



Patron: Lord Strathcarron

# T R F

## TRAIL RIDERS FELLOWSHIP

### NEWSLETTER 144 JULY 1990

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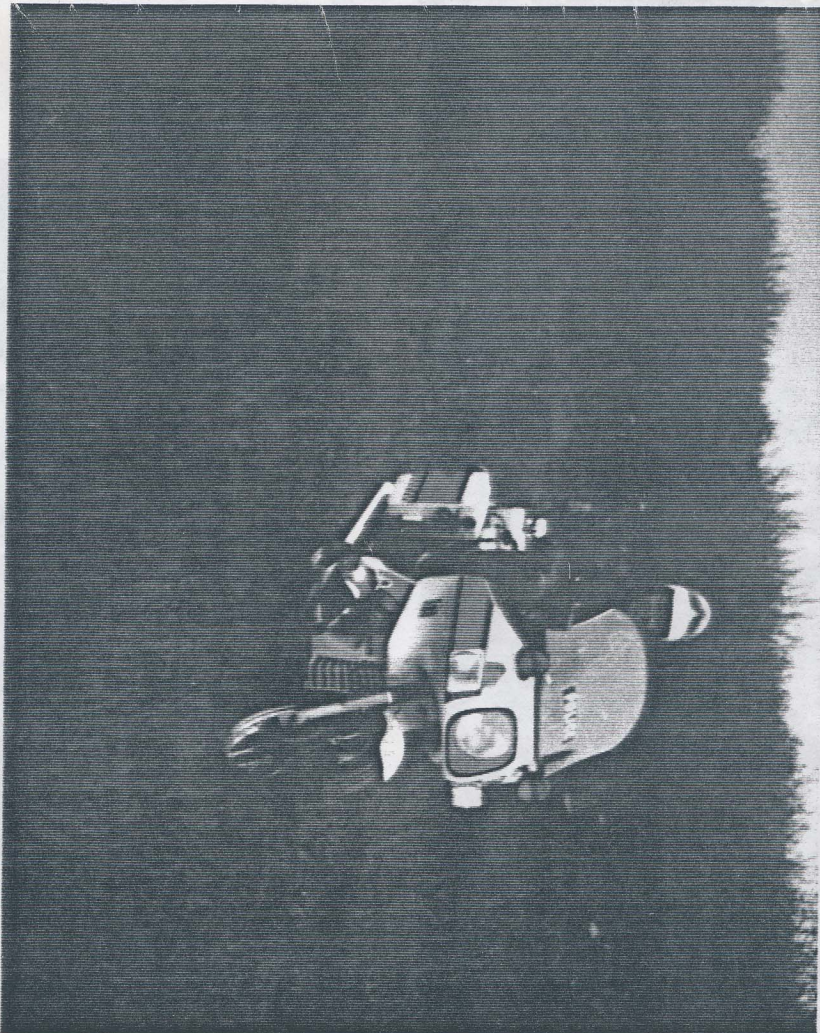
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The National Club for the Encouragement of non-competitive  
Green Roads Motorcycling and Maintenance of Rights of Way

TRAIL RIDERS FELLOWSHIP  
JULY 1990 NEWSLETTER 144



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Riding Through Surrey Villages - Buckland  
The village of Buckland is scarcely more than a handful of cottages. There is also a pond and a stream called the "Shagbrook". The trail rider approaches from a junction near to the M25, descending Buckland Lane and Lawrence Lane. One might pause near the crossing with the North Downs Way to admire the view. It is, perhaps, unfortunate that trials riders occasionally choose to practise in a disused chalk pit near here. The lane levels off and passes through some trees and bushes before meeting the A25. A few hundred yards will take one to the "Jolly Farmers" where the oldest inhabitant might be persuaded to recount a chilling legend.

It seems a long time ago a young couple were courting by a rock near the stream. The boy made an improper suggestion to the girl who was so shocked that she dropped dead. Ever since this incident there have been sightings of a huge hairy monster who became known as the "Buckland Shag". At least one person has died after being chased home by the monster. There was an occasion when a soldier who had been drinking with the locals, bragged he was not afraid. He was encouraged to ride his horse past the rock, all was well until he turned back. The horse refused to cross the stream. Suddenly he felt a hairy form behind him. He was last seen passing the inn at full gallop with the monster clinging on behind him. He never returned to collect the wager! Strangely, the Buckland Shag has not been seen in the area since the rock was moved. I sincerely hope it does not now inhabit one of the trails we use.

#### EDITOR'S RAMBLINGS

Because I knew the Newsletter would be late last month, I made it bigger in order to keep you all up to date. That means that this one will have to be smaller, sorry.

Recently, I seem to drive away from committee meetings feeling satisfied that much business was discussed in a friendly and amicable atmosphere. The attendance seems to be increasing with every meeting. Most of the motions are passed with a large majority which must mean that we are moving in the right direction. Could it be that in Dave Giles we now have an even better chairman than Seymour Moss?

Now there is talk of cuts in defence, people are asking whether the Army need as much land for training. If land is released we must ensure that rights of way are returned to their former status. The Council for National Parks and the Council for the Protection of Rural England are pressing for the Army to release parts of Dartmoor and Salisbury Plain. The latter is seen as a unique archaeological landscape and could become another National Park. Watch this space!



Another point for rights of way officers to look out for was the sad case of a mother and two children being killed by a train on an unmanned level crossing. There are 2,200 "footpath" crossings and there is now pressure to close them. A B.R. spokesman said "Ideally we would like to close them would be prohibitive"

Peter Clark sent me a late renewal for Harry Metcalf who asked to be sent all the issues since January because he has kept all the Bulletins since he joined in 1972. I was pleased to oblige. What a wealth of information you must have Harry, what about sending the editor something of interest from the early days?

