

#### 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

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

#### WEST WILTSHIRE

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

#### WYVERN

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

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

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

1st & 3rd Thursday —  
Scott Bader Club House (opp.Parish  
Church), Wollaston, near Wellingborough

1st & 3rd Wednesdays —  
King George V Memorial Hall, Stratford  
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1st & 3rd Mondays —  
Frizinghall Conservative Club  
Off Manningham Lane, Bradford

1st Tuesday in month — The Old Bear  
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Every Thursday 9.30 p.m.  
Hill & Cakemore Ex-Servicemen's Club  
Victoria Road, Blackheath, W.Midlands



# TRAIL RIDERS FELLOWSHIP

AUGUST / SEPTEMBER 1986 No.115

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





# TRAIL RIDERS FELLOWSHIP

BULLETIN No. 115

August/September 1986

## FUTURE EVENTS

### 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.

### SEPTEMBER

- 5th Last date for motions/proposals, etc. for AGM agenda – to be  
sent to the Secretary, John Higgin.  
6th Thames Valley Group. Weekend in Somerset. Contact: Ron  
Rickerby: 01-998 6619.  
7th West Yorkshire Group. Dales Run. Contact: Jim Souter:  
Bradford 611789.  
7th East Yorkshire Group. Hexham Run. Contact: Don Burt: 0977  
612258.  
13th/14th Welsh Coast to Coast Weekend. Contact: Charles King, 53 Town  
End Road, Wooldale, Holmfirth, Huddersfield HD7 1XT. Tel:  
Huddersfield 684782.  
13th/14th Trail Riding Weekend. Wiltshire/North Hampshire/Berkshire  
area. Contact: Don Lewis, Ladybower, Dogmersfield, Basing-  
stoke, Hampshire. Tel: 02514 6359.  
13th/14th Trail Riding Weekend. Lake District. Contact: Colin Thompson,  
Crag Cottage, Cotthouse, Hawkshead, Cumbria LA22 0JT.  
Tel: Hawkshead 494.  
20th TRF EXECUTIVE COMMITTEE MEETING. King George V  
Memorial Hall, Hockley Heath. 1.00 p.m.  
21st East Yorkshire Group. Baslow Run. Contact: Don Burt.

### OCTOBER

- 5th East Yorkshire Group. Kettlewell Run. Contact: Don Burt.  
12th TRF ANNUAL GENERAL MEETING. National Motorcycle  
Museum, Stonebridge, Birmingham (near the NEC). 11.00 a.m.  
11th/12th Trail Riding Weekend. Yorkshire Dales. Contact: Jim Souter  
Bradford 42361 (work), Bradford 611789 (home).  
18th Thames Valley Group. Weekend in Derbyshire. Contact: Ron  
Rickerby: 01-998 6691.  
18th/19th Trail Riding Weekend. Shropshire and North Worcestershire area.  
Contact: Gwyn James, 18 The Spinney, Wolverhampton WV3  
9EU. Tel: 0902 763824.  
19th East Yorkshire Group. Settle Run. Contact: Don Burt.  
26th West Yorkshire Group. Salter Fell Run. Contact: Jim Souter.

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Tony Rose  
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Tel: (0536) 522274

## EDITOR'S RAMBLINGS

Sorry about the lateness of the June/July issue, but even Editors have holidays and, instead of labelling envelopes, I'm afraid I was living it up at the T.T. races. Would you believe it, I couldn't even get away from the RA there. Watching the racing through the bottom of a beer glass I noticed an offer on the beer bottle. Send off X number of special tops (or whatever) and get a free map of a walk in one of six of Britain's beauty spots. Run in conjunction with the OS and RA, the brewers are obviously out to intoxicate the ramblers . . . so watch out for drunken ramblers – you can tell them by the wobbly boot tracks!!

It was good to see, once again, a large turnout at the May Committee meeting. Let's hope the current trend towards being interested in how the Fellowship is run extends to the AGM (see FUTURE EVENTS for details). We may be looking for a new Press Officer at the AGM – do you think you could follow on in Alan Kind's admirable footsteps? If so, let John Higgin know. And if you want to know more about the post, contact Alan – 3 Mitford Gardens, Wideopen, Tyne and Wear.

Following the success of the Rights of Way course held earlier this year, Brian Thompson hopes to organise another next April. Look out for details. In the meantime, if you want to catch up on rights of way information, get hold of a copy of *Study No.28 – Providing for Motor Sports*. This document would be useful for Rights of Way Officers, identifying real problems in the countryside. Costing £5, it is available from: Sports Council, 16 Upper Woburn Place, London WC1H 0QP.

Would you like to host one of the national TRF trail riding weekends, but don't want to lay your own money on the line? Don't forget that finance is available to bona fide organisers from the Treasurer: Tim Ley, 17 Heigham Close, Shelton Lock, Derby DE2 9QF.

And still on the subject of national runs, an official thank you goes out to Ken Canham for his excellent organisation of the 1986 John Ebbrell Run. (That goes for Angie too!!)

Finally, would members please note that I do not live in Sheffield any more – mail sent there will soon no longer be forwarded by the Post Office, so your valuable contributions, etc. could get lost. Thanks.

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## FUTURE EVENTS (continued)

- 29th October/ OLYMPIA BIKE SHOW. We have a TRF stand here – YOUR  
2nd November HELP IS NEEDED. Contact: Secretary, John Higgin.

WHEN WRITING TO ANY OF THE ABOVE,  
PLEASE ENCLOSE A STAMPED ADDRESSED ENVELOPE

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*Cover Photograph: 1961 AJS Model 8 350 c.c. – courtesy Phil Sampford*



## LETTERS

The following members of the Cambridge Group: Hugh Mason (1T250), Dave Trubuck (MTX), Adam Purser (XR250), John Booker (XL185), Pat Leach (EX250), Dave Edgar (DT/YZ), Roger Young (DT175), Stuart Barnes (DT175) and myself Richie Shaw (XR250), express their thanks to Pat, Graham and all the other lads of the Shropshire Group who provided us with a terrific weekend's trail riding 19th/20th April 1986. Good digs, excellent lunch/ale stops and two very memorable trails (Sunday), which shall remain undescribed here so as not to spoil any future fun, both for the Salopians and any visitors.

Hope the Review went well or goes well for you over in Salop; you are always welcome to give us a return visit to sample our trails, which are a lot better than some people are wont to believe.

Richie Shaw, Group Rep., Cambridge TRF

Just returned from the Six Days Trial; would you please note that dramatic changes in my programme had to be made following a request from the Trial Secretary to keep clear of private land over which we intended to ride. Apparently some unknown person wrote objectionable letters to the Secretary saying that our party had intentions to disrupt the meetings, therefore the local police had been informed to stop any acts of vandalism. However, I gave my assurance to both the Six Day Secretary and the local police that we, the TRF, would not do anything unlawful or encourage any motorcyclist to follow or ride over any of the trails in the locality. My apologies to the two or three genuine TRF members who contacted me with good intentions.

Harold Walton, Scotland

I have just been on a run today (11th May) from Skipton to Otterburn over the Otterburn—Hellifield Moor which comes on the Settle to Malham road. I then dropped down into Settle then on to Langcliffe. From Langcliffe over the scar and dropped down into Malham. From Malham centre up towards the tarn to join Mastiles at Stree Gate.

The reason I am writing this account is what happened here. Two men, I don't know whether they were ramblers or what, put the question to me: "You don't intend to ride that through here do you?" My reply was: "I certainly do." When I asked them what authority they had to question me they replied there was no right of way for motor vehicles. At this stage I produced a map marked by the TRF, at which the person went silent and backed down, even opening and shutting the gate for me.

I don't know what their intentions were. They may have just been having a rest but they had haversacks with either a CB radio or walky-talky. I must point out that at no point were they aggressive in their manner; I would think they were not local as there were Land Rover tracks leading from the gate, also they let a pick-up through.

My own conclusion is they were anti-biking RA trying it on. So members beware — if you know you are in the right take no notice of these unofficial officials.

