help me compile the Members' Machine Report on this machine by sending me an SAE for questionnaire AS SOON AS POSSIBLE — time is short!!

And finally to the winner of the photograph caption competition in Issue 112. This brought forth many captions — guaranteed to cheer me up in the morning. Many were aimed at hiding from rambblers, but the prize goes to Brian Wright of the South London Group whose caption reads:

"Excuse me, when you suggested I crawl up in my first gear, is this what you meant?"

## LETTERS

Having just read Steve Pighill's letter regarding the 'calling cards' which were my brainchild, I think that a few words of explanation would be in order.

Having (like most members) met members of the walking fraternity who accuse you of riding illegally, there is virtually no way that you can prove the correctness of your case there and then. The fact that you've checked out quite conclusively with your local Highways Department means nothing to this character! He's seen the sign at the end of the lane which says 'Bridleway' or, even worse, 'Footpath', and that's all there is to it. Here we have the classic confrontation situation where no progress will be made in a month of Sundays.

It therefore seems logical to carry a card which shows that you belong to an organisation which knows the facts of where and where not to ride, and shows the name and telephone number of a Rights of Way Officer of the local group, who can then be contacted in a civilised manner by anybody not accepting the word of the man on the trail.

I must confess that the thought of death threats, etc. never even crossed my mind and, short of using a PO box number which does seem a bit drastic, I can think of no easy solution.

The entire 1000 cards which I had printed were sold to ten groups, and Richard Marshall took over the distribution of any further cards, but I would be interested to know what reaction there has been to any that have been given away thus far.

Hugh Mason, Haddenham, near Ely, Cambridgeshire

I must object very strongly to the comments reported to have been made by Brian Thompson at the Executive Committee Meeting on 18th January.

It is wholly untrue that there are no volunteers to research claims in Gwynedd. During the past two years four people have volunteered their services to help with this job. It appears, however, that Brian Thompson has taken it into his head that one person alone must carry out this task, an unreasonable and unrealistic expectation.

If Brian's son is interested in carrying out rights of way work in Gwynedd, then I wish him well. He should approach his father for the names of the four who have offered to help. I have no doubt that they will do all they can to assist him. I do hope, however, that he will also persuade his father that rights of way work is not necessarily a one-man business. More people on the job makes the task that much easier and quicker to complete, and needs the minimum of organisation.

The 'Derbyshire Green Lane Day Out' or roadster runs that we held last August and October were both very successful affairs. Both were very oversubscribed and almost everyone who took part in the runs enjoyed them. The August run may not have been a success for Brian, since his bike was unreliable, but everyone else enjoyed it in spite of the rain. Top prize should go to the lad who rode up from Cornwall and stayed two nights in the local Youth Hostel so that he could ride with us. Others came from as far as the Home Counties and Wales. Most of us were pretty damp by lunchtime, when a number of riders left us to go home and dry out, but I led the remaining riders for an afternoon session. We were finally rewarded for our persistence at about 3 p.m. when the skies cleared and brilliant sunshine showed the Derbyshire colours at their best. We went our separate ways about 4.30 p.m. resolved to return in better weather.



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XR-250/350 R	£3.75	£11.00	£21.00	£27.25	XL 250S RC	£5.00	£10.00	£11.80	£26.80
<b>KAWASAKI</b>									
KLX 250, KDX 175/250/420	£3.75	£11.00	£22.00	£29.00	XL 500S RC	£5.00	£10.00	£12.75	£27.75
<b>SUZUKI</b>									
PE 175/250/400 N/T/X/Z	£3.75	£11.00	£21.00	£27.50	<b>KAWASAKI</b>				
<b>YAMAHA</b>									
YT 175/250/465	£3.75	£11.00	£21.00	£27.50	KE 125/175	£3.00	£6.00	£8.50	£17.50
<b>TRIALS</b>									
<b>BULLACO</b>									
Sherpa - All Models	£3.00	£7.75	£11.50	£22.00	KL 250	£3.75	£9.00	£12.75	£25.50
ARMSTRONG 310-320	£3.00	£8.25	£11.50	£21.00	<b>SUZUKI</b>				
FANTIC 125/175/200	£3.00	£8.25	£8.75	£19.50	TS 50/100 ER all models	£3.00	£6.00	£7.50	£16.50
240	£5.50	£8.25	£12.75	£25.50	TS 125, all models	£3.00	£6.00	£8.75	£17.75
<b>HONDA TL 125</b>									
<b>MONTESA</b>									
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*It was due to the success of this run that Brian and I decided to organise another at the end of October. This was also a success, again oversubscribed. It was a dull but, thankfully, dry day. Unfortunately the leader of one party (who should have been more careful seeing that he is an IAM member) failed to adhere to the route which I had checked out for that group. As a result he became lost and led some members of his group up on notoriously rocky Derbyshire lanes. This gent will not be asked again to lead a group of roadsters and, in future, all party leaders will be required to ride ordinary road bikes or similar, not modern lightweight trail or trials bikes.*

*Before each run I go to the trouble of checking each route on the ground, both to ensure that it will be suitable in present conditions for standard touring bikes and to time the route so that we all meet together at lunchtime and again for tea (for those who want this).*

*Finally, are there any riders who have ridden lanes in the Wirral? There are some good lanes there which are now threatened with downgrading or closure. Please contact me.*

John Blackburn, 429 West Derby Road, Tuebrook, Liverpool L6 4BL

*Just two things — Ken and Angie Canham must take all the credit for organising this year's John Ebrell Run — my input was nil!*

*I have written a dissertation on Highway Law as part of a university degree. It runs to 15,000 words (about 60 pages of A4) and is a fantastically brilliant masterpiece. (So modest, Alan — Rosie) I think I have turned up some 'new law' that may be very useful to anyone facing public inquiries, awkward County Councils or even prosecution for 'illegal riding'.*

*A number of cases and old statutes have come to light in my research. These all go to indicate that, generally speaking, all old roads were general purpose highways — pure bridleways and footpaths being quite rare exceptions. It isn't too technical and anyone with an IQ of more than 40 should understand it (leaves out the rambles — clever, eh!) Photocopies are available price £6.00 which includes postage and packing.*

A.D. Kind  
3 Mitford Gardens, Wideopen, Newcastle-upon-Tyne NE13 6LT

*I read with interest in the last magazine 'Legal Lines' regarding tyres. We consider ourselves 'sensible' but see no problem using lumpy tyres usually marked "Not for Highway Use". It would seem another freedom of choice has been removed for our own good.*

*I remember the articles in the bike papers about MX tyres, etc., and one spokesman said that he knew of at least two deaths as a result of using MX tyres. He did not state the number of accidents using correct road tyres, which I feel certain would have been dozens of times higher.*

*Look forward to some more trailing . . . whatever the tyres.*

R. Briggs, Barnehurst, Bexley Heath, Kent

## BACK ISSUES OF THE TRF BULLETIN

I received some enquiries regarding back issues of the TRF *Bulletin* earlier in the year and, after informing these people that I had no copies, a box of past *Bulletins* has surfaced.

Listed below are the ONLY copies I have. When ordering, please quote your membership number because, if you were a member at the time of issue and missed one of these, all I will require is a stamped addressed envelope from you. If you are a new member who would like old copies, these are 30p each, including P&P.

Please make all cheques/POs payable to TRF and send to Rosemary Swindells, 39 Shakespeare Avenue, Portswood, Southampton SO2 1HA.