As editor I am able to pop a note in the envelope with the newsletter if I wish to contact anyone. As a result of doing this I found a member - not attached to a group - who rides at least one bridlepath. When I pointed out his error, he replied that he had never been challenged on it. I suspect that if a person uses a "way" for some time, it becomes "his way" after a while and he may resent being told otherwise. I think it is worth repeating Brian Thompson's Brief Guide to Rights of Way from time to time. New (and old) members should remember that the T.R.F. will not protect them from deliberate transgressions.

I surprised myself when I worked out approximately how many green lane miles I ride each year. I ride every Saturday and often cover over 100 miles as well as several weekend runs per year, I reckon this equates to between 4,000 and 5,000 miles per annum. You will agree, therefore, that I see a lot of lanes in lots of places. I think I am qualified to make a few observations:

I have hardly ever experienced the oft quoted "conflict". In some parts of the country I find I can ride all day without seeing anyone else on a green lane. The Voluntary Restraint signs seem to be working well. Probably better than people expected. Damage by pleasure vehicles is very small indeed. The occasional missing or blocked lane can be a puzzle. Unless you deal with it right away it can be forgotten.

Out of these thoughts comes the idea of a column for the problem lane. I believe Tim Stevens may have had the same idea (great minds think alike?) To begin with, can anyone tell me if there is sufficient evidence for the use of the two lanes crossing Stainton and Bellerby Moors North of Leyburn on map 99?

In case anyone is planning a run, both Chapel Gate (map 110) and Topley Moor (map 119) have Voluntary Restraint signs posted. Further South, there appears to be an illegal sign on the lane running South East from Weston Patrick to Humbly Grove (map 186)

Still on the subject of Rights of Way, will Tim or anyone else, please inform me just how important it is to fill in user evidence forms and where we send them. The A.W.D. Club seem to think this is very important.

Due to someone abstaining! the Chairman's casting vote means us Southerners having to drive all the way to Haydock Park for the A.G.M. I believe it was suggested that Richard Tallon organise a mini bus for his group. Would you mind picking up a few Londoners Richard? I trust that the members South of Watford will attend in order to ensure a fair balance.

The Daily Mail carried out an "honesty check" recently in various parts of the country. They left a wallet on a car near to Windemere police station. Two rammers, complete with rucksacks stole it. The Daily Mail verdict; " two thieving backpackers let the side down".

Next year's MoT test will contain an exhaust fumes test. Jolly good job to. The air intake on my van is low down. I frequently have to turn off the fan when driving behind some cars. I hope this shows up just how "clean and green" we are. However, we motor cyclists will have to be vigilant that this test is not used to penalise two-stroke bikes.

As soon as poor Prince Charles broke his arm, everyone is calling for him to give up his "dangerous sport". Perhaps he should take up trail riding? it is far less dangerous than horse riding and he could do it incognito. Perhaps he does! I will have to look and listen carefully at the start of the John Ebbrell.

Gwyn Thomas has asked me to include his name as Press Officer on the title page. However, I include it here as it may not be possible to change the title page in time for this issue.

PRESS OFFICER Gwyn Thomas Minories Cottage, Priddy, Wells, Somerset 0749 75294 Snip out and send him any articles you see which are remotely to do with trail riding. Do it promptly and include the date and name of the publication. Gwyn will then be able to compose a swift response.

#### GREEN LANE TEST

Yes, that's me grinning on the front cover. Would you believe I am testing a new green laner? No? You are right I'm not, the policeman was a friendly competition rider who accompanied an ambulance along a green lane. Southern Group riders may recognise the Lunway before it was surfaced. Using great powers of persuasion I managed to effect a bike swap for a quick try. I don't think the Honda XR range will have too much competition. Obviously the bike is big, heavy and cumbersome. Turning round, even in a wide lane like this, takes a bit of care. In the circumstances I was not prepared to explore the limits of its handling, I kept thinking about the consequences of dropping it! He was a good sport though.

Some years ago I suggested a "moped" run, both as a means of fun and as means of cocking a snoot at those who accuse us of being "scramblers" How can you scramble a Honda C90? Although when filling with petrol I was asked "Surely you're not tracking on that?" I have since accumulated both a C90 and a C70. I recently took both to an area where there is a selection of lanes to see how both they and I would cope. It's a funny thing, but would you believe everyone in my group was busy that day? I went alone, and set off along the first lane. At very low speeds the little bike is quite comfortable, press it harder and the suspension soon reaches it's limit. Another difference is the almost total silence, one can ride up behind a walker, without them hearing a thing and say "excuse me". I thought my XT was quiet. Continuing on to more rugged terrain I found it was unwise to allow the wheels to leave the ground. It bottoms heavily. The C70 has a positive neutral between 1st and 2nd gear This needs great care when, say, crossing a main road. You have to tap twice on the pedal to change from 1st to 2nd. The later C90 has neutral below 1st which is an improvement. I found the handlebars too short for good leverage, after about 40 miles my arms were aching. It is far more important to select a good line for two reasons. One is the lack of ground clearance, it is very easy to hit logs or rocks. the other is that due to it's very limited power soft sand or mud quickly slows it down. The terrain these machines can cope with is surprising. I was not quite stopped by soft sand or pre-65 type going (well, perhaps rigid) although heavy footing was necessary for steep hills and if they are too long the little Honda lets you know by emitting smoke from the clutch. Both bikes were on rather worn standard tyres, this was no problem, again due to lack of power. (I must confess that, in a fit of enthusiasm, I bought a knobbly for it but I have never needed to fit it)



Surprisingly, the C70 seemed to cope with hills better than the C90 but it may be because it has less mileage. On both, the front brake disappears the moment there is any water about. If you feel tempted to borrow dad's for a couple of lanes, I would advise a couple of tips, move the kickstart lever back to 450 to avoid fouling your ankle; and make sure you fill the tank as what looks like half full is actually less than quarter full. Better be sure to clean it before dad sees it too! A number of members asked "Is this a joke?" whenever I have ridden these bikes but they tend to be surprised - as I was - at just how competent a step-through can be.

