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WEST WILTSHIRE

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WYVERN

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

1st Wednesday. The Fox & Grapes,
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(nr Queensferry & Mold)

1st Wednesday. Red Lion Hotel,
Radlett, Herts.

2nd and last Wednesday of month
(except December). Bell Inn,
Cross Houses

Last Thursday 8.00 p.m.
Ruishton Inn, Ruishton, Taunton.

2nd Tuesday. Pied Bull, Farningham,
Kent.

1st Wednesday. Epsom & Ewell
Football Club, West Street, Ewell,
Surrey.

3rd Wednesday. Priory Inn,
Bishops Waltham - B2177
(formerly the A333)

Contact John (every other month)
4th Wednesday ie. Feb, April, etc)
Hassocks Hotel, Hassocks.

1st Wednesday. The Station Hotel,
Kirby, Near Stokesley.

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

Last Tuesday. Lansdown Club, Milton
Trading Estate, Nr Abingdon.

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

1st & 3rd Thursdays. The Hollybush,
Gorcott Hill, Beoley, Near Redditch,
Worcestershire.

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

Phone Bill Riley

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

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TREE TRAIL RIDERS FELLOWSHIP



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

TRAIL RIDERS FELLOWSHIP

Bulletin 133 — June/July 1989

FUTURE EVENTS

AUGUST

1st Motions for the TRF AGM (October) to be with the Secretary, John Higgin

SEPTEMBER

23rd/24th Northumbria Weekend. ride over the Roman Drovers and Rivers Roads across the Cheviots into Scotland. Ride the old Lead Roads of Hexhamshire. Well worth a trip up the M1. All tracks untouched by 4WD. For more details send SAE to Dave Vaughan, 15 Seaburn Gardens, Sunderland, SR6 8BT

Please contact your Group Rep for details of any trail rides in your own area. Addresses at back of Bulletin. There are some changes to meeting places, see stop press news.

Cover Photo — Dave Clegg on his XR200 — see stop press news item

NATIONAL COMMITTEE

Chairman

David J Giles, 22 Ford Lane, Allestree, Derby, DE3 2EW

Secretary

John Higgin, 197 Britten Road, Brighton Hill, Basingstoke, Hampshire.
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Treasurer

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Membership Secretary

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Rights of Way Officer

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Tel: 0405 814388

Editor

Tony Thew, 6 Glasslaw Road, Bitterne, Southampton SO2 5PE.
Tel: 0703 476313

EDITOR'S JOTTINGS

Having got the last issue out, and by all accounts only just in time for the meeting at the Motorcycle Museum, I have taken a little time to sit back and think about what I have taken on, and try to imagine what members want from their bulletin.

Do they want 'tub-thumping' epistles from some misguided member on his/her pet hate/passion? Are they looking for that panacea to trail riding problems — the reasoned, truthful, and utterly reliable recommendation to trail and machine? What about the occasional exceedingly controversial letter, aimed at stirring up a real can of worms, with an equal opportunity to

respond in suitably rude and abusive terms? Believe me, had I published one or two of the heated responses to the letter from Gareth Richards, then the heavy footsteps of a solicitors seeking damages would have been heard on my front path!

I spent nearly 6 weeks putting together the 133rd issue, the response from members in the way of letters, articles, comments or enquiries, does not even run into double figures. I have now nearly exhausted all stock of material for publication. After this issue I have just an excellent article from Ian Thompson on Trail Riding in France, an item of Road Vehicle law from Tim Stevens, a short letter on a motorcycle ride across Africa, some information on the use of lead-free petrol in motorcycles, and a couple of letters. Try as I might I cannot stretch that little lot to 24 pages for the August issue.

Did no member take part in the John Ebbrell run? Did no group have any runs over the last two bank holiday weekends? Has no-one carried out any interesting or unusual modification to their bike? Do YOU actually want a regular bulletin with up-to-date news and information?

If you do, then may I suggest that you let your editor know, and maybe write an article or get your Groups PRO to send in details of your activities. Because if you don't, future issues of the Bulletin may consist just of photographs with an occasional article instead of the other way round.

Don't forget the AGM in October, remembering that John Higgins is retiring as Secretary, Tony Rose wants a change from Membership Secretary, and you just may need a Bulletin Editor.....

POINT OF VIEW - FROM PETE WILDSMITH, SOUTHERN GROUP.

Maybe now, with all this talk of damage to green lanes by 4 wheel drive vehicles, TRF members should be thinking of adopting an acceptable tyre type. As you know, we can fit trials tyres, trail tyres, enduro, moto-cross, special types such as Michelin T61, Continental TKC80, Pirelli MT17, and in fact any tyre that is fully road legal, and quite a few that are not!

With regards to tyres on enduro-type machines such as Honda's XR250, and Kawasaki's KDX200, these splendid bikes, because of their competition pedigree, can give riders a much easier passage when compared with standard trail bikes. However when these competition bred machines are fitted with moto-cross tyres it makes trail riding like a Sunday afternoon jaunt - where is the challenge in that?

Years ago, we managed on inferior bikes shod with inferior tyres, but still enjoyed ourselves immensely. Even when enduro type machines are fitted with MT17's or even T61's, riding them on the trail is still a doddle. Moto-cross tyres are unnecessary, and we should ban them on the trail.

My Honda 200 is fitted with MT43 trials tyres, but I can fit the front wheel from my XL600, shod with an MT17, if I need to. As I can change the front wheel to suit conditions, I find that the T61 on the rear to be more than adequate. I therefore suggest that all 200/250 bikes need only the tyre type mentioned, and that it is totally unnecessary to go more radical, such as XR250 with moto-cross tyres.

When it comes to larger bikes, we find ourselves in a Catch 22 situation with their increased weight and power. My 600 Honda has MT17's front and rear, the rear is wide and because of that it looks aggressive with its open tread. A careful throttle hand is required, but regrettably it does tear up the ground occasionally. On a heavy and powerful bike it can be difficult at times to maintain momentum in sticky conditions, when compared with the smaller lighter bikes. Thus the need for tyre with more grip, which brings us back to the surface damage problem again. The argument about spinning trials tyres versus spinning moto-cross tyres does not hold water. Moto-cross tyres rotovate the ground, as do MT17's to some extent, whereas trials tyres do not.