<u>No.</u>	<u>Date</u>	<u>Main Features</u>
112	February/March 86	Minutes of 1985 AGM Book Reviews — British Trials Machines Classic V Twins
110	October/November 85	Honda XL250 Members Report Legal Lines — Tyres Article on a Rudge trail bike
109	August/September 85	Kawasaki KL250C Test Report Suggestions for Run Leaders
105	December 84/January 85	Yamaha IT175G — Long Term Test Welsh Coast to Coast Run Report 1984 Report on Chains and Sprockets
103	August/September 84	Riders Report XT250 Cameras Suitable for Trail Riding Book Reviews — Sunrise to Z1 (Kawasaki) The Big Leap (moto cross)
101	April/May 84	Test Report Yamaha XT125 Test Report Yamaha DT175

I also have *one* copy of each of the following back issues:

83 84 86 87 88 89 90 91 92 93 94 96 98 100

It's a case of first come first served and once these have gone, that's it!!

Trail bikes fall into many categories, be they 'off-the-shelf' standard trail models, converted roadsters, specials or road legal competition bikes (trials or enduro, for example). In this issue a couple of the latter class bike owners give the reasons for buying enduro as well as some trials and tribulations. Maybe some of you who fall in the other categories would like to write in about your bikes?

### WHY I BOUGHT AN XR200 by Ken Dickson

After two years without a bike the itch was back. I decided to buy a new Honda CD200 just to go to work on. This would leave the car free for my wife and baby daughter.

Burnspeeds were offering new Hondas at ridiculous prices, and when I went in to buy a CD200 I saw it! There, standing in the window was a Honda CL250S. Blue, with lots of chrome, plenty of ground clearance and a high level exhaust, it looked like the bike that Triumph should have made in the early 1970s. At £645 brand new, I could not resist. Perhaps I could do a bit of trail riding as well?

Paul down the street had an XT550, so off we went to our first TRF club night to meet Ken Canham and the lads. Most people looked incredulous, "CL250? That's the one with the electric start, isn't it? It'll never last on a trail!"

Next Sunday, Paul and I did our first trail — Clennel Street. We didn't even let our tyres down! The first thing I learnt was to remove mirrors and indicators . . . too late. Then I learnt how heavy 330 lbs is to pick up. Nevertheless, we enjoyed the day and came back for more.

Throughout the first year I gained confidence and skill and progressed from falling off six times per day to three times per day! I also learnt a lot about bike preparation. Although I liked the way the CL performed on the road, I became less and less happy with the way it performed on the rough, so I set about modifying it.

A Dunlop Trials type was persuaded onto the back, a Metzeler Moto-cross went onto the front. This allowed me to climb out of the ruts before it was too late. Four inch wider handlebars were fitted to make up for the shallow head angle. A rubber numberplate replaced the chrome rear light cluster (3 lbs lighter). Everything surplus to trail riding was removed. This brought the weight down to 310 lbs. However much I did I was still falling off three times per run and, after a hundred trail miles, I was worn out from the sheer physical effort of controlling the beast on the rough!

Then Peter Ashley kindly lent me his Honda XR200 for two weeks whilst he was on holiday. So off I went for 120 miles with Ken Canham. Lo and behold! not only did I not fall off once, I didn't have a weary bone in my body! For the first time I was wanting to do more trails at the end of the day instead of reaching the car park with relief! The seed of doubt was sown.

I had come to a crossroads — to sell the CL and buy a secondhand used and abused XR, or to further modify the CL? The CL had its advantages: 12 volt electrics, 7" searchlight on the front, electric start, 'O' ring chain, alloy rims, good handling and comfortable ride on the road and large fuel tank. On the debit side, however: heavy, lots of damage in falling off, low footrests, no kickstart, widely spaced gearing, shallow head angle (difficult to change course), not enough suspension movement, heavy front end (leading to many a spill in ruts) and brakes that wouldn't dry out after fords. On the subject of fords, I once dropped the CL in Brinkburn Priory ford, leaving only the kill switch clear of the water. The bike started first time!



CL 250



XR 200

Strangely enough, it was Angie Canham who decided for me. Ken had been looking for an electric start bike for Angie for some time, so I sold it to Ken. Now I had to buy an XR200! The country was scoured – XR200s were suddenly hard to find. However, one was eventually tracked down and it was off to Stockport with Peter and Ken to bring back an '82 Pro-Link.

I've never regretted the change for an instant. The XR suits my purpose admirably and, no, I don't fancy a 250 or 350. I enjoy all my runs to the full now and I've found the XR a lot less demanding both to ride and maintain. I don't use the XR for the three mile ride to work, preferring to keep it set up purely for the trails. I did, however, buy Sylvia a Mini!

I hope that this explains why some of us buy enduro bikes.

### **XR250 "BLUES", One of Many? by David Crone**

Steve Nailles comments on the problems with his XR250 mirror – my own experience with an XR I bought two years ago.

Things started to go wrong after about a year when the steering head stock bearings disintegrated. No big deal in itself (thought I) so off down to a local bearing specialist with the remains. The external diameter of the new bearing matched up but, on closer inspection, the internal diameter differed. The original Honda bearings are 1mm smaller than standard which means having to buy Honda bearings. The price difference? £9 for standard size, £22 for the Honda bearings.

Then in March while riding in the Lakes the swivel on the kick start fractured and eventually sheared. The new swivel cost £14 and had obviously been re-designed, being a much larger casting and made from a different material.

Some weeks later the CDI unit ceased to function – £44 for a replacement box. Then in August 1985 while riding home from work the engine note changed and I lost a lot of power. I nursed it home and immediately booked it into a local garage. Two days later I went down to find that the camshaft had snapped, damaging two valves and all the rockers. I tried to get the camshaft tested but the cast steel metal meant no positive results could be obtained.

A bill of £160 followed for parts alone. I would like to think that mine was a one-off, but I know of three other XR250s in the Teeside area which have self-destructed in a very expensive manner.

It really is a shame, because Honda produced a good trail/enduro bike in the 250, putting a powerful 4-stroke engine in a frame capable of handling it but which, in retrospect, has serious flaws in the engine department which should have been seen in the R&D stage.

Four stroke reliability took a further knock with the current rash of gearbox failures in early model XR200s (Pro-Link), my brother's included. His bike is undergoing its third gearbox rebuild, the last two separated by only six weeks! Perhaps a little more thought in the reliability area and less about the marketing might yield a reliable dual purpose bike.

However, my problems with the XR have now ended, thanks to some light fingered creep nicking it from work!

## **RIGHTS OF WAY NEWS – Brian Thompson**

### **THE RA GO MAD IN DORSET**

Nothing now surprises me after 16 years of trying to come to terms with the Ramblers Association hostility to all forms of off road motorcycling. In March in Dorset, the new RA chairman insulted four TRF members at a public meeting to which they had been invited to attend when he called trail riders and all motorcyclists in the countryside "the enemy". Protests by the TRF's Nick Crocker, Gwyn Thomas and Exmoor Group Chairman John Gibbs were dismissed, as were pleas for tolerance from horse riders and local councillors. The RA chief went on to claim that as 80% of the population of Britain were walkers in the countryside, they support RA policies!

The general feeling of the meeting, said John Gibbs, was of respect and sympathy for the TRF and regret that the RA had turned a peaceful meeting into an unnecessary attack not only on the TRF but all riders who dare to use the countryside on a motorcycle.