#### SECRETARY'S COLUMN

My postbag has been a little fuller since last I talked to you. It seems that the word is seeping out about the T.R.F, but we are still a secret organisation. All too often I hear from people who start by saying, "I've been looking for an address to contact the T.R.F. for ages!"

Are we afraid to tell people who we are? Letter bomb attacks from anti bikers? Why do we not advertise ourselves more loudly? We are the good guys, the respectable face of motorcycling. We are the green bikers, with earth beneath our fingernails. You can't get greener than us. Why keep it a secret?

If you are a new member of the T.R.F, what do you get when you join? This was something we discussed at the Executive Committee Meeting in Walsall last month. How do you become a proper trail rider? Surely not just by paying £12?

A new member should be given an idea of what is expected of him as a member of our prestigious Fellowship. We, quite rightly, set high standards. We expect people to behave responsibly, but more than that, we expect people to get involved. When you are new, you don't feel you can offer much. You want guidance, but you also want to be given the chance to prove your worth and this means more than just staying on your bike through the muddy bits.

I want to put together a New Member's Pack, setting out all the useful things that a new member would like to know if only they had known what to ask. We were all new members once. Please all of you, write to me and tell me what we should tell new members. My address is on the cover of the Newsletter.

If we were clever, we could design a pack which could also be used at shows, at bike shops and local libraries, as handouts to county councillors, to ramblers we meet and to environmental groups we want to work with. This would not be identical to the New Member's Pack. Perhaps a series of A4 sheets could be put together, from which we could choose which ones we could give to the people we want to talk to. Again, please let me have your views.

I have been talking to several people in Cornwall this month about industrial archaeology. Kerrier Groundwork Trust has found tens of thousands of pounds of sponsorship to make a Mineral Tramways Trail, mainly for walkers. Their preliminary study is very impressive - the sort of thing we should be doing. We are talking to Kerrier Groundwork. We need to co-operate to obtain the maximum benefit for everyone. We must be seen to be positive. To oppose Kerrier Groundwork Trust who have worked hard to gain a great deal of support would put us in a very weak position. If we look for ways forward, for mutual benefit, we are thinking positively. The green lanes we ride are part of our industrial as well as our rural heritage. Is this true in your area?

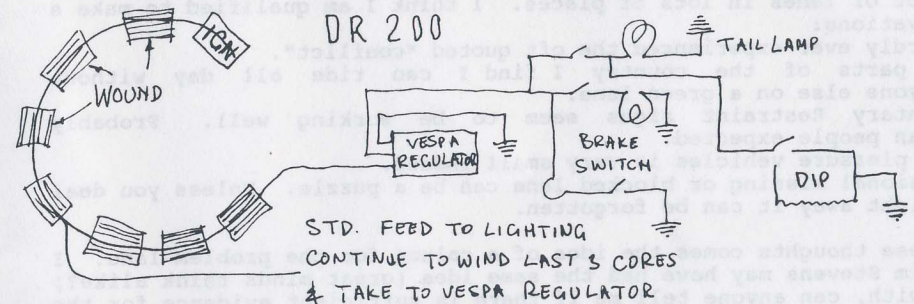
Ian Thompson

#### LETTERS TO THE EDITOR

Dear Brian,  
For over 2 years I have been riding a 1979 Yamaha XT 250. I received no workshop manual with the bike and Haynes do not produce one. I have been trying to get hold of one, more for love than money, as an original manual is £18. Does any member have an XT and could they help? Gordon Blogg 84 Lowther Crescent Leyland Lancs. PR5 3QA Tel. 07724 22303

Dear Brian,  
In reply to the request by Ron Rickarby who wished to convert his DR 200 lights to 12 volts. This can be done as follows:  
Parts needed 1 no. Vespa Regulator Part no. 161639 Approx. £37  
Alternator Rewind Approx. £20  
Alternator Specialist R.E.Williams 29 Coleman Avenue Teignmouth Devon TO14 9DU Tel. 0626 772791

This conversion does not require a battery so the lights go out when the engine stops. Also I have fitted a different (larger) headlight which also helps to improve the lighting. (And the appearance Ed.) This information was obtained from Suzuki who were very willing to help. If you need to contact them, try Mr. Peter Barber in Technical Admin. who sent me the wiring diagram and part numbers. I hope this will be of help. N. Westcott Somerset P.S. What about a test on a DR 200? (I will see what I can do, after my scoop test on the KDX 125 I was working on another "first" but we'll see. Ed.)



Dear Editor,  
First can I say hello and congratulate you on compiling a good Newsletter. I am relatively new to the T.R.F. yet I find it easy to grasp important issues in it by reading the columns as compiled.

By way of a "scrambling injury", I came to revise my outlook on off-road riding. I began concentrating on trail rides, going along to T.R.F. runs, buying maps and spending evenings searching for those awkward little dot-dash markings which show us the way.

I was invited on a run by Mick Holbrooke, an enthusiastic and friendly chap who many "down South" no doubt know.

This, my first run with the T.R.F. was a day when I tagged along, nodded my head at the map lessons and marvelled at the routes available in the countryside.

Over the last year I have altered from (I think) a rather reckless motor cycle rider, to one who has come to think of a motor cycle as a means of exploring, picnicking, general sight-seeing and relaxing. Areas of England have been shown to me by other riders in the T.R.F. which I would have never seen. I have seen animals in the wild and met people of great character.

My scrambling days left me with a KDX 200 which I find easy to ride, although many scorn it in your columns. (Not in my columns Peter, my stable includes one. Ed.) Surely they are noisier than many trail bikes, but used carefully I do not think it any the worse. My main problem is feeding it! (cont)



(cont)

People who bemoan colourful riding gear and aggressive helmets miss the point when it comes to meeting the public who walk the RUPP's. I think it is the initial surprise they get when confronted by trail riders coming along and not what colour they are. How would you react if you had a camouflaged soldier jump out of a bush at you!?