Here in the south many enduro's are held on Army land, and all entrants, which can include KTM600's, Husqvarna's, XR's, XT's, and sidecars, only trials tyres are allowed to be fitted to the rear wheel. This reduction in performance does not detract from the sport in any way, and I am convinced that the boggy parts of the course, and there are many, are not damaged as badly as they would have been had moto-cross tyres been permitted.

I would therefore advocate that only road legal tyres be used, and learn to use that right had with care, particularly on grassy trails.

WITH THE RUSSIANS ALONG ENGLISH LANES – PETER BALLARD, PRESTON

First let me introduce myself. I am the President and Technical Adviser to the Cossack Owners Club, the club for owners and enthusiasts of all motorcycles in the USSR. I have owned and ridden Soviet motorcycles for 15 years now, from 50cc to 750cc.

I would be very pleased to hear from other TRF members who have ridden the trails on Soviet machines, and maybe we could swap stories. I intend to do a few miles on the lanes of Lancashire, Cumbria and Derbyshire this year, on a couple of bikes I am preparing now. I will write an article and take some photographs for the Bulletin.

The first bike I intend to use is a Ural outfit, but with a difference! I intend to use the 750cc sidevalve flat twin, developed from the BMW R71, and the sidecar wheel drive system, both borrowed from the Dneiper MT12. I shall use the Ural frame for now as it is a bit shorter than that from the Dneiper, but when I get the 4 speed and reverse gearbox from the Dneiper 650, I will rebuild it into the longer Dneiper frame.

The sidecar wheel drive is a development of the Second World War BMW R75 system. The differential splits the torque in proportion to the weight on the rear wheel and sidecar wheel, that is 66% and 34% respectively.

The second machine I am preparing is a Planeta Sport. This is a 350cc 2 stroke single, producing a quoted 32bhp. With a high level exhaust, wider bars and trials tyres it should go ok. I weigh only a couple of kilograms more than the MZ ISDT 250cc machines run by the East German factory team riders.





I still have to decide what front tyre to use. The wheel is a standard 19... I have a Dunlop 3.50 x 19 brand new trials tyre which may be a bit wide, or I could use a 2.75 x 19' trials tyre. I could of course go the whole hog and respoke to 21' and use a 2.75 or 3.00 section trials tyre. Any recommendations based on experience would be appreciated.

I am not new to 'off-road' or trail riding. For several years I competed in National trials events on a Bultaco 350 outfit, I must admit however, not with any great success. I remember that I used to enjoy the bits in between sections as much as the sections themselves, so I treat trail riding as a days trial riding without the sections!

I believe that many of the Soviet motorcycles could make good trail bikes, they have rather tame motors, good ground clearance, knobbly tyres as standard, wide bars, but do tend to be heavy. If there are any TRF members currently using such machines, or maybe are interested in the Cossack Owners Club, please write to me.

Since writing the above, I have been lucky enough to have met members from Derbyshire and South Yorkshire Group, and have arranged for there to be 'Russians on the Lanes' in Derbyshire on Saturday 8th July 1989. The ride, to TRF code of conduct, starts from Whatstandwell, just south of Matlock, after lunch. Get in touch with me if you would like to join in. Many thanks to TRF Group Rep Dave Bonsall for agreeing to help us, brave man!

My address is 210 Spring Meadow, Clayton-le-Woods, Leyland, Preston, Lancashire PR5 2PP. Telephone 0772 - 455487.

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TRAIL RIDING IN CORFU — STEVE FILE, HITCHIN.

It wasn't really my intention to practice trail riding in Corfu whilst on holiday early last year. However having been there for a few days and sizing up the situation, it became apparent that the ease of hiring a trail bike, plus the natural beauty of the countryside, meant it was an opportunity not to be missed.

On the subject of hiring bikes, it pays to shop around. With so many places hiring to the public, it is a cut throat business and prices are generally cheap but can vary enormously. I paid about £5 a day for a 50cc bike (perfectly adequate for solo riding) which included insurance. No driving licence is required. Expect to pay 2 to 3 times as much for a 125 or 250cc machine. Petrol was about £1.50 a gallon, and filling stations were not hard to find.

Far be it from me to recommend any motorcycle without a safety helmet, but as they say, 'When in Corfu.....'. Of all the bikers I saw during the two weeks I was there, not once did I see anybody wearing a helmet. I guess when the weather is as hot as it was (85 degrees fahrenheit plus) it must affect your brain or something, because all I wore was shorts and trainers. Naughty but nice! It was good for the sun tan anyway.

Its a horrifying sight to see some of the local lads tearing about on their mopeds, no brakes, no mudguards, no lights, bald tyres, and three on a bike in many cases! They seem to get away with it though, and live to fight another day.

Right then, enough of this, lets get on with the riding. Having bought a map of the island which measures approximately 50 miles top to bottom (the island, that is, not the map, dummy!) I set off from my hotel at about 9.00am complete with survival kit - suntan cream, penknife, and a bottle of Coke. As I was staying at Kanoni, which is close to the capital (Corfu Town), and situated half way up the eastern side, I decided to have one day exploring the north, and one day exploring the south of the island. I headed north up the east coast passing through places such as Dassia, Ipsos, Nissaki and Kassiopi. I felt the best way to see as much of the place as possible was to try and stick to the coast road as much as I could. However it wasn't until I got well into my journey that I found that the road often turned into a track that was not suitable for cars, and that was when the serious trail riding began.

The dirt tracks were dry and dusty, but were well defined and offered superb riding, very often right next to the beach and sea. At one point I actually rode along a deserted sandy beach and blasted through the surf - what a feeling, fantastic.

Continuing along the north coast I took a brief stop at Sidari for a bite to eat, before reaching my favourite part. A stretch of quite rough track, about 7 miles long, from Cape Aghios Stefanos to Cape Arilla, at the extreme north west of the island, it offered some superb riding with breathtaking views looking down from the cliff tops to the rugged rocks and rampant sea some 300 feet below. Out with the camera for a quick photo session, then on we go. I say 'we', meaning me and the bike, as I was travelling alone. The bike by the way was a Yamaha DT50MX, and although I am used to riding a DT175MX back home in sunny Bedfordshire, I was very impressed at how well this small machine coped with the type of terrain I was throwing it at. I bet it hadn't see going like this before, being well off the beaten tracks and away from the crowded tourist resorts.