Brian Wilkinson, Skipton, North Yorks

# Sammy Miller

NEW MILTON, HAMPSHIRE, 0425 616446



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|----------------------------|-------|--------|----------|--------|--------------------------------------|-------|--------|--------|--------|
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| XR 200 Twin Shock          | £3.75 | £11.00 | £21.00   | £27.25 | MT 50, MTX 50                        | £3.00 | £7.00  | £7.50  | £17.50 |
| XR 200 R Pro Link          | £3.75 | £11.00 | £21.00   | £27.25 | XL100/125, 185S, XL125 RC            | £3.00 | £7.00  | £7.50  | £17.50 |
| 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>            |       |        |          |        | <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>              |       |        |          |        | <b>SUZUKI</b>                        |       |        |        |        |
| PE 175/250/400 N/T/X/Z     | £3.75 | £11.00 | £21.00   | £27.50 | KE 125/175                           | £3.00 | £6.00  | £8.50  | £17.50 |
| <b>YAMAHA</b>              |       |        |          |        | <b>YAMAHA</b>                        |       |        |        |        |
| IT 175/250/465             | £3.75 | £11.00 | £21.00   | £27.50 | TS 50/100 ER all models              | £3.00 | £6.00  | £7.50  | £16.50 |
| <b>TRIALS</b>              |       |        |          |        | <b>TRIALS</b>                        |       |        |        |        |
| <b>BULTACO</b>             |       |        |          |        | <b>BULTACO</b>                       |       |        |        |        |
| Sherpa - All Models        | £3.00 | £7.75  | £11.50   | £22.00 | TS 125, all models                   | £3.00 | £6.00  | £8.75  | £17.75 |
| ARMSTRONG 310-320          | £3.00 | £8.25  | £11.50   | £21.00 | TS 185/250 all models                | £3.75 | £9.00  | £11.50 | £23.00 |
| FANTIC 125/175/200         | £3.00 | £8.25  | £8.75    | £19.50 | DR/SP 370, 400                       | £4.50 | £8.25  | £11.50 | £23.00 |
| 240                        | £5.50 | £8.25  | £12.75   | £25.50 | <b>YAMAHA</b>                        |       |        |        |        |
| HONDA TL 125               | £3.00 | £9.00  | £8.75    | £18.00 | DT 50/MMX TY 50, DT100               | £2.00 | £6.00  | £7.50  | £15.50 |
| <b>MONTESA</b>             |       |        |          |        | <b>MONTESA</b>                       |       |        |        |        |
| 123/200, 248/348, 349      | £3.75 | £7.75  | £11.50   | £21.00 | DT 125/175 MX                        | £3.00 | £7.00  | £8.90  | £18.90 |
| SUZUKI RL 250/325          | £3.00 | £7.75  | £11.50   | £21.00 | DT 250/400 MX                        | £4.00 | £8.50  | £11.50 | £24.00 |
| <b>OSSA</b>                |       |        |          |        | <b>OSSA</b>                          |       |        |        |        |
| MAR 250/350 Yellow, Orange | £3.00 | £13.50 | £14.25   | £24.00 | XT 250/500                           | £4.00 | £8.50  | £11.50 | £24.00 |
| SWM 280/320                | £3.00 | £8.25  | £12.75   | £23.00 | XT 550                               | £5.00 | £8.50  | £11.50 | £25.00 |
| YAMAHA TY 80               | £2.50 | £7.50  | £6.00    | £15.00 | <b>TENSIONERS</b>                    |       |        |        |        |
| TY 175/250                 | £3.00 | £8.25  | £8.50    | £19.50 | Rear Tensioner to prolong chain life |       |        |        |        |
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Following Alan Kind's article in Issue 112, I sent a copy to Adrian Hepworth who hires mountain bikes. Adrian replied as hereunder (and also enclosed an advert):

"I totally agree with Alan's comments on the initial NORBA quote and Raleigh's advertising policy regarding the Rights of Way. It was because of this kind of irresponsible attitude that we began producing our magazine *Making Tracks* with the idea of informing other cross country cyclists of the possible outcome of careless riding plus, of course, letting others know of coming events, favourite rides, readers' letters, etc. Much the same as your own mag.

We shall be mentioning Alan's article in the next issue of *Making Tracks* and a line or two on the TRF, so if there is anything you would particularly like us to mention then please let me know."

Alan's address is Robin Cottage, Stones Lane, Westcott, Nr. Dorking, Surrey. I have sent a contribution outlining the law as it applies to off road bicycles.

Brian Wright, South London Group

*The TRF has been around for 15 years now and I hope we can be thought of as a permanent fixture. You and I, however, have got older and wiser, even richer in some cases (not me) and have seen relatives and friends pass on to who knows where. Those left behind have to struggle to make sense of what is left behind and often forget how high you held the friendship and achievements of the TRF.*

*Could you (privately) tell the wife to sell the bike you will no longer need, and send the proceeds to the Treasurer, or add to your will a clause making the TRF a beneficiary. Then not only will your friends remember the good times you had together, but thank you for your foresight and wisdom in looking to help the TRF in the future.*

John Higgin, 11 Askew Drive, Spencers Wood, Reading

I refer to your article in TRF Bulletin No.113 "Editor's Ramblings" — New Groups, page 4.

*The Lancashire Group of the Trail Riders Fellowship has a Rights of Way committee and a Group committee second to none within the TRF. Nevertheless, and maybe because of this fact, Lancashire seems to attract no end of crackpots and general all round self publicity-seeking twerps whose aim, it would appear, is to see their name in print, rather than take an active part in the general well being of green lanes and our right to use them, within Lancashire Group's area.*

*The so called 'Fylde Coast' Group has to my certain knowledge never existed. The first I knew about this Group was when I was asked if Lancashire Group and Fylde Coast Group had sorted out their boundaries. Now can one sort out the boundaries of a Group which does not exist? It would have been basic manners if the County Group had been asked their opinion about setting up a new Group within its own area, which to my certain knowledge they were not.*

*Letters have been printed within the Bulletin and T&MX News about the so called threat to close off to our use the lane known as Salter Fell Road. There is no threat to close off this lane at the present time. Nevertheless, these letters were published without the writers having the manners to consult the Local Group.*

*Again, within T&MX News and the TRF Bulletin we hear of a Lancashire ACU club, or one of its members setting up a Trail Riding Section running along TRF lines, with what appears to be TRF support, and again the County Group was not asked its opinion.*

*To test these so called Groups, I asked T&MX News to publish the fact that the Lancashire Group TRF and the Lancashire County Council staff would be having one of their six monthly meetings on 18th March 1986 to talk about the workings of the Wildlife and Countryside Act 1981. All interested parties were invited to attend. Nobody did except Lancashire Group members.*

*It is my opinion that these so called Groups within Lancashire Group's area are bringing the County Group, and the TRF, into disrespect and anybody wishing to set up a new Group should have to have direct permission from the County Group. It would be a good idea if some writers found out the facts before writing to the Bulletin or Papers upon issue concerning Lancashire Group TRF.*

John Gillett, Lytham St Annes, Lancashire

Thanks for your comments. By way of reply — what other clubs do as regards trail riding sections is, I should have thought, their own business, but I agree they should liaise over RoW or business matters.

The Fylde Coast Group first appeared in the Bulletin in July 1983 — before I was Editor — and has remained listed ever since. I understand that last year's Group Census yielded no reply from them so it can only be assumed that they no longer exist.

Just to clarify, although anyone can start up a new TRF Group, before it can become official it must be sanctioned by the Executive Committee. As an official group you may have a representative at these meetings as of right and that is the place where you object to, or sort out boundaries with any new group wishing to form in your area. — *Rosie*

## PRESS RELEASE (RAC Motor Sports Association Limited)

### 'LAND ACCESS AND RIGHTS ASSOCIATION' IS HERE

At a meeting on 21st May of Motor Sport and Motorcycle Organisations at the ACU offices in Rugby, the formation and constitution of the Land Access and Rights Association (LARA) was agreed.

The meeting was attended by representatives from the Auto Cycle Union, Amateur Motorcycle Association, British Motorcyclists Federation, RAC Motor Sports Association, Trial Riders Federation\*, Motorcycling Association of Great Britain, Welsh Trail Riders Association, Youth Motor Sports Association and the British Schoolboys Motorcycling Association. The formation of LARA is the culmination of many months of hard work and liaison between the organisations to form an association to look after the interests of motorcycling and motor car sports and leisure participants.