I hesitate to mention this item in view of the delicate and sensitive situation in mid Wales between different interests, but it does not help when the leader of a public charity in a key position to influence, and ease conflict for the government, states at a public meeting that they will not rest until ALL motorcyclists are driven out of the countryside. We are NOT criminals and are entitled to respect and courtesy.

### **SOMERSET**

Gwyn Thomas appeals for helpers to clear overgrown green lanes by giving a few hours work on Sundays. Six TRF members have started work on a RUPP near Bridgwater. Contact Gwyn on 0749 75294.

Co-operation between ramblers, horse riders and trail riders in Somerset clearing RUPPs and bridleways has won the group a prestigious Shell Award worth £350. This money will be used to buy more tools.

### **SOUTH DOWNS WAY**

An official Consultation Paper by the Countryside Commission into the twenty mile extension to the South Downs Way is available for inspection now. Copies can be inspected at Winchester Library in Jewry Street, Alresford Library in Broad Street, Alton, Bishops Waltham and Petersfield Public Libraries. Also at the Post Offices in Buriton, Clanfield, Meon and Cheriton, in addition to Hampshire County Council, The Castle, Winchester. Comments and objections should be sent to Nick Bagnall, Countryside Commission, Andover Road, Winchester. The extension is a mixture of bridleway and RUPP status and the plans need careful inspection to protect our rights. I am normally suspicious of Commission Long Distance Bridleway plans but I don't think this will turn into another Ridgeway saga.

### **PLOUGHING**

Ploughed out green lanes is a problem that bothers many clubs, especially those in the arable eastern half of England. The TRF in Kent are worried about Byway No.25 in Dover, destroyed by the plough for nine years and not restored. Even when joined by the RA, Byways and Bridleways Trust and Parish Council, the law is not enforced. Indeed the law on ploughing is NOT obeyed or enforced generally! But the government are about to deal with the problem – a leaflet is going out to every farmer asking him to please obey the ploughing laws!!

## HAMPSHIRE

Trail riders are fortunate in Hampshire which has 400 miles of green lanes, all properly designated RUPP status on the Definitive Map. This makes it easy to find out which lanes are lawful. Hampshire is very rare in having a fairly accurate Definitive Map. The County Council have issued a statement of intent on how they will deal with the Wildlife and Countryside Act 1981 which will reclassify all 400 miles of green lanes into Byway IF vehicular rights are proven. They have appointed two full time and two part time staff to review the 1964 Definitive Map.

## YORKSHIRE DALES

Similar bureaucratic stirrings are taking place in the Dales to apply the 1981 Act and a meeting will be held soon. First area will be in the Richmond/Swaledale region. In the entire very popular Dales ONLY ONE RUPP exists which the National Park say is to be downgraded to bridleway to get rid of the trail riders. This, of course, just happens to be the best green lane in the Dales — High Way near Hawes to the Cumbria border. Our superb efforts in Cumbria in 1980/83 upgraded the Cumbria part of High Way into a Byway, which helps. New trail riders (and old!) are utterly confused why, given the same law of the land and a similar number of 400 miles of green lanes, one county (Hampshire) has properly made them all RUPP status (so everyone knows their rights) and another (N.Yorks) has just one! The answers are far too complex to explain and very few fully understand, including Council experts.

An initial plan to close all green lanes within the National Park area has been dropped due to behind the scenes intervention. I am not allowed to give more details of who, what and where, just that the National Park Committee have now decided to show a more relaxed attitude to trail riding. They are worried, however, that one or two lanes are being damaged by trail rider over use. I shall try and obtain details and call for voluntary restraint. The Dales National Park are aware that farmers and farm workers are increasingly turning to off road motor cycles and ATCs for transport in place of the traditional Land Rover and tractor. The same applies to the Lake District, and sometimes rambles confuse the two very different types of use to our detriment.

## CHESHIRE

The Cheshire Group has reformed with new Secretary being Pat Smith and new RoW Officer Geoff Bostock of 40 Ripley Avenue, Great Moor, Stockport, Cheshire.

Completely new to the complex struggle to maintain our rights, Geoff is fighting to save three popular RUPPs in West Derbyshire scheduled for downgrading for all the wrong reasons. The intention is to exclude all motorcyclists from the Goyt Valley and Etherow Vally who have enjoyed use for fifty years without complaints. Reasons given are that noise and danger from trail riders will conflict with other users.

The RUPPs involved are quaintly named Windybottom (from Broad Carr to Richmond Farm), Donkeys Bank and Strawberry Hill, all between Mellor and Marple. The arguments that all three RUPPs are unsuitable for 'modern day traffic' shows the huge job of work ahead for Geoff and the Cheshire Group to educate Councillors and civil servants alike.

An active Cheshire Group is doubly welcome to protect the many excellent green lanes in the North West Peak District. In the Green Lane Study (1979) the only

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evidence in the UK of conflict between trail riders and other users was in this area. In 1981 I allowed a RUPP to be closed by Derbyshire County Council in New Mills after a period of voluntary restraint failed. There is STILL some ill feeling towards me for what some see as an act of betrayal.

### USE FORMS

Twenty years use can establish a public vehicular right of way by statute (Section 31 Highways Act 1980) and several such witnesses can easily upgrade a green lane to Byway status without any other supporting evidence. There are a lot of scrappy user forms knocking about TRF clubrooms that members keep filling in and sending to me. These forms are in the most part incorrect and cannot be used at a public inquiry or court of law. I can supply CORRECT forms on request with SAE free of charge. Once filled in, please hand these to your local Rights of Way Officer if possible, or to me. Less than twenty years can also be used, down to five or six; anything less is of no value.

### PERSISTENCE PAYS OFF

Brown Syke Lane is a green road in the Parish of Sykehouse in South Yorkshire on the North Yorkshire border not far from Selby. It dates from well before the local Enclosure Award of 1825 which set the lane out as a Private Carriage Road and is shown on several pre-1825 maps. Only one mile long, it is 40 foot wide, tree lined and grassy throughout. Due to the usual neglect, this lane has no status on the 1952 Relevant Date Definitive Map. Despite Section 33 of the 1949 Act, there has been NO review in 34 years!

In 1979 the tenant farmer bought the lane from the landowner for £1,000 having first asked the County Council if the lane appeared on the Definitive Map. County Hall did not check with the TRF or any other user group, or even with the Parish Council, and the farmer assumed the ancient lane was not a public right of way. Up went the barbed wire at both ends and a start on ripping out precious hedgerows and mature oak trees. The plan was to enclose the additional three acres into adjacent fields, that is, until I spotted the wire on a routine trail riding tour of inspection.

I took photographs and wrote to County Hall. No action; merely that this was *not* shown on the Definitive Map even though I produced good twenty year user evidence from cyclists, walkers and motorcyclists and old maps, and claimed Byway. After six months of getting press publicity and support of the Parish Council and local County Councillor and still no action, I decided on a routine journey to remove the barbed wire myself, but while doing so was set upon by three burly farmhands and threatened with violence. This was assault and another Section 137 offence, so I reported this incident to the local Police who declined to take action.

The wire fence was replaced. I then reported the County Council to the Ombudsman in York who declined to help as he said I had a legal remedy, i.e. Section 137 Highways Act 1980, which was true. The reason for not doing so was because I was concerned at the status of PRIVATE Carriage Road in the Enclosure Award. From 1979 to 1985 Brown Syke Lane was blocked and not used. The Parish Council refused to take legal action although they continued to support removal.