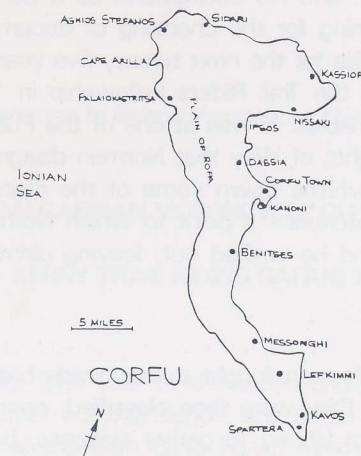
On I pressed down the north western coast, through picturesque Palaiokastritsa until I reached the Ropa Plain. It was then a short trip across the central part of the island back to my hotel at about 7.30pm. Having done about 160 miles on the little 50, a good nights sleep was the order of the day, so no disco dancing tonight! What a fantastic day it had been.

A few days later it was expedition time again. On this occasion heading southwards to the extreme south of Corfu passing through Benitses, Messonghi, Lefkimmi and Kavos. This time I chose to ride a Honda MT5.

Comparing this with the DT50, I found that there was very little difference, the Honda being fractionally better when pulling at low revs, whereas the Yamaha came out better on the comfort stakes and a slightly higher top speed - a remarkable 90kmh/55mph. Both bikes performed really well, although deep muddy conditions as found in this country might prove too much for the 50cc motors.

After reaching the south cape through some quite densely wooded tracks, it was back up the south western side, stopping at a small taverna for lunch way up in the mountains, at a little village called Spartera. The Greek mainland could easily be seen in the distance from this vantage point, and it was here that I got into conversation with a friendly couple of elderly locals. Conversation did I say? Apart from occasional word in there difficult language, hand gestures were really our only means of communication. I think he was trying to say 'Where is your girlfriend?' moving his hands in the way men do when describing shapely women. But there again, who knows what he was actually saying? Perhaps he was offering me the hand of his daughter!

Anyway, after a few more glasses of wine and some more photographs, it was time for goodbye and on again in a somewhat wobbly manner. On through some delightful countryside featuring a huge lake, olive groves, and remote beaches at the end of bumpy tracks. By the time I got back to the hotel the sun was setting over the sea, and I had covered about 120 miles of some of the best trail riding I had ever done, and no mishaps. The end of another perfect day and a thoroughly enjoyable experience which I would recommend to anybody considering a trip to Corfu. Would I do it again? You bet! Roll on next year!



OBITUARY

John Higgin has written the following article about one of our founder members who passed away in March.

Norman Charles Smith, born 1906, died 1989, the Father of Green Lanes.

It is with great regret that I record the passing of Norman C. Smith, for the great band of his followers and admirers, few who knew him well as a person, but all who know him by his works and reputation. He was known and feared by County Councils throughout the country and was better known in the British Museum Map Room than Karl Marx.

Born at Stratfield Saye, near Reading, he was brought-up in Kent, and won a scholarship to Dartford Grammar School which he left in 1923, with a choice of two jobs. He joined the Midland Bank, and stayed with them until his retirement in 1968, whereupon he moved with his wife Gladys to Bramford, near Ipswich, to a delightful bungalow.

As a youth, he first took to cycling, making long journeys to Felixstowe and Southampton, before he took up motorcycling, first on a 350cc belt drive Raleigh, then, with his next bike, a 500cc Cotton Blackburne, he joined the newly formed Sidcup and District Club until it was disbanded in 1947. Other members were Jock West and Harold Daniell. He organised grass track meetings at Brands Hatch until it was covered with tarmac.

In 1951 Norman was asked to take on Rights of Way matters for the South East Centre of the A.C.U. and his background as a Bank Securities Officer helped enormously as training for the checking of documents and maps that was to become a way of life for the next twenty five years. He was a founder and Honorary Member of the Trail Riders Fellowship in 1970, together with John Ebbrell and Ralph Venables. It was at one of the Public Enquiries into the Kent Definitive Map of Rights of Way that Norman disagreed with the R.A.C. solicitor who wanted to whittle down some of the claims and after he had lunched with his fellow solicitors - a point to which Norman took exception - words were exchanged and he walked out, leaving ultimate success to N C Smith!

With very little support, Norman fought a nationwide battle to keep byways, or C.R.F's and C.R.B's as they were then classified, open for all. Making day trips to the British Museum Library to gather evidence, backed by the A.C.U. and later by the B.M.F., he was, in terms of a one man army, incredibly

successful. He wrote letters enlisting support to anyone showing more than a passing interest and to this day there are those who remember seeing a letter from Norman on the mat in the mornings. The requests, nay demands, to report on such and such a lane, width, condition, and useage, all in terrible typing, but worse still, the battle to decipher the hand written notes and additions, yet who could refuse this charming character with a lifework to do and so few friends to help.

Unfortunately, in 1977 he suffered a stroke from which he never fully recovered, and although the old force of character was there, never again did he have the physical strength to get about or sit in public enquiries or even gather that vital evidence that was always such a precise and detailed case that the inspectors could not refuse. His wife was also ill, and they decided give up the house at Bramford and move (most unsatisfactorily) to an Old Peoples Home at Beccles, in Suffolk. They eventually arranged a move to their beloved Kent, where unfortunately Gladys died last year.

Norman appeared to have few close friends, but throughout the country, thousands of admirers. He was a lifelong vegetarian and at one time an amateur radio enthusiast. Although never a trophy winner, he was indubitably a highly skilled and proficient motorcyclist, at one time riding an extremely narrow sidecar outfit which ran between cart ruts.

If anyone is an example of the phrase 'by his work shall ye know him', it is Norman. His work is the survival of Green Lanes, and the very fact that any were left after the onslaught during the fifties and sixties, is almost entirely due to the hard work and dedication of Norman Charles Smith, truly the father of Green Lanes.