The Association will be responsible for co-ordinating land access matters and will provide, for the first time, a unified approach to the question of access to the countryside for motor vehicle users and, in order to carry out this responsibility,



have agreed on the appointment of a Land Access Consultant. The Association will be governed by a Steering Committee which will have its Annual General Meeting on 23rd June 1986 to elect officials and decide future policy and priorities.

The Association would like to pay tribute to the work of individuals in the past years who have dedicated themselves to retaining access to the countryside for motor vehicle users, much of which has been done on a voluntary basis and hope that their efforts can be continued under the umbrella of LARA.

(\* Their wording not mine! — Rosie)

## CAN YOU HELP?

### The Yamaha DT175MX

I have been very pleased with three of these bikes, but in standard trim have found all of them to suffer from two particular common faults.

1. After the first watersplash the rear brake is useless.
2. The small capacity of the fuel tank which restricts one's range in lovely places.

Please has anyone devised or knows of

- i) An effective rear brake waterproofing cure?
- ii) Which alternative fuel tanks can be modified (including re-brazing the location points) to fit the DT and increase the range?

Details please to:

Dave Giles, 22 Ford Lane, Allestree, Derby DE3 2EW. Telephone: 0332 552288

### At the 1985 AGM we welcomed the new Patron for the TRF — Lord David Strathcarron. "Who is he?" asked one member recently . . .

He is 62 and a senior partner of Strathcarron & Co. who specialise in selling components to the motor industry as original equipment. He is also President of the Guild of Motoring Writers and is Motoring Correspondent of *The Field* and motorcycling correspondent of *Milestones*, the Advanced Motorists' magazine. He is on the Council of the Institute and it was due to his enthusiasm for bikes that the advanced test for motorcyclists was started. He took and passed the first ever test.

Starting motorcycling in 1940, David Strathcarron's first ever machine was a 1933 Super Sports 3-wheel Morgan with an 1100 c.c. JAP engine mounted externally. He now rides a BMW K100 and, with his wife as pillion, rides on the Continent every year towing their luggage in a Squire luggage trailer. He also has a very nice Velocette Viper, an LE3 Noddy bike and the Velocette Vogue version with enclosed bodywork and a Honda Melody moped. Even the grander London establishment have grown used to his arrival on two wheels.

His small collection of cars consists of a Jensen Interceptor, 2.4 Porsche 911S and a 1903 Georges Richard in which he has successfully completed the last twenty-five London-Brighton runs. He also rides veteran bikes in the Pioneer Run — this year on a 1914 Douglas from the National Motor Museum.

He is not an experienced trail rider but anxious to improve his skills. On a day out on the Ridgeway with John Higgin (in difficult weather), he fell off four times and ended up flat on his back in a cabbage patch!

If you see a car with the numbers S27, S28 or S29, give a wave to your Patron!





## THE LONG GREEN LANE — DOVER TO LAND'S END

The idea of riding from coast to coast seems to be becoming ever more popular. Most such rides have been in the North of England where the east and west coasts are close together. I fancied a longer ride — from east to west across the widest part of England — Dover to Land's End.

It took two years to put the plan together once I had come up with the initial idea. Thinking about it another way, it took me sixteen years — the length of time I have been trail riding.

Even with sixteen years of experience, there was no way I could have planned my route without the help of the TRF's experts in the local groups along the way. Maps and letters went to and fro for months, and a route slowly began to take shape. My thanks go to Southern, Sussex, Thames Valley, Loddon Vale and especially South East TRF Group members for their invaluable assistance.

I estimated the ride would take a week. That gave me one day to ride from my home in Cornwall to the start, then six days of trail riding, averaging out at a little over a hundred miles a day. I would ride solo and would stop each night at a campsite. Carrying sufficient camping gear without overloading the bike took some organising. I strapped the tent and sleeping bag to the grab handle at the back of the bike and discarded everything that would not fit into a medium sized tank bag.

The bike was checked and tested thoroughly. A new chain was fitted but little other work needed doing. I got myself slightly fitter with some running in the local hills.

On the Saturday of the Whitsun Bank Holiday I set off for Dover. I reached Land's End on the following Friday afternoon after the ride of a lifetime. I would like to write about all the things that happened on the way, but there isn't space. I met a lot of people on the lanes, all of whom were friendly and interested. I had one or two problems with obstructions which I shall resolve with the local TRF groups' assistance. I fell off once — while admiring the scenery on an Exmoor lane and broke my unbreakable front mudguard. I got hopelessly bogged in Cornwall and had to dig myself out.

I was very lucky. The weather stayed mainly dry for the whole week. There were no punctures or mechanical problems to deal with. The route fitted together well. It was great.

I hope to produce a list of the lanes used, with grid references and comments, for anyone contemplating following in my wheel tracks. There will be a charge of five pounds to cover expenses. Any surplus will go to the Fighting Fund. I hope that doesn't sound an excessive amount to anyone seriously interested.

If you want any other details, please get in touch with me:

Ian Thompson  
Glebe House, St Columb Minor, Newquay, Cornwall  
Telephone : Newquay 2813

## RIGHTS OF WAY NEWS from Brian Thompson

### BY PERMISSION

In Lancashire, North Wales and Scotland permissive trails are being negotiated with landowners. Any additional trails are welcome to the 5000 miles of public green lanes we use freely without fear or favour which are permanent, maintained and protected, in theory that is! Landowners should only be approached for a permit to use if no public rights exist or it has been closed legally. Charges may be asked for. The RAC and ACU pay the Forestry Commission some £½m per year! In one case I was involved in, a fee for TRF members of £20 a year was asked for. Not unreasonable if every member decided to use the lane in East Yorkshire.

Leaflets or route cards should be provided if the routes are not properly way marked. Responsibility for maintenance should be in the management agreement and provision for temporary closure and provision for restraint if complaints arise. Restrictions on use can be stipulated, i.e. weekends only, times of day, or if conditions are wet and muddy. A formal agreement in writing is best between either the TRF Group or by National TRF officials if open to all members. But often a simple letter asking for permission to use the green lane/bridleway, etc. on a farmer's land will normally be sufficient.

One warning from the BBT. This is a dangerous animal and requires care. The strength of the TRF is that it does not rely on goodwill of any landowner who can change with ownership, or if he wants a few green lanes closed.

### TRAIL RIDING IN THE YEAR 2000

The Countryside Commission have now issued a discussion paper on their new strategy for use of the countryside in the future. They want informal views and ideas by 31st August at Recreation Branch, John Dower House, Crescent Place, Cheltenham GL50 3RA. In December they will publish specific plans and announce new policies mid-1987 after formal consultation. In the new paper they ask how can the needs of motorcyclists be accommodated on public rights of way? Regarding conflict with motorcyclists, should the Government make alternative provision or encourage use? They admit that rights of way generally are in poor condition and a source of conflict between farmers, users and local authorities.

Good news is that the Commission's programme of creating 'Long Distance Paths' (i.e. Ridgeway) is nearly at an end after the Peddars Way in East Anglia and the Thames Path.

### BRECON CASE

Thanks are extended to several riders who have come forward with good user evidence. I am now building up a good defence for the two Wyvern TRF Group members promised a summons by the police. We can use more help and I will supply user forms to complete if any rider has used the Brecon side of Sarn Helen in the Brecon Beacons National Park past the Mountain Centre. Fear of prosecution by anyone admitting prior use of this track is unfounded and user witnesses can feel free to help keep open this ancient track and defend two fellow trail riders.



## MID WALES

The Brecon Beacons National Park have decided not to apply for a closure order on the famous Gap Road though report frequent complaints from ramblers. Other popular green lanes are also safe for the present. Like Lakeland, Brecon are seeking trail parks just outside the Park which had my fullest support, although contrary to TRF policy.

In Powys it was confirmed that 400 of our 404 RUPPs will become bridleways very soon thanks to shameful back door deals between local riders and landowners. I had a difficult job to convince the County Surveyor and County Solicitor that, providing vehicular rights exist, such bridleways are not extinguished in law. The TRF and Welsh Trail Riders Association have a massive job ahead to reclaim some of the 400 lanes as Byway under the 1981 Act.