As a beginner at 31, can I say to all our regular riders, a big THANK YOU. When you take us on runs, show us the way, help us with punctures, pick us up etc. We do appreciate it. We will come round to seeing the importance of meeting, letters and background work. We do, perhaps, ride off home without saying thank you but the seed has been planted. Peter Woodford

What an excellent letter. Surely it could be used as T.R.F. advertising. I award Peter this month's car window sticker. Ed.

Dear Brian

Three letters in recent months have finally got me going. Firstly all these tails of trailering to green lanes:- What on earth is wrong with riding there - and home again afterwards?

Secondly, the list of things to carry when green lane riding. I don't even OWN a spare spark plug or spare chain link, never mind know what an Aspirin is for with a bike. All I ever carry is a 10p piece so that I can phone and tell my wife I'll be a long time pushing home!

Lastly moaning about scarcity of bikes suitable for green laning. The truth is, everyone wants to believe that there's something special required, whereas there is a huge source of easy to maintain bikes at reasonable prices. (Have you been peeping at my road test of Honda step-throughs? Ed)

By this I mean old British singles and that is what I use - a 1956 AJS 350 which I ride to and from the local lanes. Maintenance over the last 10 years has comprised oil and petrol and NOTHING else, not even a tyre in over 14,000 miles of which over half has been off road.

People claim that old British bikes cost a lot but, in fact, a rough unrestored bike in green lane condition without lights fetches just £500 to £800 and an ex "chopper" which can be easily converted to normal forks again can be as little as £200. The secret is not to worry about it being concours and that way avoid the collectors.

The result will be a bike that is, maybe, rather heavy - say 300 to 330 lbs. (137 - 150 kg.) but one that goes on for ever, usually with a magneto, needing no battery and giving, in my case, over 70 miles to the gallon of anything from parafin upwards.

You even get the added plus of ramblers saying "I used to have one of those, does the valve lifter (or whatever) still do so and so" and SMILING.

So think about it, don't be a lot of wimps trailering to the lanes and carrying rucksacks full of spares but get out there on good old British bikes and enjoy the countryside.

Leo Lacey

You have a point Leo. Although you have dealt with the myth of cost, I think however non-competitive we call ourselves, nobody wants to be last up the hill or through the river, thus the tendency to buy the latest mega trail bike. Perhaps Brian Thompson had your point in mind with his road bike runs. Ed.

LETTER TO THE "DALESMAN"

Dear Sir

I must reply to the letter in the May issue of the "Dalesman" written by Jeanette R. Barwick of South Humberside.

As a motorcyclist who has been riding the green lanes of the Yorkshire Dales for the last 15 years, I take great exception to her letter with it's irresponsible and emotive language. We patronise the cafes and facilities on a year round basis, not just in Summer.

If she was present in the same area last June, she would have seen horses, escorted by trail riding motorcyclists arriving from Hawes, at Horton in Ribblesdale on their way from the Scottish borders to Derbyshire. The route was planned with the detailed knowledge of the area that the Trail Riders Fellowship possess. As the mist came down and the visibility was poor, the guidance was much appreciated by The British Horse Society.

If she had walked further up the Pennine Way to Cam End, she would probably have met Mr. Jack Osborne, who with his Ariel sidecar outfit, has spent a long time repairing and draining parts of the Roman Road. She could also have met a group of riders working with the local farmer at weekends carrying out similar work free of charge.

Contrast this with the vast sum of money that was needed to partly repair the damage to at least 60,000 walkers damaging the "path" up Pen-y-ghent. Any environmental damage is far less than that caused by the litter, large tractors, the Forestry Commission or tens of thousands of feet. Sheep quite often come to meet us as we close gates, for food, as the farmer is apt to be on a three or four wheeled Honda when he visits them. If she would like to attend one of our rights of way conferences held either at the National Parks Centre, or in conjunction with the Sports Council, she may leave with a more enlightened view of the user groups in the Yorkshire Dales. Keith Westley

#### GROUP NEWS AND REPORTS

A Report on the Lancs. Group Maintenance Weekend

I first met Jack, in his yellow suit, digging ditches on the old Cam Road. This was three years ago, when his Ariel Square Four outfit was refusing to climb the fell and plastered me in bog.

Jack has taken on the task of repairing and maintaining the green lane from Horton-in-Ribblesdale to Hawes. He has made it his hobby and visits the road most Sundays to dig ditches, clear out drains and peg off land to allow it to reclaim itself.

One section of the old road was too much for him. He nicknamed it "The Black Hole". He needed help so the Lancs. T.R.F. offered theirs in the form of working weekends.

It was on one of these that I decided to lend a hand and rode up on Saturday morning to join "Peter the Cossack Man" loading stone into the trailers. Whilst Steve drove the Range Rover and Tim, Mary and Jim put the stone into the black hole, supervised by Jack, Robin, Roger and Peter dug ditches to drain the lane. It was a pleasant day and we were all fed well by Mary who made bacon butties in the van. Sunday was very misty but we stilled worked on with the addition of Anthony and Tony.

We had gained permission for the use of the stone and the lane is now passable to even 4WD's and hopefully with the better drainage will remain so.

I stayed two nights at Cam Houses Farm. It has a bunk barn which would make an ideal place to stay if you wished to spend a few days trail riding in the dales. The farmer is friendly and Dorothy, his wife very welcoming. It is only a short ride by either green lane or tarmac road to Hawes if you wished for refreshment. So that is Camm Farm, Bunk Barn, Oughtershaw, Nr. Skipton, North Yorks. Tel. 0860 648045 OS Map 98 824 822

Lesley Windsor



#### EAST MIDLANDS GROUP WEEKEND

Three of us wanted more than the once monthly club run meeting and the occasional weekday outing. I, therefore, decided to organise a long weekend trail riding holiday for us. The thought of two days or more trail riding was exciting but on booking for our meet with Dick Sutton and Ann Weir at Pen Rochell Farm, Mid Wales, we could not have realised we were hitting "The Trail Riders Jackpot".