In 1984, South Yorkshire had a change of staff and Mike Gibson took over as Rights of Way Officer. Also, as a co-opted member of the Footpath Committee, I helped divert attention to the appalling rights of way problems in the Thorne area. County Council research showed that all the fifty miles of green lanes in the Thorne district

presently footpath Definitive Map status or no status despite being up to 50 ft wide had originally been shown in 1952 as RUPP status and in 1964 at provisional stage disappeared in mysterious circumstances.

Private Carriage Road status was found to be virtually public road now, ALL the many owners being responsible for maintenance. As the dozens of owners are now untraceable, it was held by Council lawyers that maintenance had passed into public hands. Furthermore, the local Highways Board took over responsibility for maintenance in 1864 and Council records in the 19th century showed expenditure on maintenance. This stroke of luck, together with surprisingly little destruction to the lane and trees, and faced with magnificent evidence from County Hall, the farmer gave in and removed the barbed wire in 1985. Brown Syke Lane is now open for public use once again as it has been since 1770, with just the short six year period when an attempt to steal a public highway nearly succeeded.

This case shows that problems can take many years to resolve and I had all but written off this green lane as lost forever until the County Council did its duty. While open to all this lane will not be the subject of a Modification Order under the 1981 Act to give it Definitive Map protection as Byway or Bridleway because the County Council is now abolished and this lane came in too late to join the fifty-one similar green lanes that will become Byway upgrades on the Definitive Map.

### MAP MARKING

Available for Derbyshire, all of Yorkshire, Lake District and Wales. Most lawful green lanes are marked onto your 1:50000 series OS map. The fee is £2.50 per map, payable to Mrs J. Thompson, 39 Warren Road, Thorne, Doncaster DN8 5PP.

Dashed markings on the maps marked up indicate the status of the green lane is disputed and you use entirely at your own risk. I welcome condition reports and any difficulties experienced. This enables me to keep my records up to date. My address is 39 Warren Road, Thorne, Doncaster DN8 5PP.

### COURSE SUCCESS

All thirty-five pupils on my Castleton, Derbyshire green lane law training course, April 4th–6th, went home much the wiser and more able to tackle the many problems that trail riders face. Peter Halstead, one of the four Lancashire Group TRF Rights of Way Officers, talked about his experience in gaining Byways under the 1981 Act – the first trail rider to do so. Our Solicitor, Mike Rowley, gave us a most useful talk and outlined the problems we face now and how we should protect our interests for the future. Guest speaker, Mike Gibson, former South Yorkshire chief (and now with Barnsley District Council as Rights of Way boss) added to Mike Rowley's comments on points of law and then, with visual aids, showed us examples of his work for the County Council including the amusing story of the policeman who sat up in a tree for thirteen hours in order to catch a farmer red-handed removing signposts! The farmer pleaded guilty to removing 114 signs and was fined £1,200.

The next course will not be in October due to the uncertainty surrounding the possible full time job, and will now be held in April 1987. I shall have a TRF professional assistant in Dave Giles (Rolls Royce Training Officer) who has kindly offered to take off my hands the time consuming admin and financial arrangements, leaving me more time to concentrate on the tutorial. Thanks to Dick Marshall (who is Asst TRF Rights of Way Officer) and finally to the usual unstinting TRF financial back up.



## GROUP NEWS

### TEESIDE

Earlier this year we held a film night, including the old favourite *On Any Sunday* (the original), the Welsh and Spanish Enduros and the (by now) highly controversial *Wings, Wheels and Water* trail riding feature with yours truly sweating buckets on a TS125 with the laid back Jimmy Hendrix tee-shirt.

On a more trail bike note, I have a road bike run organised for 6th July starting from the church in Crathorne at 10.00 a.m. I will be using my well abused XJ650 prior to a four week jaunt to Turkey and Syria twelve days after the run, so don't expect any heroics. The run is open to all large cc trail bikes and *any* road bikes but *no* enduro oriented flying machines (which means no one can borrow my XR200).

Leo Crone, Teeside TRF Secretary

### SOUTH LONDON GROUP NEWS

Another good turn out of members (about 15) for the second meeting. However, we missed you Alan Seagrave, Pete Spowage, etc.

We have some weekends away booked – Derby (Matlock) 27th/29th June and Mid Wales 12th/14th September. We hope to have Dick Sutton leading us through, over (or under) the Monks Trod, etc. At the time of writing there are some places available, but by the time you read this there may not be.

For anyone who cannot make the club night, please note that you can meet some members on any Thursday evening at the same venue (we share with the Croydon Club). Alternatively, ring Clive (our glorious leader) as we have informal runs almost every weekend.

We are planning shortly to have a run for novices or, if you're not a novice, you will be handicapped in some way – suggestions please!! and also a 'moped' run, preferably C90s but sidecars may like to join (are you there, Chris de Whalley?)

Brian Wright, South London Group

**It's good to see that we have new groups starting up, but it's disappointing on the other hand to have to report that, due to various reasons, some of our older groups have disbanded – Rosie**

### BOURNEMOUTH AND POOLE

As only two members met regularly it has been decided to abandon meetings. However, anyone interested in riding should contact Keith Cockrell, The Bungalow, West Street, Winterbourne Kingston, Blandford, Dorset.

### YORKSHIRE COAST (Scarborough)

I was very sorry to hear of the death of Group Rep, Simon Alport. He had been in hospital for some time. Roland Hills says that meetings have ceased to be arranged due to work commitments but says that Don Burt can arrange a guide service for visiting groups. Please contact Don on 0977 612258.

### FYLDE COAST

Unless anyone knows different, this group has also disbanded.



*Dave Pyne burying his new KDX200  
(South East Group)*

## SOUTH EAST GROUP NEWS

We are still managing to arrange at least one run a month, normally on Sundays, in a variety of areas in Kent, Sussex and Surrey. A new activity that has arisen is our two day runs. The favourites of these are the Ridgeway/Salisbury Plain run and latterly a Somerset run. We usually manage to cover about 200 miles over two days and most of us have a good, if knackered time.

On the rights of way front things have picked up in the last year. Ploughing of Byways is a problem and we have written to Kent County Council complaining about a couple of lanes in the Dover area that have been erased in parts. We've even managed to ally some members of the RA on this matter and are also trying to get a couple of lanes that have had TROs on them for years reopened. Needless to say, response is slowwwwww . . . yawn . . . ! I reckon an abolition threat would perk them up a bit. Various closures have also been objected to, since the reasons for these were pretty dubious. For example, one was to stop gypsies from using it, as if they would take notice of TROs, ha ha!

The All Wheel Drive Club have contacted us with an interest in green laning. Ian Roscow (RoW) and myself went along to their meeting to tell them what we do and tried to emphasise the 'responsible users of the countryside' aspects. A joint run was planned but they had to abort it because of snow. Ah, snow! To me, one of life's priorities when it snows is to put on the body armour, heave the bike out of the shed and get out and relate to it. Forget work, the wife and the shopping. Ordinary country lanes take on a different aspect; it's almost like the number of byways has just increased a hundred fold, brilliant.

However, I digress. We have also managed to do some lane clearing at Shadoxhurst near Ashford with the AWD Club. Along with some horse riders we have reopened a lane that must have been overgrown for about forty years.

Finally, those of you that know me will have observed that I have bought another Honda XR250 after having said that I wasn't sure if I'd buy another because of the dubious reliability (see my trail test in the December/January TRF *Bulletin*). You will be pleased to know that this one hasn't gone wrong yet . . . er! wot's that funny noise coming from the gearbox?