The boggy, low lying part of the Claerwen track is partly damaged by over use and I offered the County Surveyor a TRF repair working party to save the ratepayers expense, but this was rejected.

In Dyfed, the County Council are seeking evidence of vehicular use on Public Footpath No. 30/107 – Tyncoed Road, Pontyates – in order to upgrade it to Byway. The Parish Council also want Byway status and one local (William Andersen, aged 97) has provided an amazing 84 years use evidence; every single day since 1902!

If you can help, write to Dyfed County Council, Planning Officer, 40 Spolman Street, Carmarthen, Dyfed. Quote ref: AP 3/4/30BW/JP. The landowners deny the eight user statements!

In Mid Wales the TRF badly needs someone to undertake rights of way work and act as local representative. The BBT are also anxious to recruit helpers in this area.

## NORTH WALES

Congratulations to former TRF North Wales Group Rights of Way Officer, Adrian Wells from Holywell, who has been appointed official Byways and Bridleways Trust Clwyd representative. In future Adrian will work mainly for BBT on rights of way, closely liaising with TRF, horse riders and others. This is a TRF gain not a loss, and Alan Kind, Bill Riley and I confirm that the end results on rights of way are doubled by working for the BBT.

## ABERGYNOLWYN CASE

A great trail lost for ever on 29th April 1986 on magistrates orders. For the two day case the TRF and BBT paid for Welsh speaking barrister, Mervyn Hughes, who did well and tied up the Gwynedd County Council engineer in knots. Several riders gave evidence and the Welsh Trail Riders Association and Mid Wales Trail Riders Association were represented. Our own Solicitor, Michael Rowley, attended and, with Adrian Wells, led the fight to save the six mile long County Road from Abergynolwyn to Machynnleth from being downgraded to footpath status. But the Forestry Commission and Gwynedd County Council won the day despite evidence that the track had been illegally obstructed and ploughed in the past. It was a good effort from our side and we did our best.

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## NEW OPPORTUNITY

The soon to be formed Institute of Rights of Way Officers has asked me to join them. Every County Council (but one) will be a member plus others who agree to a tolerant attitude towards the different rights of way users, including motorcyclists. The Ramblers Association is not expected to be invited while they continue to display hostility towards vehicle users. The new Institute is also going to produce a Rights of Way Guide similar to the RA guide, but without the prejudice and bias.

## LAKELAND PEACE TALKS

My trip to the Lake District National Park in May was a pleasant experience. Tony Brierley, the efficient ACU Centre Secretary, joined me in the talks to persuade the authority not to close green lanes following our Byway successes. They reported a steady stream of complaints from ramblers about bikes, especially on Garbourn and Gatesgarth Passes and Walna Scar. Yet the main problem was the use of green lanes to gain access to the open fells, although they admitted that cowboys would no more respect a lane closure than illegal Section 36 Road Traffic Act 1972 vehicle use of open land. They also admitted that only two prosecutions had been brought in thirty years. Hardly the massive problem the RA make out, we said! It was finally agreed that if they decided to close the three problem lanes the National Park would talk to us first about (a) a period of voluntary restraint (b) partial 30 day year closure (c) full closure but only as a last resort. They said they were under great pressure to do something. We made it quite clear that we would fight any unreasonable closures in the courts.

## WILTSHIRE

The untiring Bill Riley is now engaged on a test case of major importance concerning a former RUPP with accepted vehicular rights which County Hall refuse to make into a 1981 Act Byway. Thanks to Bill's ceaseless efforts he has got the County Council to state (in writing) that vehicular rights still exist and we await the decision of the Government if his appeal is to be allowed. The Highways Committee reversed their earlier decision and now support Byway status, although officials say it cannot be done legally.

## SUSSEX

Faced with complaints of erosion, inconvenience and noise, West Sussex County Council carried out a survey into the facts. The failure to close the Ridgeway weighed heavily with Sussex and our success has not gone unnoticed. Despite the strong closure lobby, a ban on trail riding on the South Downs has been rejected.

Main factors were: police say enforcement would be difficult. Traffic signs would be an alien intrusion onto the Downs. Making a traffic ban would be strongly resisted by the motorcycle organisations who would put the Council to much trouble, time and expense to defend their rights. Finally, the County Council found little evidence of the need to close RUPPs on the Downs and added that many modern trail bikes were very quiet and, used properly, give little offence. Problems of damage and erosion are probably caused by agricultural vehicles.

A big thanks to all our representatives and workers who I know played a part in getting a fair deal. Local TRF, ACU and Byways and Bridleways Trust deserve praise.

## DEVON

Up for closure are eight lanes which may signal the start of the threatened large scale closure of green lanes by Dartmoor National Park. Gipsy Lane at Broadclyst and Potters Lane near Barnstable are on the list.

Our expert in the South West is Gwyn Thomas, Minorities Cottage, Priddy, Wells, Somerset. The TRF has allocated funds to fight back and I hope LARA, of which much is expected, will be active.

## YORKSHIRE DALES

The 1981 Act Review has commended and I have been properly consulted by the Dales National Park who are acting for the County Council. So far the National Parks have been less than tolerant of trail riding and I would rather deal with County Hall. They give us three months for all Byway claims to be researched and submitted to Yorkshire Dales National Park, attention Sue Abott, Hedben Road, Grassington, North Yorkshire; but only for the parishes of Caldbergh, East Scafton, Coverham, Melmerby, West Scafton and West Witton. Everybody is being consulted, including all user groups, parish councils, farmers, etc., who are not noted for being pro-trail riding. I have been sent a County Road map and six inch maps to claim Byways. Liaise all your claims through me.

Other areas of the Dales will follow later. My list of Byways, although well researched, is far from complete and it is important to get the National Park to make Byways rather than make them ourselves. The TRF has a new advisory Byway policy and an information sheet is available from me or the Secretary, John Higgin, on request. The ACU and BMF may wish to adopt a different policy.

## GREY PORRIDGE FOR GREEN LANES?

I didn't know when I bought the C10 that the 'classic' press would constantly refer to it as the original grey porridge mount. Not that it would have stopped me buying it and, if you throw in my clutch of early Bantams and my Supa MZ, I guess I've got enough 'porridge' to feed Goldilocks *and* the three bears!

Why did I buy it? I liked its simple lines, its rakish tank, the chugg-chugg of the side valve motor, and I couldn't afford a Gold Star. What did I buy it for? Well, for some years I had enjoyed riding the green lanes around my Exmoor home, with the occasional skirmish in Yorkshire, the Ridgeway and Wales on a 125 Honda Trail bike. Also, I had a growing interest in the pre 65 movement, being involved in both the organisation of events and participating on a 1950 125 c.c. Bantam. Combine the two activities and the natural progression is to trail ride on a bike built at the time the green lanes escaped the advent of tarmac.

The Honda, so reliable, comfortable and quiet, whilst being an ideal green lane bike coped almost too well with the going and I felt an old bike might be more of a challenge. I wanted to leave the Bantam in trials trim and having no log book for it and not wanting it to suffer the ignominy of a Q plate, I decided to look for something else. Nothing too valuable, because I wanted to 'modify' it, nothing too heavy because I am only a lightweight myself, something simple and probably something no one else would want.

Beauty is in the eye of the beholder and to me LYD 619 fits the bill.





*The upswept pipe gives a 'sporty' appearance  
(sorry about the folding 'Honda' kickstart)*



*With everything tucked in the C10 is surprisingly narrow in the beam*

Acquired from a reluctant 'restorer' in Abingdon in March '83, she wore her 'ride to work' quite well. She was nearly finished, having had an engine rebuild, although the gearbox was ropey and several items of 'clothing' were missing. To be honest, she was so nearly complete and original that it took me a couple of weeks to pluck up the courage to start on my modifications to turn the C10 into a 'Gold Star'.

It was my intention to ride it in the Arbuthnot Classic Trial in September, an event based on Salisbury with around 75 miles of green lanes and tracks with a few innocuous sections thrown in for good measure. And so I began the transformation from humble 'ride to work' hack to something with sporting pretensions.