After pickups in Leicester, Breaston and Burton we travelled to our base near Dolau Llandrinod. We were greeted by Dick and Ann (and Sally the dog and Arthur the pet sheep) After a quick drink and change, we set off on our bikes unescorted, Andi, Allen and myself to explore the nearby lanes ( I will not name them but they were many and none were boring) Having travelled a short distance I had a fall, unfortunately snapping my handlebars. A repair was out of the question, so I decided to ride back changing gear by means of the dangling clutch. Andi and Allen did a great job opening and closing the gates. I thought my weekend's riding was over but to my surprise Dick smiled "That's no problem" and offered a choice of bars. The repair complete, we set off again for a few hours incident free riding. Evening meal was excellent, three courses and I can believe nobody has ever asked for more. Bike preparation was followed by three halves in the local.

Saturday. Breakfast at 8.30 and then off, escorted by Dick. The scenery was breathtaking and so was the route. I now know that it is possible to ride a motorcycle up and down a vertical face (well almost) Again it was my turn to fall off, this time I broke the brake lever and master cylinder housing. Dick still smiled "That's no problem" After riding all day with no front brake we called at a friend of Dick's service station where a bracket was fabricated to restore my front brake. Another excellent meal preceded bike preparation followed by a visit to the local. Unfortunately it was the landlord's birthday, free drinks (or is that three drinks? I can't read your writing Ed.)

Sunday, again escorted by our guide we set off. Andi gave a "dismount display" (four times in a bog). I exited through the "front door" but Allen got the first prize on the bog section, forward somersault burying the front of his bike up to his lights! He followed this with a broken lever ( I should add that his bike fell over while helping a friend) Allen "lost" his back brake and then broke his front lever, having given his spare to Andi, decided it was still his property and said "Give it back!"

Sunday finished round the dinner table discussing the days events. Monday morning Andi and I went out for a couple of hours while Andi contemplated his lack of brakes. Having packed and loaded the trailer we all had a farewell drink with Dick and Ann. We had truly sampled the Trail Rider's Jackpot.

For anyone who enjoys trail riding, good food, good company, breathtaking scenery and excellent value for money, a visit to Pen Rochell Farm is a must. I hope Dick will not mind me saying that he is getting no younger and his knowledge and company is second to none. We shall be back later this year. Thanks Dick and Ann. Anyone requiring more info. contact Dick Sutton on Tel. 0597 87200 Mark Phillips

#### SOUTH LONDON & SURREY GROUP

Recent trips include a day on the Pilgrim's Way in Kent where we saw one walker and two horses all day and another to Salisbury area where we met one walker, three horses, one tractor and several tanks. I approached a tank driver and asked if it was O.K. to proceed and if they were firing live shells, the squaddie replied "Dunno" to both "But carry on anyway" I thought we would soon be safe until Allan pointed out a modern tank can do 80 mph and pick us off miles away!

Last weekend we had our Derbyshire run which was thoroughly enjoyable thanks in part to Graham and Phil who led us on Sunday Like Yorkshire it can be very busy with visitors in the Summer months with everyone "doing their thing".

The racing cyclists whizz backwards and forwards on the smooth bits of the A6. The walkers and mountain cyclists crawl along the disused railways now converted to bridle pathways. Hang gliders leap off the peaks and compete with the birds. Canoeists practise their slalom talents on the Derwent beneath the cable cars. On the way back on Sunday the road motor cyclists were posing in the High Street watched by the inevitable policeman. It was for this reason I arranged for the guides with their local knowledge to keep us away from the busy areas. We had come to "Get away from it all" not to join another rush hour. I wonder if Jeremy Worth of the Countryside Commission was correct in saying that we all have less and not more leisure time?

#### SOUTHERN GROUP

The Southern Group have agreed one years voluntary restraint for four lanes in the Bradley area, a crossroad of lanes between Bentworth and Bradley. Eventually there will be a Traffic Restriction Order but motorcycles will be exempt from this. So for the next year do not use them but after that it's back to normal for us. Pete Wildsmith

(I remember photographs of this were produced at the Winchester Conference. When I suggested repairs, the idea was rejected "as it might encourage more use". These lanes together with the one crossing Herriard Common are frequently used by a certain party of A.W.Drivers and the surface will not stand the abuse. A selective T.R.O. would seem to be the correct decision. Ed.)

#### CHESHIRE GROUP

Geoff Bostock has sent me details of an organisation called Leisure Link whos aims are to promote integrated leisure activities for people with learning difficulties (mental handicap). The concept of the scheme is simple - a leisure sharer is someone who has a keen interest in a specific sport or recreational activity and who would not mind if occasionally they were joined by a person with learning difficulties who has a similar interest.

Apparently, there is such a young man living in Offerton, Stockport, who has a keen interest and spends all his spare time working on his motorbike at home. He is very keen to join a club or group but, because of his disability he lacks the confidence to go alone and would need some assistance in the initial stages Geoff has asked me to publish this in the hope that someone in the Stockport area will volunteer their services.

#### SUSSEX GROUP

South Downs Way

At the West Sussex County Council Highways Committee meeting on 22 June it was decided, as expected, that a new T.R.O. should be made on the lanes South of Storrington. In making the new Order a number of procedural and technical deficiencies in the original one were corrected and very careful consideration was given to the question of Public Inquiry, although it was decided that one should not be held. The new T.R.O. is effective from 9 July. A decision will have to be made shortly concerning the T.R.F. / LARA High Court action against the original T.R.O. This action may be continued to recover costs and the possibility of a High Court challenge to the new T.R.O. must be considered.