Steve Neville, SE Group Rep.

## AN APRIL DAY IN NORTHUMBERLAND by Ken Dickson

It was to be an informal run out; two experienced riders introducing two relatively inexperienced riders to the delights of the Cheviots. The riders were myself, Honda XR200; Peter, XR200; Paul, Suzuki ER250 (trail tyres, had done some mild lanes) and Alistair, Honda TLR200, just returned from working and trailing in Oman, still sand on the bike, had not ridden on mud, wet grass or snow before.

The plan was to start at Alwinton and ride Clennell Street, Dere Street, The Street, Clennell Street and, time permitting, Salter's Road. Peter and I have ridden this combination many times before because of the low number of road miles to high number of trail miles. The going ranges from easy to tough and is not suitable for outright first timers or road bikes. Considering that 0.6" of rain fell the previous day we expected the terrain to be wet, boggy and muddy. We were partly wrong!

We met at Alwinton at 10.00 a.m. and set off merrily onto Clennell Street. The first 2½ miles lived up to expectations: wet, boggy and muddy. Paul's trail tyres were already a problem. Alistair's worries about wet grass and mud had been overcome.

Then we came to Kidland Forest. The forest road was covered by 6" of virgin snow. Alistair couldn't resist it and disappeared up the hill. Paul was keen to go on too. We decided to continue to a farm road about three miles further on. Here we could either turn back or use the farm road to return to civilisation. On we went, the Hondas making fairly easy going of it but the Suzuki struggling on its trail tyres. Paul learned to paddle with his feet. The snow depth increased to 9" with drifts up to three feet at the sides. When the forestry track changed to a path the snow became rapidly deeper, and even the Hondas couldn't cope with knee deep snow!

We decided to return to Alwinton for lunch and then ride some lowland trails from there. Everyone seemed to make better progress on the way back, a point of excitement being when the build-up of snow around my carb led to the throttle sticking fairly wide open — I admit to exceeding 25mph, but I was not racing, honest!

We had lunch at Alwinton, ten miles and 2½ hours after setting off. We then headed for Rothbury to do the nice 2½ mile South Cartington trail. On the way, Paul filled up and found he was only getting about 30mpg. We then did a one mile trail across a farmer's field terminating in a shallow ford; at least it had been shallow in the past. On crossing it we all agreed that the force of water had been pushing our bikes rapidly sideways. The Suzuki expired, having drunk the water. The next trail was really two parallel troughs up to two feet deep, worn by the tractors, very muddy and a mile long. From there we did Low Burradon and Scrainwood, all showing a lot of tractor damage in the wet conditions.

We ended the day by riding the first 2½ miles of Salter's Road in both directions. This is extremely ill-defined, one part involving setting off from a gate across a moor towards featureless hills. If you top the rise in the right place you see a gate before you. We were only thirty yards out! The going was fairly good, but Paul still struggled up the steep muddy bits.

We returned to Alwinton six hours and 55 miles after setting out, both XRs just going onto reserve. Alistair and Paul had a good time and experienced the good and bad of trail riding in Northumberland on the same day. They both left asking the same two questions:

*"When is the next run?" and "Where can I buy Metzlers?"*

## BACKGROUND BRIEFING TO RIGHTS OF WAY by John Higgin

All ground in England and Wales is owned by someone (Scotland has different laws) and a right of way is a right of useage to pass over the ground in order to travel to somewhere else.

Roads and paths were formed for different purposes, such as for transport of troops, for trade in goods such as salt, iron, tin or food, and for the herding of cattle, sheep or fowl to market. Some such as the Ridgeway had coal carts delivering coal from South Wales to Swindon and local villages. Some paths were local, such as to the pub or church, and many led to bridging points for the rivers or to market towns. The Ridgeway was a path for troops with forts along its length and can be traced from Essex — where the Iceni tribe of ancient Britons under Queen Boadicea attacked the Romans — to the ancient centres of British pagan worship at Stonehenge and Silbury Hill on Salisbury Plain. The Pilgrim's Way in Kent sounds self explanatory but is very old. The Romans were the first to build permanent long lasting roads between such cities as Winchester and Cirencester and these are still in use and easily traced.

Many roads were mapped in the 18th and 19th centuries during the enclosure of the lands of the manors. The railways had to deposit a map showing which rights of way they crossed and how, when the Railway Acts were laid before Parliament. In the Industrial Revolution the population of the countryside was lessened and many old paths fell into disuse and were ploughed up. Drove roads fell into disuse with the coming of the railways.

Between the World Wars many roads were tarmaced and those that were not fell into disuse and became overgrown or would be ploughed up to grow more food.

In 1949 the National Parks and Access to the Countryside Act laid the duty on all County Councils to map all rights of way in their area and to classify them as Footpaths, Bridleways, Roads Used as Footpath and Roads Used as Bridleways. This was to be updated every three years by first a proposed map, then a definitive map, when all objections had been adjudged. Many County Councils have only completed one map, one County Council none, and about five have, by 1985, completed two.

When the Inland Revenue made a map for rating purposes in 1910 many farmers claimed that there were public roads across thir land on which they should not pay rates. Agricultural land was, in the event, not liable for rates. Many of these same farmers' descendants now claim that there never has been a right of way across their land "as long as I can remember".

There are no TRAILS in England, only ROADS, but there is pressure on County Highways Authorities not to recognise 'County Maintainable Highways' as these could need maintenance and money spent on them. Yet they can be traced on local government 'handover' maps.

The 1949 Act required the County Councils to produce a Definitive Map of rights of way. The old roads could be used for motorcycle trials but the 1956 Traffic Act forced trials organisers to seek permission from the police and any householder who lived on the route and many trials — except 12 exempt trials including the Scottish and the London—Lands End which were then held entirely on private land. This led to even less use and more growing over.

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The 1968 Highways Act sought to clarify if roads classified on the official maps as a Road Used as a Public Bridleway or a Cart Road Used as a Footpath (CRB or CRF on the 1949 Definitive Map) was open to vehicles as many conflicts were occurring, usually on a Sunday when County Hall with the Definitive Map was shut. All County Councils had to re-define their CRFs and CRBs as BYWAYS unless there was evidence to the contrary of a lower status. The test was:

1. Is the way public vehicular?
2. Is the surface suitable?
3. Would it be hardship if the way was downgraded?

Many Councils had them on their Surveyors' maps as 'D' class roads and, for cost reasons, wished to disown them. Monmouth said they were all private; Westmorland downgraded 70 per cent; Kent 200 byways; East Sussex 66 out of 180; Wiltshire 491 out of 1094; Cambridgeshire gave up 74 per cent. Many roads were lost at Public Inquiries because the Inspector decided that no hardship was involved in going round the long way by tarmac, or that because the farmer had (illegally) ploughed out the road after removing hedges it was not suitable for traffic (such as juggernauts), although trail bikes and tractors could navigate it without difficulty.

From the 1960s onwards, many County Councils were cutting back on staff and it was difficult, if not impossible, to get help from Council officials to clear a blocked or obstructed lane. With the proposing of the Wildlife and Countryside Bill in 1975 many Councils suspended all works on rights of way to wait for the outcome of the Bill, which was passed into law in 1981 and Part 3 relating to Rights of Way became effective in April 1983. One result of this Act is that the test for suitability (2) no longer applied and County Councils did not have to do a Countywide review all at one time but could do a smaller area and have a continuous review. The previous procedure was to survey, then publish a draft map, sort out objections and hold Public Inquiries for those lanes unresolved. These were held under the auspices of the Department of the Environment and could take ten or fifteen years from the publication of the draft map. Meanwhile, many witnesses had moved house, died, or otherwise lost interest. Witnesses were needed for proof of use over a 20 year period.