Norman was cremated at Eltham Crematorium on 13th March 1989. He will be sadly missed.

John R. Higgin,
7 April 1989

If you ever go across the sea to Ireland, how about this?

DALCASSIAN MOTORCYCLE CLUB LTD

KERRY TRAIL RIDING SAFARI 1989

Dear Friends,

We are celebrating our 21st year of the Safari and we are hoping to make it quite an event. Hopefully our old friends, and some new, will make it back to our old headquarters at the Glen Eagle Hotel, Killarney, where a pleasant stay is guaranteed and the crack will be good.

Our collection of Safari photographs have again increased, but we are still looking for more prints, if anyone has any from past years, a copy would be appreciated.

We have negotiated a special reduced rate from B + I Ferries. Please contact Arnold Acheson for further information. We look forward to seeing you at our 21st Birthday Safari, even if you have hung up your riding boots you will be more than welcome to come and join in the fun.

See you in Killarney!

Arnold Acheson, Grange, Lisnagry, Co Limerick, Ireland. Tel 061-336531

On the above theme comes this letter from Steve Pighills, Tel: 09073 72479:

'Anyone interested is sharing costs for a trip to the Safari? 5 days of the best trail riding Ireland has to offer. Sail out very early September 4th, return September 10th, to make the best of cheap ferries. Cost around £200 for ferry, petrol, and accommodation.

Some experience, a good bike, and the ability to drink liberal quantities of Guinness is all that is needed!



LEADING THE SOLO'S.....or 'I've been set up again--'

I have thought for a long time that it is time to handicap myself. I thought a sidecar outfit would be just the thing. The article last year by Colin Patient set me off, especially the paragraph about an outfit 'leading the solo's at a cracking pace..

I had considered a 350 or 500 outfit as having enough power to make up for carrying two people. However, by chance I spotted a Beamish trials outfit. I checked the price with our local outfit and bought. Initially I was surprised by its light weight, and persuaded myself that with two people we would never be stuck (that is, when we were not leading the solo's at a cracking pace).

I arranged with my proposed passenger to go for a shakedown run. Somehow the whole club seemed to get wind of this as everyone said they would be there. Being crafty, (as my granny used to say, 'It's no use getting old if you don't get crafty.) we went out before the Big Day for a bit of practice. At the first big hump the contraption executed a sharp right turn, hit a tree, and deposited us both on the ground. We dusted ourselves off, straightened everything up and proceeded a little more slowly. On a sandy stretch we decided to try the brakes. This time the contraption swerved left, and tipped over! By this time it did not seem worth it to dust ourselves off, so we just proceeded a little slower.

'May be it's me' I thought, and asked Keiran if he'd care to have a drive. In short, he turned it over as many times as I had. It seems there is a lot of technique required.

At the Official Test Day there were a lot of grinning faces. Also a lot of remarks like 'bit secondhand, isn't it?'; 'how much was it?'. I thought that at the very least I would have no shortage of passengers, however everyone seemed most reluctant. No spirit of adventure these days, or had someone been talking?

For the uninitiated therefore, to turn left: (a) Find a bump or slope to the left (b) Open throttle (c) Go uphill.

To turn right: (a) Find a bump or hump to the right (b) Apply brake (c) Go downhill.

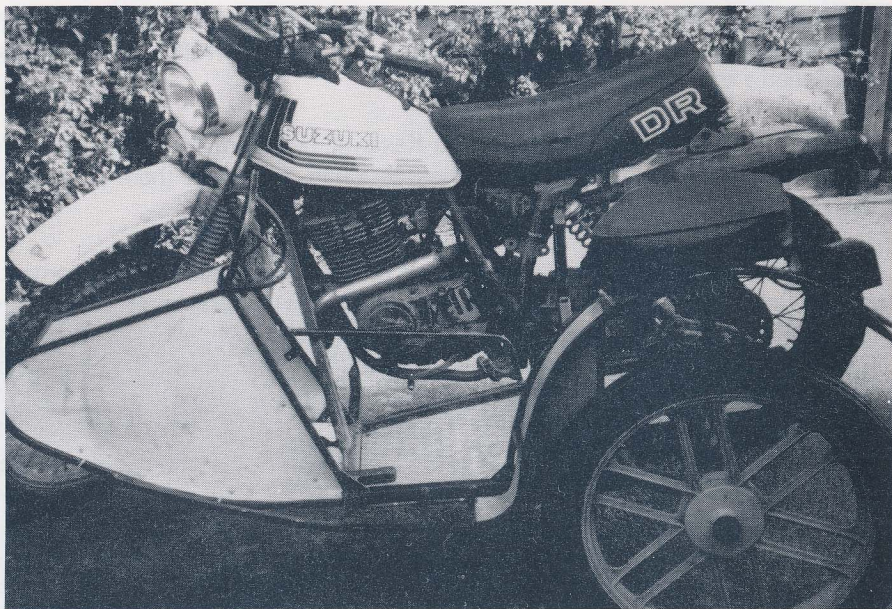
In addition to remembering the above, it is necessary to change position in order to put the weight in the right place (very energetic for the passenger). Oh, and as a last resort, turning the handlebars can have an effect on direction, not a very reliable method though.

What about leading the solo's, you ask. Yes, we did lead them from time to time. Unfortunately, it was either when they were laughing too much to overtake or when they were too frightened as to which way we were going to swerve next.

I'd like a word with you Colin Patient!

Brian Wright
Group Rep S.London and Surrey Group

Oh how I sympathise, Brian! Having ridden my SP400 just once on the trail with the chair attached, I can confirm that an outfit seems to have a mind of its own. Are there any experienced chair-men in the Fellowship who can pass on a few tips? I have flatly refused to repeat the somersault I performed with my plot just after Christmas!