At the meeting it was made very clear that it is now Council policy to discourage "unnecessary" use of motor vehicles in any situation and there is no doubt that our activities are included in that category. The County Secretary stated that further T.R.O.'s will be considered in due course. A special meeting of local members is to be held in the next few weeks to discuss the future of trail riding in West Sussex.



## Horse Trials

This year the Sussex T.R.F. will be assisting at 8 or 9 horse events, by far the largest of which is the B.H.S. 100 mile endurance ride which took place on the 16 June. The course used to consist of a 50 mile route ridden on two consecutive days, but last year the organisers asked us to mark up a single 100 mile circuit between Worthing and Petersfield with loops across the middle to provide 30, 40, 50, and 75 mile courses. This was a mind boggling task, especially as the marking up had to be done on a Friday. We decided to have 4 teams for the marking up and, even so, it took from 5 to 7 hours because of the complication of the route. Last year I tried to organise all the manpower (about 18 T.R.F. members) myself, with the result that by 5pm on Saturday I was a shattered wreck, with 3 of us left to remove most of the markers. It was just like being at work.

This year we had 4 teams again, but with a "manager" for each team who organised the manpower and activity on his section of the course throughout the two days and this worked extremely well. On the Friday we managed to get a total of 14 people out, which was really a very creditable effort by the local members. Much of the route was on bridleways, and a few problems were experienced with landowners, but overall the event was very successful.

Bevis Billingham

## CUMBRIA GROUP

Please note the details of our group as shown on the back of the May Newsletter is incorrect. The Group Rep. is Cliff Brown of 1 Low Park Wood Cottage, Sedgewick, Kendal, Cumbria LA8 0JZ Please contact Cliff for details of meetings.

(Future Editors might note that the best way to obtain a response from a group is to insert an error in the Group Details the response is electric and frequently ear bending. Ed.

## SNODBURY ON SEVERN LICENSED VICTUALLERS GROUP

Kindly note that the above group do not wish to be referred to in future as the Moreton-in-the-Marsh Group I. Mudbath  
N.B. It is Snodbury-upon-Severn, not Snodbury-on-Severn.

## SPOT A WILD BIRD

It is rare to drive along a Motorway or dual carriageway without observing a large bird hovering above the verges. This will often be a Kestrel searching the ground for a mouse or beetle. The plumage is reddish brown, lighter on the underside.

The Kestrel is the most numerous of British Falcons, though sadly, in recent years large numbers have been killed by poisonous insecticides. Perhaps they have realised that it is safer for them to feed from roadside verges and green lanes.

FROM AN OLD BULLETIN No. 107 April/May 1985

## CAN MOTOR VEHICLES USE FOOTPATHS AND BRIDLEWAYS?

NO. This is an offence per section 36 Road Traffic Act 1972

(This section also applies to open moorland.)

However, it is not an offence if the landowner gives permission, or the user has good evidence of vehicular rights which would satisfy a court of law.

## SMALL ADS.

Lady Elizabeth Kirk of the Byways and Bridleways Trust and formerly a Countryside Commissioner, has recently opened three self catering cottages on her farm just North of Pickering, North Yorks. Ideal for Moors, Dales, Wolds, Scarborough and York. Enquiries to Lady Kirk, 0751 72601 or write Manor Farm Holidays, Newton on Rawcliffe Pickering North Yorkshire YO18 8QA

Gite or B and B in the Scottish Highlands, 15 K Inverness. For more information contact Ali at 0349 64374 (I hope someone is supporting Ali, she is one of the few to religiously send her donations for the ads. Ed.)

## GREEN LANING IN A LAND ROVER

Yes, I must admit to a certain degree of guilt when I borrowed a Land Rover 110 and drove it along some of my local byways. I have seen the effects of 4WD vehicles on green lanes and have been pretty appalled at the erosion they cause. Several 4WD's are the unwitting "stars" of our group's videos. However, I salvaged my conscience by only using it on firmish lanes to minimise erosion (and because I didn't want to get stuck)

The 110 is the long wheelbase version as opposed to the 90. It also has much improved suspension using coil springs rather than cart type leaf springs. The engine in my vehicle was the tried and tested Rover V8 putting out about 114 bhp, some 20 bhp down on the car version. Transmission is via a transfer box with high and low ratios and four forward gears in permanent four wheel drive. Road performance is brisk for a vehicle weighing 38 cwt. Handling on sweeping bends is not a parameter worth exploring due to floppy off road steering and a generally uneasy feeling if pushed too hard. It was with some trepidation that I pointed the Lanny down the first lane which was firm and stony. The handling was reasonably controlled at low speed ie 10 mph but started to get a bit frantic over more serious bumps at about 25 mph or so. Unlike the single track of a motorcycle, each of the front wheels wanted to go a different way and the general leaping around soon tells you when to back off. On a bike one tends to skip from bump to bump and skim over the terrain. A 4WD by comparison follows the terrain (as any 2 ton vehicle would). Obviously a more skilled driver would fare better but it all felt happier in low range plonking along at a gentle pace. The ride quality was good but bore no comparison with a good trail bike. A kidney belt is recommended.

We eventually came to some much softer ground which needs a good handful of throttle to get through on a bike. I stopped the Lanny and poked the mud with a stick. The ruts (created by another 4WD) were about a foot deep with soft mud another foot or so down. There was no turning round, so it was into second gear, low range and through we went, more easily than I thought. Behind us the rut was another few inches deeper. Later on we came to a downhill off camber lane on chalk. Fortunately it was dry and again we trundled down with ease.

One short lane I know is marked with a concrete post declaring it a byway, topped with red paint it is pretty unique and I made a mental note that we must ask Kent County Council if we could put some more markers in on our other lanes. This byway was exactly Land Rover width, bushes just scraping the lustrous matt finish standard on all old Lannys. Funnily enough many of the lanes seem exactly Land Rover width, I had always thought they were exactly bike width before.