Off came the steel mudguards, lamps, fork shrouds, footrests and other sundry items, all to be stored in the loft should I ever want to return her to original. Alloy guards and stays, trial pattern bars, chrome fork shrouds, sans headlamp brackets, new footrests (further back and slightly higher), fabricated on a home-made sub-frame to avoid cutting the frame, a bend to the exhaust pipe to give that sporting upswept appearance, a new smaller seat and we were ready to consider painting. The frame and most cycle parts had been sprayed quite well by the previous restorer and looked good enough to leave. The tank was a mess of pitted chrome and inadequate lining and both metal badges were broken.

It was about this time that I began to pay more serious attention to the wheels. I know it should have been sooner but perhaps others will sympathise if I say when you've got the 'guards, the bars, levers and other bits and bobs handy, it's too much of a temptation not to press on. Remember, chaps, this is not a concours rebuild, to be judged once a year and hidden, but an enthusiastic attempt to build something interesting to get dirty.

The C10 rear wheel is difficult to work with, having a cross-over brake and dished sprocket. I swapped it for a D7 hub and had a new WM2 x 19 rim laced on. (At least the 19" size is original.) The front rim I simply cut off and replaced with a 21" — anyone who has tried to green lane or trial with a 19" will know why. Before having the wheels built, I sprayed the hubs royal blue from an aerosol, having decided that blue and beige would give a 'light' feel to the total ensemble! I also sprayed the tank blue and beige with gold stick-on lines, and I was quite pleased with it for a first attempt and it does look quite pretty.

I decided to replace the ropey 3-speed gearbox with a 4-speed from a later model and, having scanned the much valued pages of the OC Market Place, I bought — over the phone — a 4-speed box from a deluxe C11. It turned out to be from an Ariel Colt! However, by modifying the clutch shaft it fitted and, having replaced the 'horse shoe' spring and kickstart splined shaft, it worked quite well.

The head gasket blew on its maiden run which, on inspection, was due to some dodgy threads in the barrel. I had them all drilled oversize and retapped. It cost me £12 but it cured any nagging doubts I might have had. I had replaced the regulator with an exchange unit of the same type and rewired the ignition to a simple on/off switch on the bars which doubles as a kill button. It all worked, or so I thought. A new Japanese battery hidden inside the heavy old Exide supplied good sparks for coil ignition and the dynamo showed every intention of doing its work. Having then only scant knowledge of Mr Lucas, I assumed that, as sparks flowed to the plug, the dynamo must be working. It took a seasoned campaigner who cut his teeth on 40s and 50s bikes to put me wise. I had invited Bill up to my home a couple of nights before the Arbuthnot to check the bike over for me just to put my mind at rest.



He agreed that I had made a good job of the modifications and that everything looked OK. I started her up – first kick as usual – and Bill's first words were "sounds nice", I beamed, before he added "for rubbish!" Seems he blunted rather than cut his teeth on bikes like mine and it left a lasting taste. Within a couple of minutes he deduced the dynamo wasn't working and four hours later, after much cleaning, filing and soldering, he pronounced it dead. Disaster! I didn't sleep that night, only Friday and Saturday left and my world had crashed.

To cut a long story short, and to save me having to recall painful memories of friends who 'had one' I could borrow then didn't, we mended the old one with borrowed parts and I rode in the trial – wonderful!

The wretched dynamo stopped working almost as soon as I was flagged away at the start and 35 miles later the battery ran out of life and was as dead as John Cleese's parrot. Towed in to the lunch stop, I loaded up and drove home.

A new dynamo and solid state regulator has quelled the Lucas gremlins and everything now runs as it should. A further mod this winter was to insert a couple of 1/8" alloy plates in the rear frame at the wheel spindle point to raise the back and another inch and a bashplate was fitted to the front of the engine, just in case.

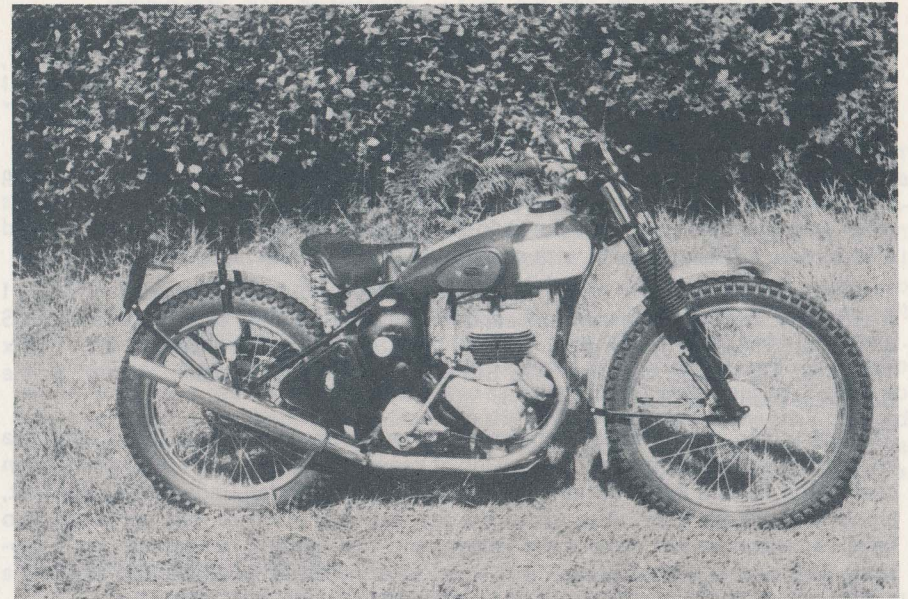
Finally, having read Don Morley's excellent book on Classic British Trials Irons, I have modified the auto advance to manual, controlled by a lever on the bars and a spring on the distributor – what a transformation!

I have now ridden several hundred miles of lanes without problems and, although top speed with a 58-tooth rear sprocket is only 35 mph on the road, I'm not too concerned. Who wants to hurry anyway?

Am I pleased with it? I'll say so; it cost me £200 originally and I guess I have spent another £200 on it including the new wheels and trials tyres, which are pretty hefty in price anyway. It's worth no more than it cost, but on the other hand I don't suppose it'll lose anything, so I reckon you could describe it as 'honest' and I enjoyed the challenge.

To sum up, perhaps some of you might now agree that grey porridge for green lanes equals dollops of fun. See you at this year's Arbuthnot.

*Trevor Compton  
7 Burchier Close, Tiverton, Devon*



*AJS 350 c.c. Model 8*



## BRITISH TRAIL BIKES — AJS 350 c.c. Model 8

I have owned the AJS Model 8 since 1971 and, one foggy night in November 1972, I put it in a ditch when I arrived at a T junction sooner than I had planned. I decided that if it wanted to go off the road we had better do it properly with 21" front wheel, trials tyres, high level pipe, etc.

So in 1975 I built it up as a green laner. I did plenty of trail riding, the AJS proving very reliable and lot of fun. I joined the TRF in 1980 by which time the cycle parts were getting a bit rough, so I put it in temporary retirement in 1981 until I could afford to do a decent rebuild with some more modifications.

The engine was OK so I just treated it to a valve grind and a new set of rings. I fitted early motocross Ceriani forks and rear suspension units off a Matchless G2CS scrambler. These are longer than the road units, giving enough clearance for a 400 x 18" tyre. The wheel hubs are AJS Stormer, the rims non-valance Akront as the Borronies used to trap a lot of mud.

The rear chain took a lot of punishment from the mud so I have fitted Montessa chain tubes which seem to do a grand job of keeping the chain clean. Into the bottom chain tube feeds a Peter Furlong lube tube which is situated under the hinged seat, along with an air filter. Also under the seat are dual electrics, two rectifiers, two large capacitors which replace the battery and two ignition condensers, so if anything goes wrong in that department it is just a matter of swapping the wires to a new component. The electrics are 12 volt and the QD lights are brilliant.

The seat pillar part of the frame has been made into an oil reservoir, feeding a heavy oil into the swinging arm bushes to combat the liquid mud and water. The mudguards and Stillmotor and the rear numberplate and headlight brackets are rubber. The front mudguard stays, various small parts and all the fasteners are of stainless steel, and I have finished the Matchless Marksman petrol tank in B.L. Tahiti blue with a gold stripe.