LETTERS TO THE EDITOR

Dear Tony,

The activities of the 4 wheel drivers was very apparent during a recent ride along the Devils Highway, between Reading and Basingstoke. The run was led by Frank, and after traversing several very deep mud holes, the group was ready for a break. The hot May sunshine saw most of them remove their jackets, and slackening trousers. Frank offered to boost morale with a demonstration of what he could do with a vacuum flask, a pair of braces, and a bicycle pump. At this point I became concerned that if news of this type of practice should become common knowledge, the surge in trail bike sales could sink the balance of payments. Thus with the thoughts of the National good uppermost in my mind, I asked Frank if he could possibly wait until after dark. He said that if he tried really hard he might just be able to wait till then. I suppose he showed Penny when he got home, which could be the reason why she had sent him out in the morning. That was a lovely fat pump though, Frank.....

Mike Crossman,
Southern Group.

From Tim Stevens, Burscough:

Dear Ed.,

On page 21 of the April Bulletin, Brian Thompson gave us helpful and constructive criticism of the Blue Book on Rights of Way.

May I be allowed the same privilege in respect of his article on page 19?

1. Bridleway: The legal definition is to be found in the Highways Act 1959, section 295(1), which repeats verbatim the National Parks and Access to the Countryside Act of 1949: 'Bridleway' means a highway over which the public have the following, but no other, right of way, that is to say, a right of way on foot, and a right of way on horseback or leading a horse, with or without the right to drive animals of any description along the highway; 'horse' includes pony, ass, mule, and 'horseback' shall be construed accordingly (my emphasis).

The Countryside Act 1968 does not modify this definition, but says that any member of the public shall have, as a right of way, the right to ride a bicycle, not being a motor vehicle, on any bridleway.

The Wildlife and Countryside Act 1981 confirms the HA1959 definition in exactly the same words, but adds in section 56 that if a bridleway is shown on a Definitive Map this 'shall be without prejudice to any question whether the public had at that date any right of way other than those rights... In other words a Definitive Bridleway may not be a bridleway at all.

2. Unclassified County Roads: Highway Authorities are required by the HA1980 to keep a 'list of streets maintainable at public expense'. Some of them do exactly that, and you will only be shown a list - not a map, not very helpful when the route on the ground is unclear or contested. There seems to be no provision for the Authorities to make available to the public any details of public carriageways not maintainable at public expense. These are usually called R T roads, for 'Ratione Tenurae'. I would like to know if R T roads exist in many counties - they certainly do in Cumbria and North Yorkshire - and how we can find where they are.

In case anyone thinks R T roads are insignificant, two facts:

a) The landrover shown in the recent article in the Independent newspaper and the Times was on an R T road, the middle section of Mastiles Lane.

b) Long Lane in Horton in Ribblesdale has been obstructed in two places and the Highway Authority contends that it is an R T but that they cannot say whether it is an R T footpath, bridleway, or carriageway.

Now may I ask Brian, and any other members who have an interest in the legal framework of our pastime, to consider a couple of legal queries based on the above:

a) 'A road used as a public path' is defined as a highway, other than a public path, in NPACA 1949, and a 'public path' as a highway being either a footpath or a bridleway. Therefore, surely, RUPPs must be carriageways?

b) The Wildlife and Countryside Act 1981 comes after the right to ride bicycles on bridleways was introduced. In it a RUPP is declared to be conclusive evidence of the public's right of way and a right of way on horseback or leading a horse, and without prejudice to other rights of way which may exist.

This means that bicycle-use of a RUPP is not included in the conclusive evidence bit (if it had been it would have said so) and therefore it surely follows that bicycle-user evidence on RUPPs is useful in establishing vehicular rights on the basis of presumed dedication?

Now a couple of less than serious enquiries - can a sedan chair be used on a footpath, or a horse litter on a bridleway? And can elephants and camels only be ridden on carriageways?

Yours Sincerely,

Tim Stevens.

Thanks Tim, can't say I've seen many camels on southern trails (unless you include Colin French!), but have seen many jumbo's around Heathrow and Gatwick!

Dear Sir.

I read your introductory ramblings with interest, especially your comments on British bikes for green laning.

Although not yet qualifying for the Phylosan, I learnt on British bikes, and have yet to find the need to buy Japanese, except for commuting.

I run a BSA B40 350cc for green laning and trials. My outings are limited more by working at weekends, and other hobbies such as the BSA Owners Club, rather than by breakdowns.

Specification is an early sixties designed trials frame with a 350cc OHV 20bhp motor driving through a semi-wide ratio gearbox, all up weight of 270lbs.

As many of the Bristol Group will testify, it will go almost anywhere a modern trials bike will go. It just goes slower because the suspension is very unyielding and any rough trail will knock your teeth out!

Is 270lbs heavy? I do not know, but it does not feel too bad. Will it last the day? This year it lasted for the duration of the Lands End Trial at my first attempt and got me a third class award. 358 miles in a day would be some days green laning!

The reason why British bikes have a poor reputation is due to poor maintenance. Take you courage in both hands, buy a British bike and enjoy a whole new dimension to your trail riding.

Yours Faithfully,

N G Crook, Bristol.

Thanks NGC, but why so formal? Yes, I take your point, looked after and set up right a British bike must give a great deal of enjoyment on the lanes. Anyone out there got one for sale? Ed.

Dear Sir,

I wonder if any member can help me, at present I am trying to locate a Kawasaki KL250 A3 trail bike in time for the coming winter months (come off it - its only May! Ed.) and am having great difficulty in locating one for sale. In the event that I finally manage to procure a decent example of the marque, is there any one out there who has owned one long enough to discover any 'weak' mechanical points which I should look out for?

I have spoken to two owners who both said that they had experienced problems with the gear selection and failure of the 4th and/or 5th gears. Is this a common trait amongst KL250's or have both of these people been unlucky in buying a 'rogue' example?

Any help and advice anyone can give will be greatly appreciated.

D L Martin, 2 Devonshire Villas, Upperwood Road, Matlock Bath, Derbyshire,

DE4 3 PD, Tel: 0629-55559

As one who has not been involved in the administration of the TRF, I have for some time wondered about the situation regarding trail riders in so called 'sensitive' areas, and have formulated general ideas in my own mind based on statements and articles by those in authority both within and outside the Fellowship. Whilst accepting that everyone is entitled to their own ideas, and the freedom to state their case as they see it, I wonder sometimes whether the issue is somewhat clouded by personal thoughts, interpretations, and aspirations on the part of the speaker, to the extent that the views so expressed can adversely affect the judgement and action of members in general.