Eventually we had covered all the local lanes I knew we could take a Landrover down and we repaired to a jet wash to remove the surplus countryside that we had collected. This was dead easy and not as fiddly as cleaning a bike

I must confess I had rather enjoyed myself and because we had chosen a quiet time when the weather was a bit wet I don't think we had disturbed anyone. A Land Rover is quieter than an enduro bike but certainly noisier than a saloon car. The physical size is also a problem since the council doesn't provide passing places on our lanes. Erosion is more serious. I don't think that I caused much damage because, despite the rain, the ground was mostly firm. Having said that I had probably created as much damage as several dozen motorcycles under the same conditions.

I would not care to get stuck in a bog in one of these beasts and to deliberately try to do so and have to winch out is crass stupidity. Green laning Land Rovers and 4WD's is a worthwhile experience and good fun but really a no no for the serious explorer who wants to protect green lanes by keeping a low profile and leaving little evidence of his passing.

Steve Neville



TRAIL RIDERS FELLOWSHIP  
Executive Committee Meeting  
Saturday 9th June 1990  
Amateur Motor Cycle Association  
Walsall, West Midlands

\$ M I N U T E S \$

The Chairman, David Giles, opened the meeting at 11.05 am.

1. Apologies for absence had been received from John Higgin, Leo Crone, Alan Wilkinson, Pete Wildsmith, Bill Riley, Peter Clark, Bob Williams and Tim Ley.

2. The Chairman ran through matters arising from the minutes of the last meeting (31.3.90.)

LARA signs were still being erected without consultation with local groups. Dave Knight reported signs erected in Bedfordshire without notification. Richard Marshall, our representative to LARA, would raise this at the next LARA meeting.

The Green Lane Survey was still waiting for six maps to be returned. One was returned at the meeting.

The Newsletter was to be passed to the Lancashire group for six months. The Chairman asked who would like to take it on after them. Offers were invited.

Richard Marshall would contact the Byways & Bridleways Trust about the Rights of Way Law Review. He was to receive it on behalf of the TRF. Any groups wishing to receive their own copies at reduced rate should contact Richard.

Proceedings of the Winchester Conference were to be circulated by Tim Stevens, when he received them.

The minutes of the last meeting were accepted.

### 3. Officers' Reports

Chairman, David Giles, presented his report, in the form of several papers.

He felt the Derby RoW Group Workshop of 7-8 April had been a great success and a great disappointment. Attendance had not been of the depth he had hoped, but those there had contributed to and benefited from first class work. The Workshop broke even financially. Enquiries about "associate" membership of the TRF were received from horse riders and mountain bike riders attending.

He had spent a weekend in Wales with Adrian Walls, Bill Kershaw & Tim Stevens, discussing Welsh RoW, map marking, associate membership.

He met Jerry Matthews and John Chatterton-Ross at the BMF Rally & discussed further RoW support. The BMF has an "Access"

## Minutes

budget.

He had spoken with Louise Braham over further TRF-BBT liaison. He felt that TRF and BBT were moving apart as they grew. David Giles would explore the possibility of a regular exchange of news with BBT office, perhaps through our nearest group rep. Richard Tallon. Tim Stevens had been asked for money when he sought advice from BBT usually given freely. This had been a misunderstanding.

The Chairman had spoken with many of the LARA officers over TRF response to LARA changes. He had requested a copy of their constitution which had arrived this morning.

He had requested information about affiliation to the ACU. Gerry Coleman was preparing something.

There was to be a major Sports Council Conference organised by East Midlands Regional Sports Council on 2nd October. The Chairman had been asked to participate. Delegate fees would be £50. This was to be very high level - Sports Minister and others attending. We have the opportunity to make a contribution to an important debate.

Gwyn Thomas had difficulty getting through red tape with the South West Region Sports Council, so that initiatives took a long time to get off the ground.

David Giles showed the meeting a report on "Recreational Motor Cycling in Wales in the 1980s" which had been written by the Welsh Trail Riders Association with Sports Council financial support. Could we produce a Development Document for the TRF along similar lines?

Secretary, Ian Thompson, reported 17 groups were actively involved in horse events. The Chairman said we should be making more positive use of this liaison. Tim Stevens would set up a sub-committee and approach the British Horse Society to discuss a code of conduct for horse enduros and other matters. Nick Crocker - "Enduro practice on trails !?" Keith Westley said he liaises with the BHS in forming a national bridleway.

### Report accepted.

Ian Thompson gave his report as Secretary. He felt that there was a lack of public awareness of the TRF, which meant he had received little correspondence as Secretary. There was a lack of publicity.

He had been in communication with Devon County Council who had confirmed their new policy. They would NOT be putting green county roads on the Definitive Map as either byways or bridleways but would leave them where they were. Devon were still ambiguous about the status of County Roads. Their County Engineer had stated that all County Roads had vehicular rights, when he attended the Rights of Way Groups Workshop in Derby.

The Secretary had received a request for help in planning a sponsored trail ride. Two Bedfordshire policemen wished to ride from top to bottom or left to right across Britain in aid of local charities. His reply pointed out that lengthy planning



would be needed, and that the first step would be to join the TRF.

Report accepted.

The Secretary read the Membership Secretary's report from Peter Clark. Membership numbers had gone up by approximately 100 since the end of March. About half of those were late renewals and half new members. 7 new applications arrived this week from the BMF Rally as a result of the Cambridge Group's efforts on the TRF stand.

Totals to date were      819 renewals  
                                 462 new members  
                                 1281 total

Charles Morriss asked if it was possible to have a list of local members who had Not renewed. These could be followed up most effectively at local level. Richard Marshall thought that this was possible if a written request was made to the Membership Secretary.

Report accepted.

Gwyn Thomas gave his report, preferring the title Public Relations Officer to that of Press Officer.

The national press had been quiet. Gwyn had interviews with reporters from the Bath Chronicle, Westminster Press and the Mid-Somerset Group of newspapers. Gwyn suggested the TRF should make a press release after each Executive Committee Meeting.