The current (1985) state is that, although many Councils have cut back on staff and most have abandoned unfinished reviews under the 1968 Act, a few are drawing up new definitive (drafts of) maps showing footpaths, bridleways and byways — or Roads Used as Public Paths (RUPPs), the latter not automatically having a right of vehicular use. The Secretary of State for the Environment has given guidance to Councils in England that RUPPs should normally have vehicular rights, but the Secretary of State for Wales has almost simultaneously advised Councils in Wales that vehicular rights do not normally exist on RUPPs — a most confusing situation for those without a deep knowledge. The fact that many RUPPs were County Maintainable Highways (County Roads) or old cart roads makes it almost certain that vehicular rights DO exist in all but the most mistaken definitive maps and, since county officials had their instructions from many councillors who were land-owners and to whom the ploughed up land represented valuable agricultural land, it is highly unlikely that many mistakes in overgrading of rights of way exist.

One of the differences between a footpath and bridleway and a byway is that the latter cannot legally be ploughed and the hedges must remain. If a footpath is ploughed it must be reinstated within a 'reasonable' time — a legal term that seems

to mean several years! Gates across byways must be ten feet wide and can only be erected with permission or by long custom. They cannot be locked. Bridleway gates need only be four feet wide.

There is no Central Government body trying to look after byways; the Countryside Commission or the National Parks Authorities would seem to be the people to fight to keep them open, but the Countryside Commission is so dominated by the Ramblers Association that it has only ever made Long Distance Paths (for walkers) and declares it has NO REMIT for motorised enjoyment of the countryside. Therefore, there are no motorists or motorcyclists on the Commission and it generally upholds the Ramblers policy that the countryside is only for walkers. Some regard is made for cyclists or horse riders but certainly not for any motorised sport. There are grants made to the Ramblers of almost £1 per member for 'development'. The RAC and ACU are now awakening to the threat that motorised sport can be totally banned from the countryside if the Ramblers carry on their present campaign; a recently completed study by Oxford Polytechnic (Henry Buller) for the Sports Council will spell this out clearly.

We must continue to fight for what green lanes are left to use after military training grounds, housing developments and intensive agriculture have taken what they regard as their rightful share — or be banned, as many would have us, and herded into disused tips and quarries, at least until some nearby resident complains about the noise!

## RIDE HARD — WORK HARD by Gwyn Thomas

Lane clearance (along with Rights of Way matters) must surely be a top priority for any active TRF Group. I am sure that it is not generally appreciated that RUPPs, which were defined under the 1949 National Parks and Access to the Countryside Act (NPACA), do not *automatically* carry vehicular rights, although it is generally accepted that 95 per cent do.

Under the Wildlife and Countryside Act, Highway Authorities are under a duty to reclassify all RUPPs to either footpath, bridleway or byway, depending on the evidence available. My belief is that user evidence may be more important than map or documentary evidence. Any RUPPs which are overgrown and not used by the public (i.e. us!) could be lost. It is all too easy for landowners to say to Highway Authorities that a way is never used and apply for vehicular rights to be removed. Recent experience shows that landowners will apply for a stopping-up order after having illegally obstructed a lane with vehicular rights.

Although it is hard work, a lane clearing session is good healthy fun — provided you don't stand too near a bloke swinging a staff-hook or slasher! We are supposed to be a 'fellowship' and a day's lane clearance provides a social event. That pint of bitter and a pub lunch really goes down well after three hours of toil.

The practical benefits are another lane to use and the sheer satisfaction of opening up a long disused carriageway. More importantly, no one can say that the lane is never used. Another byway is saved.

To me, clearing a green lane is just as honourable as clearing an old canal. The comparison is striking.

## MOUNTAIN BIKES

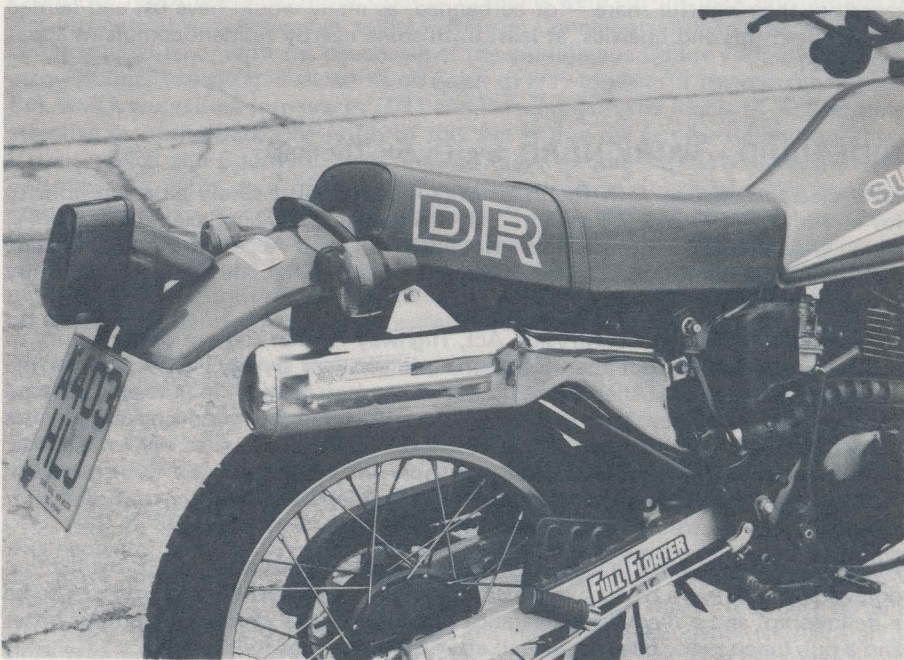
Following Alan Kind's article on mountain bikes, members in the Dorking area can hire them from 'Action Packs' on Dorking 0306 886944 for about £7. It is more fun in a group, but hard going especially up hills. I particularly liked being able to ride along 'forbidden bridlepaths' but they will never replace motorbikes.

Brian Wright, Sutton, Surrey

## FRENCH WITHOUT TEARS

To my astonishment the top French motorcycle monthly *Moto Revue* feature editor, Michel Dawans, flew over a few weeks ago and interviewed me about the British trail scene. The result, all in French of course, is in the latest issue available at your local Paris newstand! Apparently the French suffer from similar problems as we do, although without anyone as vicious as our Ramblers Association. *Moto Revue* is very impressed with the new Land and Rights Bureau (*sic!*)

With visions of hordes of Yam 600 Tenures turning up on my doorstep, the article offers my help to French trail riders visiting Britain! I can supply a photocopy free of charge if you send a SAE.



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## ABERGYNOLWYN — AN EXPLORATION

With the risk that the Abergynolwyn to Machynlleth road may be lost after the Magistrate's hearing on 28th April, Dave Eaton and myself decided we would ride it on 16th March.

It was a spur of the moment decision so we were unable to contact other members of the North Wales Group. In fact, we had already been out the Sunday previously from Cerrigydrudion to Betws-y-Coed and our next run wasn't due until April. Neither Dave nor myself had ridden this road before so we only had the 1:50000 OS.124 and 135 to guide us. We planned to prospect the route in readiness for April's run.