For instance, I have believed statements made that most Welsh trails are under threat, if we use them at all we could jeopardise the future of trail riding in the principality altogether, and that we should all work hard individually to maintain access.

In my naivety, and because I was never told otherwise, I assumed, quite wrongly, that the Welsh Trail Riders Association (Cymdeithas Gyrwyr Cliffyrdd Cymru) was just another Group within the TRF. How wrong I was! Through my letter box this week fell the following letter from the Chairman of the WTRA, Bill Kershaw, which clearly shows that I have come to the wrong conclusion about the situation.

Before including Bill's letter in the Bulletin, I tried editing it in view of its length, but somehow it lost so much when bits were cut out that I trust you will not mind its inclusion in its entirety:

Dear Mr Editor,

I attended the 3rd Executive Committee Meeting as an invited guest to contribute to a discussion on trail riding issues in Wales. The presentations and comments from the floor on other items on the agenda - Avon Review, Riley Case, National Parks, South Downs and Ridgeway - were of such an impressively high calibre that before leaving the Motorcycle Museum, I became a fully paid-up member of the TRF.

However the introduction by Brian Thompson (and the debate from those present) on Welsh affairs prompts me to write this letter wearing my other hat, i.e. Chairman of the Welsh Trail Riders Association, Chairman of the Cambrian Council's Countryside Committee, co-opted member of MOLARA, and as Local Government Engineer with responsibility for using very limited resources to maintain a network of highways including a few unsurfaced green lanes.

Brian implied that there were major conflicts in the Principality and that the fault lay with the ACU, and perhaps with WRTA in particular because as the 'governing body for green lanes in Wales' (or some such expression) we had made it difficult for the TRF to play a significant role. By coincidence(?) the phrase in parenthesis was used a week or so after the Committee Meeting in a T & MX story hinting that WRTA had pulled out of MOLARA as a result of disagreements with its 4WD attitude rather than the simple financial reassessment that actually caused our withdrawal.

The situation in Wales IS different from England, but there has never been any suggestion that the establishment of influential TRF groups would be unwelcome. The factors are:

(a) WRTA was formed in the early 1970's - at about the same time as TRF. It grew to a membership of over 500 and was very active in the Special Review Inquiries in Mid and South Wales as well as at Magistrates Court Hearings. In the 1981 Wildlife and Countryside Act, WRTA became a statutory consultee for Welsh County Councils.

(b) With time, other ACU clubs have taken an interest in trail riding and in reality WRTA (now near 200 members) has settled into a niche in South Wales while still giving moral and, where possible, practical help to groups elsewhere in Wales.

(c) Understandable the Welsh County Councils prefer to communicate with local organisations and with a single voice (not necessarily speaking Welsh) representing each user group in order to avoid confusions and reduce valuable staff time.

(d) The Sports Council for Wales (which is autonomous and not just another Region) will only deal with one body in respect of each sports category. It has chosen to work with the longest established all-Wales motor-vehicle grouping - the Cambrian Council for Welsh Motorcycle Clubs, which now incorporates ACU, BMF, AMCA and TRF representatives.

(e) Many competitive events are held in Wales - it is after all the Mecca for motorcyclists - and from time to time there are inadequacies in the way they are run. However, the impression put about by a few outspoken people is that

there is no organisation and that Clubs are in constant conflict with local authorities and with residents. Not true. By and large residents welcome the events and local authorities are co-operative and helpful. There is room for improvement of course and this is being worked on, but exaggeration simply gives our adversaries 'evidence' to use against us all.

So what's to do? The Cambrian Council has set up a Countryside Committee and as interim Chairman, I am trying to create a workable forum with the help of Adrian Wells in the North and Vic Madeley/Hardy Yale in the middle. There are others of course and one of our first jobs is to make a register of those willing to play a part as well as listing useful contacts in each of the three areas. Out of that it is hoped that volunteers will be found who will take responsibility for their patch, whether a County, a District, or some smaller unit. What would be ideal is for the exercise to result in new Groups being formed, either TRF, ACU or mixed and for the Chairman to emerge to co-ordinate the individual efforts. Names to Adrian, Vic, or me please!

Martin Harding spoke with me after the meeting, about the Bristol Group's survey of green lanes in the eastern part of Gwent (Croeso y Cymru). They were pressing for lanes to be cleared and were also attempting to prove that vehicular rights exist on a whole range of tracks that WTRA had long since decided not to pursue. The early philosophy of the Association was to identify with the County Council, all tracks which were interesting to ride or which helped to form a network and then to ensure that they were used. Routes which were boring AND controversial or sensitive were, in effect, traded for 'good' tracks of uncertain status. By these means WRTA secured agreement at officer level for what was considered to be a very satisfactory range of prospective vehicular rights of way. Time has gone by and our network has still not been tested by a Review, so perhaps a new survey is opportune. What I believe would be counterproductive anywhere in Wales, is for 'aliens' from England to start independent action with County Councils before checking with established groups, who at the very least, will have some good background knowledge and who may have convincing reasons for keeping clear of some tracks. Martin and I will be discussing the east Gwent situation and hopefully reaching a consensus view on the way forward.



Finally, a comment wearing my fourth hat. Whatever anyone thinks of local government, most Authorities do what they can with inadequate staff and insufficient funds. Diverting resources to clear an obstruction on a UCR is a costly business and means some pot-holes or footway trips will not receive attention. It is particularly wasteful of staff time when the location of the complaint is not given accurately. 'Brownie Points' can be won by supplying your local authority with unambiguous information about where and what. Even more can be gained for the motorcycling fraternity if those who find the obstruction do the clearing and simply tell the local authority what they have done.

Best wishes to all TRF groups.

Bill Kershaw. Chairman.

Thanks very much Bill, it certainly seems that you have things well under control, if any member wants ANY advice on riding the Trails of Wales, then please get in touch with Bill first. He can be reached at 20 High Cross Drive, Newport, Gwent, NP1 9AB.