I have geared the primary transmission down by using early 250 c.c. Matchless clutch and engine sprocket, and a 60-tooth rear sprocket replaces the original 55. This, of course, lowers all ratios, making it rather slow on the road, but it does allow top to be used on the lanes and it will climb trees in first!!

I like the unhurried power and the forgiving nature of the 350 AJS engine; it suits my unhurried trail riding. I have ridden various modern Japanese trail bikes, they are manageable and I'll be the first to admit they are easier to pull out of the mud, but I get far more enjoyment riding the AJS.

If you would like more information about *modern* British trail bikes, contact AJS of Andover. They do three trail models which are nice and easy to ride and at reasonable prices. If any TRF members are contemplating buying a new trail bike, they might like to buy British. Their address is:

AJS of Andover, Goodworth, Clatford, Andover, Hampshire SP11 7RP  
Telephone : 0264 710548

Phil Sampford, 15 Station Road, Swavesey, Cambridge

★ ★ ★ ★ ★

Trail reports to come: XT350 Members report and Test Report on the Honda MTX 125. Please keep sending in your own reports — ancient or modern — plus a photo if possible — *Rosie*

## REPORT ON BYWAYS AND BRIDLEWAYS TRUST COMMITTEE MEETING — 4th JUNE 1986

### Ridgeway

Elizabeth Kirk cannot officially take part in any BBT consideration of this matter being a Countryside Commissioner. However, she was prepared to say that the CoCo executive is very embarrassed at what they now propose BUT the Commissioners themselves made a minuted decision to go for the TRO and they cannot see a way of backing down without looking twits. They want an olive branch. I said the magic words 'voluntary restraint' which EK seemed to think might do (ye gods!) and said that, in the opinion of the TRF, the new generation of trail bikes were certainly quieter than of late (very true of the new KMX, at least). EK seemed to like this idea too. Louise B. will put both these ideas to the CoCo for us to try and get a little progress. Also said that it would be hard for LARA to talk meaningfully to them if they insist on the TRO. Anne Lee of the BHS pledged their wholehearted support. I asked Louise to act quickly for two reasons — the 'hippy convoy' could easily park there, and if some crap from the Welsh saga hits the fan soon, it may spread very, very far indeed.

### Welsh County Road Closures

Louise and I both think that the Magistrates handled this case incorrectly (neither of us were there) in that they treated it like a public inquiry — letting both sides 'have a bash' and then seeing who had the best of it. We think (and my local Clerk to the Justices agrees) that it is up to the County to prove the road is unnecessary beyond reasonable doubt (the criminal standard) and this they certainly didn't do. Whether or not we appeal this one remains to be seen — the cost — but BBT will meet again soon to chew the matter over.

Importantly here, the BHS feel embarrassed to ask for bridle rights to be retained if vehicular rights go down, altho' they press for full rights to be retained. It is a great pity for them to lose out through the Ramblers selfishness. Shall we tell them that they should protect their own interests by asking for bridle rights to stay *as an alternative?*

### Wood Lane and Devon County Roads

Louise says the Inspector almost certainly misdirected himself in law very badly. We think we can appeal this straight to the Secretary of State. Worse though is Devon CoCo's invitation to 'interested parties' to suggest which UCRs should be closed! BBT and TRF should make it clear that they will fight every one. Seems there are nasty forces at work on the council down there, and the council are not sure what they are doing. Carver Doone lives!

Alan Kind, Press Officer  
3 Mitford Gardens, Wideopen, Newcastle upon Tyne

WILL THE AUTHOR OF 'French Without Tears' PLEASE STAND UP. Your address was omitted in error and I have had several enquiries asking for a copy of the article in question. Please let me know a.s.a.p. — *Rosie, Editor*



## GROUP NEWS

### NORFOLK AND SUFFOLK GROUP

On 7th May I attended Suffolk County Council Rights of Way Committee meeting. Lots of waffle but some progress. The BHS and BBT were also in attendance, but no RA. At least the TRF has been heard after a long silence in this area.

11th May. While fifty or so were doing the Coast to Coast Run a few of our Group had a day out in Breckland (a part of Norfolk). Dave Rose – Yamaha IT! (Yes, he sold the BSA to another TRF member and bought a car!!) and myself – KTM both did our stint as run leaders. Derek Shaw – DT Yamaha had to leave the run about half way through as he had a bowls match. The Bedwell boys, both on XR250 Hondas came along as no enduros were on. Chris and Andy slowed down to our speed for the day. Dennis Baumber – XR200 turned out as usual and enjoyed himself. The rest of the party was made up of new members: Alex Bensley – KLX600, Andy Younger – DT Yamaha and Andy Horne – XL185. It's the first time I had met the new boys as I can't get to the meeting night due to night work. I would like to say welcome to the TRF and hope you had a good day. Alex, I hope your radiator cowl wasn't too expensive. Yes, he did split it on the run, luckily, though, not damaging the radiator.

The run itself was a mixture of known lanes and new-found ones. Fengate Drove and Mill Drove in the Weeting–Methwold area seemed to be enjoyed. I had ridden them in the winter but now stinging nettles and grass have grown, so both look much different. We had our lunch stop at the Rose and Crown, Great Massingham. Good food and real ale. We also met a walker and had a chat. A good day enjoyed by all.

The Peddars Way/North Norfolk Long Distance Path is due to be opened in July by Prince Charles. We had made contact with Mr Mike Stace, the Path Manager who we hope will come along to one of our meetings.

Our Group meets at the Blue Lion, North Pickenham on the first Wednesday of the month. Bob and Rosie, the landlord and landlady, do good food and also B&B. So if you feel like a few days in Norfolk, bring your bike and a guide could be arranged. OS maps can be marked up for you. Contact Group Rep. Dave Rose (address at back of *Bulletin*) or myself.

*Andy Downes, N&S Group RoW Officer  
32 Upper Street, Gissing, Diss, Norfolk IP22 3UW*

### SOUTH LONDON GROUP

At last, a note from 'Our Glorious Leader' (as Brian Wright affectionately calls me) or the 'Group Reptile' (a less affectionate term coined by our Treasurer, Kieran Cooke). Yes, folks, I do exist and now even ride my bike after the TRF's longest rebuild (seven months . . . can you do better?)

The South London Group was formally accepted at the TRF Executive meeting of 17th May, where I explained the formation was due to a need for a 'filler' group between the South East and Thames Valley Groups providing an outlet for trail riders living in the London and Croydon areas. Obviously, we have no rights of way of our own (unless anyone has found a RUPP in Brixton!) and have to use other Groups' areas, but we do travel to many parts of the country.

The South Wales trail weekend was very successful and enjoyed by all. Only 8 out of 15 riders finished the 'course'! There must be a lesson to be learned from that.

Following the initial good response to the Group's formation numbers and interest seems to have tailed off slightly, so please, readers in the London area, contact me at home (01-771 0639) or at work (274 8223/4 ext.27). Please also note the meeting place for the monthly meetings (first Thursday every month) has changed to the Fox and Hounds pub, Carshalton High Street.

*Clive Morris, Group Rep., South London Group*

### SUSSEX GROUP

Firstly, a bit of history. Sussex consists of two counties – East and West. West Sussex C.C. have never carried out a review of their definitive map and the county has many good RUPPs. The County Council in the past has been a bit anti but through the work of the members there, especially the RoW Officer, Bevis Billingham, a lot of headway has been made.

In East Sussex the C.C. carried out a review and published a draft map. That was in 1972 and Norman Smith, acting for the ACU/BMF, objected to twenty downgrades. The C.C. have decided to abandon that review but base a new District Review on the definitive map updated for legal closures, diversions, etc. and any proposed reclassifications which were not objected to. This District Review will, they hope, start in mid 1987, so I've got to start doing my homework.

The Sussex Group of the TRF was formed in 1979 when John Penfold had the foresight to arrange a regular meeting, which is still held on the last Wednesday of every other month (i.e. February, April, June) at the Hassocks Hotel at 8.00 p.m. Regular runs and trips have been held and, earlier this year, some of our members went to Crete to trail ride there. They found loads of lanes/roads; XL250s were £10 a day, but the lanes lacked those nice boggy sections that we all know and love in Britain.