A panic phone call to Adrian Walls, our Rights of Way Officer, resulted in some directions, as the route appears on 135 but not on 124. Many thanks to the Ordnance Survey for their lack of continuity! Adrian's advice was, "Straight up the hill after the quarry, go round a forestry fence, drop down the other side, follow the telegraph wires in the forest, and you can't go wrong".

Can't we? Just wait!!

10.00 a.m. sees us unloading in Dolgellau car park. There are now three of us as my twelve year old son, Laurence, is riding pillion with me. Dave is on an IT175, and I am on a very tired XL185. We had arranged to meet a party from Stockport but at 10.45 they still hadn't arrived — must have had a puncture — so off we three set.

Down the A487, and B4405 to Abergynolwyn. Luckily it isn't too cold or wet so the road work clears away the cobwebs. The OS is pretty clear — we turn SE up the very steep dirt track (farm access also) to disused Bryo-Eglwys quarry. Just before the quarry there is a No Through Road sign so we know we are on a legal road. Take a photograph of it just in case there is any doubt. Next, into the quarry, still following the road. BUT this leads us to a padlocked gate into Hendre Forest, so this is wrong. Also we are on the wrong side of the stream. Park the bikes and scout on foot. This is a mistake as my bike immediately topples over and breaks the clutch lever; won't stop yet to replace it as there is just enough left to grip.

"Looks like the track is over to the east", says Dave, and to get to it we need to go up a 45 degree inclined plane used by the quarry. This is a short cut instead of backtracking down the road. Trouble is, as soon as I go downhill I cannot pull the clutch in, and run into a tree. Think I'd better replace the blade. So up the inclined plane, over a slate bridge halfway up it which, lo and behold, crosses the track we are searching for. After we have both crossed the slate bridge, Dave goes to look at it from underneath. "Not very strong" is his comment, "lucky we didn't go through it".

Now up the track which is a little boggy in places with intersecting ditches, but the forestry have placed drainage pipes occasionally so we use them as bridges. Then towards a gate which lies beyond a worse bog. Dave heads straight for it and gets stuck. I think I will be clever and cross the stream that feeds the bog but I can see the stream bottom so it will be firm, won't it? We all know that stream beds are

always hard. But this one isn't and I get stuck. Dave helps pull me out and, to thank him, I take a photograph of him buried in mud before helping him out.

Next feature arrived at is a packhorse bridge at 049 701, so confirming our sense of direction. Across the bridge to the SE lies a 1-in-1 hill with large bulldozed ditches running up and down it. However, we can see no evidence of the county road. We scout around for tyre marks but see none. Mind you, this area has been blanketed in snow for the last couple of months. As far as we can tell from the maps, the road runs straight up this hill, but this is where we have to follow the road from OS124 to OS135. So we start up the initial easier part of the hill and come to a gap in the forestry ditches that runs ESE. We assume that the forestry have deliberately not bulldozed this part because it is the road. See a couple of tyre tracks so OK. Little do we know!!

We follow a fence line for a mile, roughly eastwards, steadily climbing towards the peak of the hill. But when we arrive at the top we are confronted by a fence with only a stile allowing access to the far side of the hill. Remembering that Adrian had said the road was obstructed by a fence at one point and that if we went to one side we should find a way round, we tried. We walk but find no gap. Peruse the map again, or rather the bottom half of one and the top half of the other and find that we can't match our views with the map. Eventually we realise that we have been following the wrong track! The road actually does go straight up the hill from the packhorse bridge.

Rather than return to the bridge, we follow the fence line SW along the brow of the hill until we reach a welcome unlocked gate. Now we can see more tyre marks so it looks as if most drivers traverse this road from the Machynlleth end, and we can also recognise the shape of the forest from the map. After a short rest, down the other side of the hill ESE to a gate in the forest at 046 715. The hill has been very steep and tiring so another rest while we look for the telegraph wires that Adrian mentioned. Can't see any, but there's a fire break ahead so we follow it. Nothing's easy as the fire break now divides; to the left straight down, to the right it seems to follow the contour. Tyre marks to the left, so down we go. Gets very steep. I am in first gear with the front brake full on with Laurence standing on the footrests behind me to keep the weight off my arms and Dave has both wheels locked with a dead engine. After an age we reach a forestry fire road at 044 718 and read the notice about the Magistrate Hearing that is nailed to a tree. It says that parts of this road are impassable; this cannot be true as we three have just done it.

When we follow the line of the county road back from the far side of the forest road we can see that this steep track we have descended isn't actually the road. The road proper is thirty yards along and diverges slightly. So we had better investigate. We have much difficulty in getting up it as, when the forestry road was bulldozed, it cut the county road at ninety degrees and left a twenty foot high bank in the east side. We follow the road back up the hill but there are a lot of felled trees and branches blocking our way. We manage to clear a way through to gain a hundred yards or so and then give up. This is obviously why the alternative route has been used. Maybe this has annoyed the Forestry Commission, but who felled these trees in the first place? We promise that when we return in April we will take the right hand fire break from the gate and clear the road as we go.

For the next couple of miles until Machynlleth the road is clearly defined and we arrive there at 2.15 p.m. So it has taken us 3½ hours to do twenty-two miles; but what great miles! Couple of well earned cups of tea and we set off again. I have gone on long enough with this tale, but suffice it to say we return to Dolgellau by way of Cwrt to Rhyd-yr-onnen (getting lost yet again), and then Llanegryn to Dolgellau, skirting Cadar Idris. It has been a very tiring but satisfying day.

Just in case you are saying to yourselves, "what a couple of lousy map readers", we weren't really that incompetent as each time we went the wrong way it was the forestry's fault in obliterating the trail.

I only hope that by the time you read this we have managed to persuade the Magistrates to keep the Abergynolwyn road open, and you will be able to profit by our route-finding mistakes.

John Mills, Holmes Chapel, Cheshire

The advertisement is for 'FOWLER'S MOTORCYCLES'. It features a large, stylized graphic of a motorcycle in the center. The text is arranged around the graphic, including 'FOWLER'S MOTORCYCLES' in large letters, 'HONDA', 'YAMAHA', and 'SUZUKI' in smaller letters, and 'SERVICE CENTRE' and 'ACCESSORIES FOR THE' in even smaller letters. There is also a date '27th JUNE 1988' at the bottom. The overall appearance is that of a faded or low-quality scan of a printed advertisement.

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**COPY DATE FOR BULLETIN 115**  
27th JUNE 1986

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### Group and Group Rep.

#### BRISTOL

Julian Dagger, 2nd Floor Flat  
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Tel: Bath 333667

#### CAMBRIDGESHIRE

Richard Shaw, 37 Western Way  
Letchworth, Herts. SG6 4SE

#### CHESHIRE

Mr P.J. Smith, 15 Crescent Road  
Lower Brinnington, Stockport  
SK1 2QG

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

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Sheffield S19 6NF

#### EAST MIDLANDS

Graham Chinnery  
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7 Hammond Road, Knottingley  
WF11 0HL

#### ESSEX

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26 Manor Road, Chigwell, Essex

#### EXMOOR

John Gibbs  
42 Langlands Road, Cullompton  
Devon. Tel: 0884 32781

#### FYLDE COAST

Russell Clark  
133 St Andrews Road South  
Lancs. FY8 1YB. Tel: Blackpool 33060

#### GLOUCESTERSHIRE

Clive Baxter  
29 Linnet Close, Gloucester GL4 9XA  
Tel: 0452 32935

#### HERTFORDSHIRE

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

#### LANCASHIRE

Keith Westley, 6 Briars Lane, Lathom  
Ormskirk, Lancs. Tel: 0704 893215

## LOCAL GROUP MEETINGS

2nd Mondays  
White Hart, Brislington Hill  
Brislington, Bristol

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

1st and 3rd Thursday — The Robin Hood  
Buxton Road, High Lane, Hazel Grove,  
Stockport

Golden Lion, Market Place, Kendal

2nd & 4th Tuesdays — The Victoria Hotel  
248 Neepeend Lane, Sheffield

2nd Wednesday — Three Horseshoes  
Hemington, Leicestershire

2nd & 4th Wednesdays  
Kellingley Social Centre  
Knottingley

4th Tuesday — White Bear  
Stanford Rivers, Nr. Ongar, Essex

Riverside Inn, Creech St Michael  
Taunton, Somerset  
Last Thursday 8.00 p.m.