DERBYSHIRE IN MARCH

It had been a wonderfully mild winter, with hardly a sign of frost or snow, but when we went for a spring-time trip to north east Derbyshire towards the end of March, things changed.

There were five of us, Ken and Roy on XR250's, Gwynn on his venerable (or should it be venereal) SP370, Peter was on his first trip into the uplands on a KMX125, and I was trying out my new acquisition, an immaculate xr200 beautifully prepared by its previous owner, with some sensible mods including a front disc brake created from a GP100 front hub and disc plus an AE80 caliper and master cylinder/brake lever. A cleverly crafted piece of aluminium locates the caliper to the original front forks.

When we arrived at Taddington it was only snowing a little, but the ground was hard frozen. I was one of those who had their first fall trying to get from one rut to the next as we made our way north towards Bamford. The frozen mud meant we were a little downhearted by the time we got to the bottom of the Clough, but the climb warmed us and the rockier ground over Stanage Edge and the Roman road to Redmires Reservoir and back over Burbage Moor cheered us up.

The road section back past Bamford. and on to Ladybower and Derwent Reservoirs were not much fun but the two 'up to the top, down the ridge, back to the top again then down the other side' routes which lead us from the side of the Reservoir, over the ridge to close by Hagg Farm Youth Hostel then over the top again to Hope are good riding in anyone's book.

We received a warm welcome in the little cafe in Hope. I guess they thought trail riders were the least of their problems after the garage next door caught fire and nearly burned them down as well a few days before!

It's never much fun leaving the warmth indoors, and the cold driving rain which hit us as we made our way up Edale to Chapel Gate proved that point; but the climb up over the top is always worthwhile. We tried to explain that fact to Peter who was beginning to notice the difference between a morning in the Severn Valley and a day in Derbyshire.

For the first time I got to Roych Clough with sufficient light left in the day to ride it. Normally we start nearer Ashbourne and have run out of either endurance, time or daylight when we get here. It really is a superb track with excellent views, and the choice, depending upon whether you choose south to north or vice versa, of an easy descent or a tough climb on the rock steps about a mile from the southern end.

By sheer luck we had chosen the former; otherwise the sheep might have been treated to the sight of trail riders crying!

From the north end we treated ourselves to a ride back in driving rain on busy roads via Chapel en le Frith and Buxton back to the cars at Taddington.

We got a revealing glimpse of day tripper car driver's ill mannered and dangerous behaviour on that journey. As an experienced rider I can cope with fools driving up alongside of me in forty mile an hour traffic queues and trying to force past by pushing me into the gutter, but I got to thinking of how bad an experience that must be for a beginner on an even slower machine than me XR200. In some ways our green lanes are much more suitable for motorcycles than the tarmac that the Ramblers would force us to stay on.

Anyway, not a bad day despite the spring weather. Wonder how much colder and wetter it will get when summer arrives?

POSTSCRIPT — THE BERWYNS IN APRIL

Ken and I made a weekday run out into the Berwyns in North Wales to check for improvements in the weather as the springtime became more fully established. As we might have expected with the reversal of the seasons we seem to be experiencing we ended up riding in snow for the first time this year.

Our run across the Wayfarer Pass was conducted in thick mist with only a sprinkling of snow, but when we made our return journey up and over the southern flank of Cadair Bronwyn conditions were much worse. Several inches of wet snow coupled with about 15 yards visibility made riding up to the top of the pass really difficult. We were worried about dropping down below the track and missing the way; picking our route over the rough and

very slippery terrain without the back wheel losing traction and sliding down the slope proved pretty impossible. Every time that happened it was a hard slog getting the bikes back up onto the path pointing in the right direction. We'd been cold earlier on but the physical effort and mental concentration required to reach the gateway at the top centrally heated us for the rest of the day.

The descent was just as slippery, but gravity is a great help, and with a bit of two-wheeled ski-ing we reached the valley bottom safely. The superb riding between the Berwyns and Oswestry kept us busy for the rest of the day, and I cannot say we regretted the absence of snow!

Steve Pighills - Wyvern TRF

STOP PRESS NEWS - LATE ARRIVALS!!!!

You may have heard that Brian Thompson has secured a full time job, so will be standing down as TRF Rights of Way Officer. as this conflicts with his job on Rights of Way matters for Northumberland County Council. Furthermore, following the recent Local Government Elections, the new Leader of Northumberland Council is TRF member Ian Swithenbank! If between them they cannot sort out the problems of trail riding in the Cheviots then who can! Congratulations to you both.

Member John Davey (0272 672546) was out riding the Ridgeway late May and found a Yamaha Key number E31312, and a yale-type key with B & Q thereon. Anyone with the corresponding other part to either should get in touch with John.

Hertfordshire member Dave Clegg (01 950 2545) spent a few days in Northumbria recently, and while staying overnight in a local hostelry, some rotten b*****

nicked his 1982 XR200 (see cover picture). With the increasing number of XR200-engined specials cropping up, Dave thinks maybe his is destined for the same fate, so if you are offered either the complete machine, reg. no. ENM 544Y, or the engine MEO4E5110187, or frame JH2ME0400109379, please let the boys in blue know, or ring Dave at anytime. He sends thanks from all the Hertfordshire riders to the N E lads who showed them around over the weekend.

SMALL ADS.

BMW R100S, 1980, Rare, collectable and cherished low mileage example. 8,500 summer miles only, hence £1695. Owner now spends all his time trail riding. Tel: R. Jennings, 0787 - 74749.

KAWASAKI KMX200, First registered May 88, one owner, treated loving care and attention. All vulnerable parts covered before trail rides, hence immaculate. Totally standard, no faults or hidden nasties. Just taxed. £1150. Tel: Chris Wright, 0524 - 811438 (Lancaster)

WANTED - KAWASAKI KL250 A3, V or W registered (high level exhaust model), phone Dave on 0629 - 55559 after 4pm.