For the last five years we have route marked for a number of horse endurance rides which everyone finds most rewarding and interesting and usually involves us riding lanes we are not normally allowed to. This year we acted as stewards for the Brighton Horse Driving Trials – they were most impressed and I have just sent a cheque to the TRF fighting fund for £50, and they've booked us up for next year.

Although a lot of this is not news, I feel that it is important that all members know that throughout the country there are members who see trail riding as a long term recreation and will work and fight for it.

*Simon Webb, Group Rep.*

*The West Sussex TRF Group in Brecon, Cwyn Cwynwyn*



## SUMMARY OF MINUTES OF EXECUTIVE COMMITTEE MEETING HELD 17th MAY 1986

1. Membership Secretary, Tony Rose, reported that after a hectic opening to the year we now have 532 new members and 653 renewals as at 17 May '86.
2. Secretary, John Higgin, reported that the AGM had been set for 12th October to be held at the National Motorcycle Museum. We had been offered and accepted a stand at the International Bike Show at Olympia, London and volunteers to man the stand would be needed. Volunteers to contact him so a rota could be prepared. The proposal for a Trail Bike Week promotion could be put to the Promotions Committee of the MCA in the near future. The post of full time Rights of Way Officer was still under discussion with the AMCA, ACU, MCA, BMF, WTRA and RAC and it was hoped to finalise matters at a meeting on 21st May.

The Secretary had also represented the Fellowship at the Countryside Commission meeting of User Bodies on their Access Initiative. The point had been strongly made by the BHS and walkers who were not mentioned in the literature and that these should also be mentioned and their needs taken into account. The views of the Fellowship have been sent to the Countryside Commission for their policy document 'Recreation 2000' and we asked that waymarking of Byways be clearer to indicate vehicular rights, that they should plan for ten long distance rides of 50 miles of byways for horses, cyclists and ourselves.

A trail bike supplement had been included in the May issue of *Dirt Bike Rider* magazine with three articles by the Secretary.

We had prevailed on the organisers of the Phoenix Trial not to use the Ridgeway as part of the route, and the Ridgeway Committee are still planning defence against a TRO, although Berkshire C.C. have turned down the request for one, the Countryside Commission are still planning to ask the Ministry of Transport for one.

There is a new Group in South London, and the representatives present were officially recognised as leading an official TRF group. There is also a new Group calling itself Upper Thames Group at Abingdon.

3. Tim Ley, Treasurer, reported a satisfactory position and had sorted out matters with the Inland Revenue but, to date, had no reply from the Charity Commissioners.
4. Alan Kind, Press Officer, reported that we had received some good publicity and the John Ebbrell Memorial Weekend had been very successful. He explained that the letter sent and published by *TMX News* had been clearly marked 'personal' and had not been incorrect but that they put his TRF Press Officer label. This had caused some controversy with the ACU and Rights of Way Officer.
5. Rosie Swindells, Editor, reported problems with *Bulletin* distribution but was looking into registering the *Bulletin* as a 'newspaper' to gain first class post service at second class cost.





6. Ken Canham, Runs Organiser, reported that the John Ebbrell Weekend had been oversubscribed to 55 members. The other weekend rides were not having this success, due in part to lack of a float of money to reserve accommodation. It was agreed to continue the practice of organisers contacting the Treasurer for any refundable expenses.

Brian Smith proposed a vote of thanks to Ken Canham for organising the John Ebbrell Weekend.

7. Brian Thompson, Rights of Way Officer, reported that the Abergynolwyn case had been lost. There was to be another case of the Dovey Forest Road in Dolgelau on 8th July but, in view of losing the previous case, local riders would not be giving evidence. It was asked that a copy of the Magistrate's decision on the Abergynolwyn case be obtained for the TRF Solicitor to study and see if there were any grounds for appeal. (For other RoW reports, see 'Rights of Way News'.)

Further to the Seebrook report on ploughing of rights of way (up to 80 per cent ploughed out), the Countryside Commission have decided to issue a leaflet giving advice and asking farmers to obey the law. Brian noted with pleasure the comments of the Sports Council Report Study 28, Providing for Motorsports, and recommended that members buy a copy – £5 from 16 Upper Woburn Place, London WC1H 0QP.

8. It was agreed that the Fellowship make up any shortfall in donations from the ACU/BMF Countryside Committee to the Byways and Bridleways Trust.
9. Dave Giles proposed that there be a National Conference and Workshop on Rights of Way and that it be divided into experts and learners, although the experts would have their own group and would provide speakers from amongst their numbers for the learners group. This was agreed.
10. It was suggested that Michael Rowley be asked to write an article for the *Bulletin* pointing out the discrepancies in the book – *Rights of Way, A Guide to Law and Practice* by P. Clayden and John Trevelyan.
11. After discussion of the proposal to change the policy with regard to the Plan for Survival, Brian was asked to produce a document for circulation to all Group Representatives, with details of the policy and any changes, for study.
12. It was suggested that it would help new Groups to have a model constitution on which to base theirs and that there would be a common set of rules for all local Groups. It was suggested that the Loddon Vale Group put theirs forward as a model, for suggestion.

## SPRINGTIME IN YORKSHIRE

Mid April saw Wyvern TRF out for a Sunday ride in the Dales. I joined the others at the farm near Kirkby Lonsdale where they had spent the night. It had just started to rain.

Off road riding started at the top of Barbondale where we turned onto the track along Barbon High Fell above Deepdale. The mudhole halfway along was not as deep as usual, but we managed to keep warm by diverting down into the valley and

back. Nun House Outtake was quite a challenge, being made up of loose boulders, closely resembling a petrified mixture of sheep and human heads. Back through Dent and out over Lorth Lords Land – a pleasant moorland route, much easier than the return to Dentdale on the track which ends at Cowgill. That involved a wicked steep climb with a boggy stream at the top.

It changed from rain to snow as we went out over to Widdale, but we didn't mind. When the going gets tough, the tough get going; isn't that what they say?!

The Wyvern Gala Lunch Party was held standing in a cafe in Hawes. Mugs of tea, sandwiches and scones. We were filthy and soaked to the skin. Amazed how tolerant they are in Yorkshire – something to do with muck and brass! Three gave up at this point: one with a broken gearbox and two with common sense.

It's amazing how miserable you can feel, going from warm and wet to frozen, silly and wet. I didn't enjoy our run through Bainbridge and up to the impasse of four foot snowdrifts above Stalling Busk. We had to divert, cross Semerdale and follow a superb track through Marsett up to the Roman Road. That was full of snow too but we had no alternative to riding and pushing our way through the drifts. Freezing rain driving straight into our faces added a little extra enjoyment as we headed via Cam End for Ribble Head.

Some of us wanted to go home then but more robust members persuaded the party that a trip over the Great Wold was just the thing to end the day. The rain stopped, the sun almost came out; it was a really nice ride with the snow looking ever so pretty. I'm glad we carried on.

Back to the car, bike on the rack, drove home in wet clothes with the heater full on. It took till Tuesday to get warm again, but by the Club meeting on Thursday we had got round to remembering the good bits more clearly than the bad.

*Steve Pighills, Wyvern TRF*

## ROAD BIKE RUN

A great day out in Derbyshire was enjoyed by all on Sunday 27th April in perfect weather. Twenty-five bikes set off in three parties from the Baslow start, 23 of them TRF members. You certainly do not need an expensive £1,500 moto-cross look-a-like to enjoy trail riding! Out of 25 we had eight MX250 box standard roadsters, some even sporting Pneumant instant slip tyres. Dave Tebbit from Leicester was typical in having paid just £90 for his all purpose bike. Less than the cost of a new plastic headlamp shell for the new BMW R80 GS that old friend Derek Allan from Sheffield had to pay out when he crashed the 370 lb BM on a Welsh track recently. Despite a £3,300 price tag, the BMW GS 800 c.c. boxer twin 'trail bike' came a close second in popularity with seven. It is actually thoroughly at home on the easier kind of green lane.

Providing the laughs as usual was 'Mad' Mike Edwards with charming long suffering wife Colleen in the chair of his 30 year old Ariel HT500 trials outfit. Never missed a beat, which was just as well as the kickstart crank fell of somewhere along the way!