Every Tuesday except 1st  
Lions Sports Club  
Lytham St Annes

1st Monday  
Raglan Arms  
Conduit Street, Gloucester

1st Wednesday —  
Sow and Piglets  
Toddington, Beds.

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

#### LODDON VALE

Don Lewis, Ladybower, Dogmersfield  
Basingstoke, Hants. RG27 8SS  
Tel: 02514 616359

#### NORFOLK & SUFFOLK

Dave Rose, 15 Shire Green, Fen Lane  
Kings Lynn. Tel: 0553 765661

#### NORTH MIDLANDS

Brian Smith, 'The Smithy'  
Ballfields, Bradnop, Leek. Staffs.  
Tel: 0538 384218

#### NORTHUMBERLAND

Ken Canham, 'Overdale'  
Woodside Villas, Hexham, Northumberland  
Tel: Hexham 602553

#### NORTH WALES

Stan Whitaker, 15 Wedgewood Heights  
Holywell, Clywd  
Tel: 0352 712343

#### NORTH WEST LONDON

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

#### NORTH YORKSHIRE

T. Thornell, 38 Woodlands Grove  
Harrogate. Tel: 888191

#### SHROPSHIRE

Paul Kingston, 58 St Michael's Close  
Madeley, Telford, Shropshire  
Tel: 0952 583812

#### SOUTH EAST

Steve Neville, 115 Ifield Way  
Gravesend. Tel: 57061

#### SOUTH LONDON

Clive Morris, 114 Spa Hill  
Upper Norwood, London SE19

#### SOUTHERN

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

#### SUNDAY WINTER CLUB — CWMBRAN

Brian Wilde, 58 Ty-Box Road  
West Pontnewyd, Cwmbran  
Tel: Cwmbran 4742

#### SUSSEX

John Penfold, 'Mariners'  
Nyton Road, Aldingbourne  
Chichester. Tel: 024 368 3063

#### TEESIDE

Leo Crone, 35 Flamingo Close  
Darlington. Tel: Darlington 282671

2nd Thursday — The Lamb  
Theale, Nr. Reading, Berks.

1st Wednesday — The Blue Lion  
North Pickenham

1st Tuesday — Jervis Arms  
Oncote, Nr. Leek, Staffs.

3rd Tuesday —  
Ryton Rugby Club, Ryton

1st Wednesday — The Fox & Grapes  
Chester Road, Hawarden, Clywd  
(nr Queensferry & Mold)

1st Wednesday —  
Sow and Piglets, Toddington, Beds.

2nd & 4th Tuesdays — Prince of Wales  
Starbeck, Harrogate

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

2nd Tuesday —  
The White Swan, Crayford

1st Thursday, Burn Bullock  
Mitcham Cricket Green

3rd Tuesday — The Woodman Inn, Lower  
Upham B 2177 (Formerly the A 333)

Tuesday — King's Head Hotel  
Pontnewyd, Cwmbran, Gwent

Meet last Wednesday of month —  
Hassocks Hotel, Hassocks  
Mid Sussex

1st Wednesday — The Station Hotel  
Kirby, near Stokesley



**THAMES VALLEY**

Terry Jolley, 4 Halley's Walk, Addlestone  
Surrey. Tel: Weybridge 42935

**UPPER THAMES (ABINGDON)**

Dave Moore, 5 Whitelock Road  
Abingdon. Tel: Abingdon 29138

**WEST ANGLIA**

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

**WEST MIDLANDS**

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

**WEST YORKSHIRE**

W. John Netherwood, The Barn  
Fulstone New Mill, Huddersfield  
Tel: 0484 685492

**WEST WILTSHIRE**

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

**WYVERN**

Gwyn James, 18 The Spinney  
Wolverhampton WV3 9EU  
Tel: 0902 763824

**WEST YORKSHIRE**

Charles W. King, 53 Townend Road  
Woodale, Nr. Holmfirth, W.Yorkshire  
Tel: 0484 684782

**YORKSHIRE COAST (SCARBOROUGH)**

Simon Alport, Prospect Villa  
Castle Lane, E.Ayton, Scarborough  
Tel: 0723 864388

3rd Monday — District Arms  
Woodthorpe Road, Ashford, Middlesex

Last Tuesday — Lansdown Club  
Milton Trading Est., nr Abingdon

1st & 3rd Thursday —  
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Church), Wollaston, near Wellingborough

1st & 3rd Wednesdays —  
King George V Memorial Hall, Stratford  
Road, Hockley Heath, Solihull

1st & 3rd Mondays —  
Frizinghall Conservative Club  
Off Manningham Lane, Bradford

1st Tuesday in month — The Old Bear  
Staverton, Near Trowbridge, Wilts.

Every Thursday 9.30 p.m.  
Hill & Cakemore Ex-Servicemen's Club  
Victoria Road, Blackheath, W.Midlands

1st and 3rd Wednesdays —  
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Road, Hockley Heath, Solihull

1st Wednesday  
Wykeham (ring first)

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Tony Jolley, 4 Hawley Walk, Aldenham,  
Barnes, Tel: Weybridge 42235

**UPPER THAMES (ABINGDON)**

David Moore, 7 Whiteoak Road,  
Abingdon, Tel: Abingdon 22136

**WEST ANGLIA**

David Knight, 82 Bucklers  
Rushden, Northamptonshire  
Tel: Rushden 313818

**WEST MIDLANDS**

Robert Ellington, 11 Valley Road,  
Solihull, Walsley, B92 5AY  
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**WEST YORKSHIRE**

W. John Fisherwood, The Barn,  
Fussons New Mill, Huddersfield  
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**WEST WILTSHIRE**

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**WEST YORKSHIRE**

Charles W. King, 21 Toward Road,  
Woodale, Nr. Hemmels, W. Yorkshire  
Tel: 0454 664722

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Simon Albert, Prospect Villa,  
Castle Lane, E. Ayton, Scarborough  
Tel: 0723 894363

2nd Member - District 4016  
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1st & 3rd Wednesdays -  
King George V Memorial Hall, Stratford  
Road, Hackley Heath, Solihull

1st & 3rd Mondays -  
Frimley Hall Conservative Club  
67 Morningside Lane, Stratford

1st Tuesday in month - The Old Bear  
Station, Near Trurobridge, Wilt.

Every Thursday 8.00 p.m.  
Hill & Cotnamore Ex-Servicemen's Club  
Victoria Street, Backnurs, Wiltshire

1st and 3rd Wednesdays -  
King George V Memorial Hall, Stratford  
Road, Hackley Heath, Solihull

1st Wednesday  
Wykeham Irving Hall