KAWASAKI KE175D3, Two bikes both in running order, 1981 and 1982 models. One needs horn switch and MOT, other (1982) just needs MOT. Both look a bit tatty due to trail use but are both mechanically sound. Plus clearout of related D3 spares. Can deliver - within reason!!! £300 the lot. Also Belstaff wax cotton jacket size 32, £12 includes P & P. House sale forces reluctant sale, contact Rosie Marston 0536 203003 (work) or 0703 436997 (home - weekends only)

TRAIL RIDING HOLIDAYS IN MID-WALES. Farmhouse accommodation, up to 10 people, room for trailers, undercover parking, workshop facilities and spares. All mod.cons, B & B for members £10, with evening meal £15. Guided tours by request, also instruction. Dick Sutton and Ann Weir, Pen Rochell Farm, Dolau, Llandrindod Wells, Tel 059 787 200.

LAKE WINDERMERE, B & B, Lock-up yard for 12 bikes. Ale house 20 yards, ample parking, all rooms colour TV, and tea-makers. B & B £10 mid season (April-October incl) out of season £9. Brendan Chase, College Road, Windermere, Cumbria LA23 1BU, Tel: 096 62 5638.

BRECON, Detached Georgian Guest House, standing in its own grounds with ample parking for trailers and bikes. B & B, Evening meal. Family, twin and double rooms. Some en-suite, all rooms with tea-making facilities and central heating. Bob and Margaret Smith, The Grange Guest House, The Watton, Brecon, LD3 7ED. Tel Brecon 4038.

TRAIL RIDING IN MID-WALES? Be assured of a warm welcome at the Cornhill Inn, West Street, Rhyader. Comfortable accommodation, covered parking for bikes. Good food, real ales, guided tours if required, Landlord Motorcycle enthusiast. Tel Barbara Fraser or Bob Buck 0597 810869.

I have been advised of the following changes to the meeting place and time of various groups. I hope to be able to change the plate for the back page next time, but meanwhile here they are:

CUMBRIA, Albert Hotel, Bowness on Windermere, 2nd Wednesday monthly
LODDON VALE, The Lamb, Theale, Reading, 2nd Thursday monthly
SUSSEX, The Hassocks Inn, Hassocks, Brighton Last Wednesday June, August, October, December, and The Swan, Eastern end A27 Chichester Bypass, July, September, November, again, last Wednesday
NORTH WALES, Hope & Anchor, Ewloe Place, Buckley, Clwyd, 1st Wednesday monthly



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TRAIL RIDERS FELLOWSHIP

Group and Group Rep

BRISTOL

Richard Tallon, 5 Danvers Road,
Corsham, Wiltshire
Tel: Chippenham 715426

CAMBRIDGESHIRE

Glen Pascoe, 12 West Leys, St Ives,
Cams, PE17 4DS
Tel: 0480 67094

CHESHIRE

Mr M J A Johnson, 39 Hawk Green Road,
Marple, Stockport, Cheshire, SK6 7HR
Tel: 061 427 6963

CUMBRIA

Colin Thompson, Crag Cottage,
Colthouse, Hawkshead, Cumbria, LA22 0JT
Tel: 09666 494

DERBYSHIRE & SOUTH YORKSHIRE

David Bonsall, 99 Cobnar Road,
Sheffield, S8 8QD Tel: 0742 748688

DEVON & CORNWALL

Oliver Cook, 35 Drakes Avenue,
Exmouth, Devon, EX8 4AD
Tel: 0395 270104

DORSET

Norman S Howard, Dairyhouse Farm,
Berwick St John, Shaftesbury,
Dorset, SP7 0HQ. Tel: 074788 615

EAST MIDLANDS

Graham Chinnery, The Orchards,
Doctors Lane, Breedon-on-the-Hill,
Derby. Tel: Melbourne 810059

EAST YORKSHIRE

Don Burt, 1 Villa Close, Low Ackworth,
Pontefract, West Yorkshire, WF7 7NR
Tel: 0977 612258

ESSEX

Ray Short, 37 Eagle Lane, London,
E11 1PF Tel: 01 530 2494

GLOUCESTER

Clive Baxter, 29 Linnet Close,
Gloucester, GL4 9XA
Tel: 0452 507424

GWENT

W D Bennett, 14 Coed-y-Pia,
Llanbradach, Caerphilly, Mid Glamorgan.
Tel: 0222 868123

HERTFORDSHIRE

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

LANCASHIRE

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

LODDON VALE

Don Lewis, Ladybower, Dogmersfield,
Basingstoke, Hants. RG27 8SS
Tel: 0252 616359

MENDIP

Gwyn Thomas, Minories Cottage, Priddy,
Nr Wells, Somerset. Tel: 0749 75294

NORFOLK & SUFFOLK

Andy Bedwell, 5 The Woodlands, Corton,
Lowestoft, NR32 5BZ Tel: 0502 730899

NORTHUMBERLAND

Dave Vaughan, 15 Seaburn Gardens,
Sunderland, Tyne & Wear, SR6 8BT
Tel: 091 5293202

Local Group Meetings

2nd Monday of the month 8.30 p.m.
Tennis Court Inn, Deanery Road,
Kingswood, Bristol

1st Monday of the month.
Golden Bull, Boxworth. Off A604
North of Bar Hill

2nd and 4th Mondays. The Robin Hood,
Buxton Road, High Lane, Hazel Grove,
Stockport

2nd Tuesday. Feb, April, June, etc.
Golden Lion, Market Place, Kendal.

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

2nd Friday each month. Rising Sun,
Woodland, Nr. Ashburton. Just off
A38 (grid ref. 789698)

1st Tuesday of the month 8.00 p.m.
Stable Bar behind the Drax Arms,
Bere Regis

2nd Wednesday. Three Horseshoes,
Hemington, Leicestershire

2nd Wednesdays. Kettingley Social
Centre, Knottingley

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

1st Monday. Contact Group Rep for
meeting place.

Tuesdays. King's Head Hotel,
Pontnewyd, Cwmbran, Gwent

1st Wednesday. Red Lion Hotel,
Radlett, Herts.

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

2nd Tuesday. The Lamb, Theale,
Nr Reading, Berks.

Hunters Lodge Inn, Priddy, Nr Wells,
Somerset (ring Gwyn for meeting date)

1st Wednesday. The Blue Lion,
North Pickenham

3rd Tuesday. Ryton Rugby Club, Ryton