More road bike runs will be organised in the future. And by road bikes we are very flexible and mean just about anything, including any road bike, classic trials and, by request, the Honda CL250 semi-trail bike sold a couple of years ago. But, sorry, these runs are not for proper trail bikes.

*Brian Thompson, 39 Warren Road, Thorne, Doncaster*



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## ADVERTISEMENTS (Members only – £1.00 for four lines)

### ACCOMMODATION

**WELSH TRADITIONAL FARMHOUSE.** Under cover parking for bikes, room for cars and trailers. Large Lounge, 7 Beds., colour TV, home produced food. Cost BB & EM £10. Groups £9 per person – Dick and Jean Sutton, Pen Rochell Farm, Llanfihangel, Rhydithon, Dolau, near Llandrindod Wells. Tel : Pen y Bont 200. Guide available for special arrangement.

**LAKE WINDERMERE.** B&B. 20 separate beds, doubles/singles. Colour TV lounge. Ale Houses 20 yards. Yard to lock up 12 bikes. Ample car and trailer parking. B&B £7.50 mid-season, i.e. 31st March–1st November. Out of season reductions B&B £7.00. Evening meal by arrangement £2.95. Brendan Chase, College Road, Windermere, Cumbria LA23 1BU. Tel: 096 62 5638.

**SWALEDALE FARMHOUSE ACCOMMODATION.** On Pennine Way between Keld and Tan Hill. B&B £7, B&B & EM £10. Eddie and Sheila Whittingham, Frith Lodge, Low Frith, Near Keld, Richmond, North Yorks. Tel: Richmond 86489.

**FOR TRAIL RIDING IN WEST & MID WALES.** A 4-berth caravan available on self catering. Situated 40 minutes ride from Strata Florida and Monks Trod. Shops and pub nearby. Ample parking. Guides available by arrangement (weekends only). For details telephone Alan (0559 371101) after 8 p.m.

### CLOTHING

**BARBOUR SUITS,** Jackets, trousers and overmitts. 10% discount to TRF members.

**UNREPEATABLE SPECIAL OFFER.** New type Dunlop Safety Wellies, seconds £10.99, P&P extra. R & D Armstrong, "Brekaryl", Mellbeaks, Kirkby Stephen, Cumbria LA17 4AB. Tel: Kirkby Stephen 71780 (after 6.00 p.m.)

**EXPAND YOUR TERRITORY and EXPLORE DEEPER INTO THE COUNTRY-SIDE.** You've ridden the RUPPs, tackled the trails, now bike the bridleways on a **MOUNTAIN BIKE.** Try cross country cycling and hire a mountain bike from **ACTION PACKS,** Robin Cottage, Stones Lane, Westcott, Surrey RH4 3QH. Tel: Dorking (0306) 886944.

### FOR SALE

**T-SHIRTS.** White with green TRF design on the front. £4.50 inc. P&P. Your local TRF Group name printed on the back – extra 50p. Cheques made payable to 'Printess', 5 The Woodlands, Corton, Lowestoft, Suffolk NR32 5BZ. Tel: 0502 730899. Order NOW!


**WATERPROOF TRF STICKERS.** 1½" diameter 5p each. TRF Round Cloth Badges £1 each, TRF 'Visiting Cards' £7 per 100. From: Richard Marshall, 1 Burlington Close, Breaston, Derby. Cheques payable to 'TRF'. TEL: DRAYCOTT 3416

**TRF 'SAVING GREEN LANES'** sew-on patches: £1.50. David Bonsall, 9 Blackdown Close, Sheffield S19 6NF.

**SUZUKI DR125** engine less clutch £25. Honda XL250S frame, forks, front wheel and tyre £10 each. Also tank seat, side panels, air box etc. Any offers? 15" Girling gas shocks £10. 3" Supertrapp silencer £10. Fresco for PE175X £10. Will post. Tel: Steve Thomas, Chippenham (0249) 656663.

**WANTED.** Suzuki TS185 engine. Early type, not ER. Complete bike considered if engine OK. Bevis Billingham, Tel: (0903) 714140 (office) (024 369) 5128 (home).

———— COPY DATE FOR BULLETIN 116 – 29th AUGUST 1986 ————



2/12 BATH ROAD  
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## FOWLERS MOTORCYCLES

|  |         |         |        |        |       |        |        |       |      |        |        |      |        |        |      |        |        |      |  |  |
|--|---------|---------|--------|--------|-------|--------|--------|-------|------|--------|--------|------|--------|--------|------|--------|--------|------|--|--|
| <table border="0" style="width: 100%;"> <tr> <td>HONDA</td> <td>XR250RF</td> <td>£1,295</td> </tr> <tr> <td>YAMAHA</td> <td>IT200</td> <td>£1,295</td> </tr> <tr> <td>YAMAHA</td> <td>TY250</td> <td>£679</td> </tr> <tr> <td>YAMAHA</td> <td>YZ100J</td> <td>£499</td> </tr> <tr> <td>YAMAHA</td> <td>YZ125L</td> <td>£899</td> </tr> <tr> <td>SUZUKI</td> <td>RM125E</td> <td>£999</td> </tr> </table> | HONDA   | XR250RF | £1,295 | YAMAHA | IT200 | £1,295 | YAMAHA | TY250 | £679 | YAMAHA | YZ100J | £499 | YAMAHA | YZ125L | £899 | SUZUKI | RM125E | £999 | <p style="text-align: center;"><b>WHITE POWER<br/>SERVICE CENTRE</b></p> <hr style="width: 20%; margin: 10px auto;"/> <p style="text-align: center;">HUGE STOCK OF<br/>ACCESSORIES FOR THE<br/>OFF ROAD RIDER<br/>IT'S WORTH A VISIT</p> |  |
| HONDA  | XR250RF | £1,295  |        |        |       |        |        |       |      |        |        |      |        |        |      |        |        |      |  |  |
| YAMAHA   | IT200   | £1,295  |        |        |       |        |        |       |      |        |        |      |        |        |      |        |        |      |  |  |
| YAMAHA   | TY250   | £679    |        |        |       |        |        |       |      |        |        |      |        |        |      |        |        |      |  |  |
| YAMAHA   | YZ100J  | £499    |        |        |       |        |        |       |      |        |        |      |        |        |      |        |        |      |  |  |
| YAMAHA   | YZ125L  | £899    |        |        |       |        |        |       |      |        |        |      |        |        |      |        |        |      |  |  |
| SUZUKI   | RM125E  | £999    |        |        |       |        |        |       |      |        |        |      |        |        |      |        |        |      |  |  |



## TRAIL RIDERS FELLOWSHIP

### Group and Group Rep.

#### BRISTOL

Julian Dagger, 2nd Floor Flat  
6 Marlborough Street, Bath, Avon  
Tel: Bath 333667

#### CAMBRIDGESHIRE

Richard Shaw, 37 Western Way  
Letchworth, Herts. SG6 4SE  
Tel: 0462 670926

#### CHESHIRE

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

#### CUMBRIA

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

#### DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, 9 Blackdown Close  
Sheffield S19 6NF

#### EAST MIDLANDS

Graham Chinnery  
28 The Woodcroft, Diseworth  
Derbyshire. Tel: Derby 810059

#### EAST YORKSHIRE

Howard Wadsworth  
7 Hammond Road, Knottingley  
WF11 0HL

#### ESSEX

R. Short  
26 Manor Road, Chigwell, Essex

#### EXMOOR

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

#### 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 Neepsend Lane, Sheffield

2nd Wednesday — Three Horseshoes  
Hemington, Leicestershire

2nd & 4th Wednesdays  
Kellingley Social Centre  
Knottingley

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

Bath Pool Inn, Bathpool  
Taunton  
Last Thursday 8.00 p.m.

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 3TZ  
Tel: 01-771 0639

#### SOUTHERN

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

#### SUNDAY WINTER CLUB — CWMBRAN

Brian Wilde, 58 Ty-Box Road  
West Pontnewydd, 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  
Onecote, 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 —  
Fox and Hounds  
Carshalton High Street

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

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

Contact John (every other month — 4th  
Wednesday — i.e. Feb., April, June, etc.)  
Hassocks Hotel, Hassocks, Mid Sussex

1st Wednesday — The Station Hotel  
Kirby, near Stokesley