Gwyn had attended a high powered Review Panel meeting as Exmoor National Park liaison officer. The Review Panel was visiting ALL National Parks and TRF liaison officers should be aware of this.

Gwyn had supplies of TRF publicity leaflets, sponsored by the Sports Council.

Richard Marshall asked that the TRF put a monthly advertisement in Motor Cycle News and Trials and Motocross News. Ron Carter asked that he be consulted about T+MX as he had a personal contact.

Martin Cooper said that the Devon group were producing a poster for local bike shops. Norman Howard said that posters in bike shops had been very successful in recruitment for his group. Richard Tallon gave out sample posters prepared from the winning entry in last year's slide of the year competition. Gwyn Thomas reported that he was also preparing a poster. Ron Carter offered to produce up to 50 posters free of charge.

Gwyn Thomas was to take the following action: to put small ads in MCN and T+MX; to assess the cost of type setting a larger advertisement; to prepare a press release after each Executive Committee Meeting.

Report accepted.

Brian Wright gave the Editor's Report. The Newsletter would be late this month due to pressure of work, illness and late news items. Stuff must reach him within one week of receipt of the previous newsletter.

Report accepted and lunch was taken.

Tim Stevens presented the Rights of Way Officer's Report. He had been riding and talking to members in North Wales, the Mendips and Devon. Devon C.C. had stirred things up by withdrawing their plan to put UCRs on the "definitive" map as Byways. A copy of their report was sent to the A-CU and should have reached local RoW workers through LARA.

A meeting in Bulth discussed reclassification of RUPPs in the old county of Cardigan, now part of Dyfed. 700 RUPPs need research and use evidence. Bill Kershaw is coordinating efforts locally.

Powys will no longer allow motor competition on footpaths or bridleways. This meant that the effort of the local clubmen to stay the right side of the farmers had been shown up for the utter folly that it was.

Gwyn Thomas asked if the ACU could send an observer to the next TRF Exec Meeting, following the news from Powys. David Giles would write to the ACU.

David asked if this news would limit competition events on byways and county roads. Tim Stevens said this was not possible, because they were speed events.

Tim had received no firm proposals for RoW workshops during the summer, only enquiries. Time was running out.

Finally, the Law Report stated that a gate on a bridleway tied up with string but easy to undo could be an illegal obstruction!

Bevis Billingham reported on the South Downs Way. £10000 had been spent on the first case. There was now a new Order presented to CC RoW sub-committee on 15th May, who voted 8 AGAINST and 1 in favour of a public enquiry, despite 458 objections being received. The Order goes to the CC Highways Cttee on 22nd June.

The weakness of the new Order lay in signing 9 miles of linear TRO. Access gained without passing a prohibition sign may avoid prosecution. This could be tested in court.

Richard Marshall felt we should press for a Public Enquiry by appealing to the Secretary of State on the grounds that the CC had been unreasonable.

The RAC had condoned this second Order when consulted. This was against the policy of LARA. Richard Marshall would take this up through LARA.

David Giles reported £1000 for South Downs Fund from the Rover Clubs this week.

The meeting voted unanimously to continue to press our case in the High Court against the first Order, and that this was to be put to LARA contributors to the Fund, who could



object to the TRF before July 2nd. It was felt that the TRF had a mandate from LARA to proceed, but it would be courteous to ask if there were objections. David Giles would write to LARA contributors.

Reports were accepted.

#### 4. AGM Location

Two venues were proposed and seconded: Haydock Park Race Course, Lancashire and the National Motorcycle Museum.

A vote was taken and carried in favour of Haydock Park by the Chairman's vote. Tim Stevens has since phoned the race course and booked Sunday 7th October for the Annual General Meeting at Haydock Park.

#### 6. LARA

Richard Marshall reported on the LARA AGM. ACU spent £13000 each year on LARA by funding one full time person with office facilities. ACU and RAC Motor Sports Association proposed:

- (i) to set up a Motor Sports Facility unit
- (ii) the Principal Officer became a "legal & environmental advisor" with less travelling and with better facilities to work from home.

The subscription was standardised at £2000 per member organisation for 12 months.

There would be two sub-committees:

- Recreation, to handle RoW notices, etc.
- Motor Sports Facility to deal with competition access, etc.

Nick Crocker asked how much of LARA's money was spent on RoW. Richard replied that the TRF had had excellent value for money in the past.

In response to Tim Stevens document circulated to all Exec Members before the meeting, two letters were read by the Secretary. Wiltshire Group, through Bill Riley, was in favour of continued membership of LARA. Pete Wildsmith of the Southern Group was against.

Ian Thompson had been asked to take on distribution of notices in the South West on behalf of LARA. Other TRF members had been approached in other areas. Should this extra work load entitle us to reduced subs? Ian felt that £2000 was not that much and could spur us to increase our membership numbers to help offset the cost.

Tim Stevens had given details of his ideas in his paper. He asked, what are we funding? LARA had not yet told us, because they had not released a constitution. He proposed a 6 months payment of £1000, then a review by the TRF of its LARA membership.

David Giles read letters from:

Geoff Wilson (24.3.90.) LARA Chairman  
 Alan Kind (23.5.90.) LARA Officer. Alan proposed that the TRF subs remain at £1500 for 2 years, because of our heavy financial commitment to the South Downs Way case, where we were

carrying the burden on behalf of LARA. He felt that the TRF must stay in LARA and detailed a list of impending threats to support this. Now was not the time to leave.

David Giles proposed that Richard Marshall and Don Lewis be asked to attend the LARA meeting on 2nd July to negotiate our position. This was agreed.

#### 5. Membership

The Secretary reported that he had been unable to find support for two tier membership from any local group.

Richard Tallon said that we should set out what we expect from new members, e.g. learn to read a map, etc.

Alan Vincent suggested that new members be expected to hand in a run report list of lanes used in their first year. Herts group had a list of 23 "safe" lanes which were given to new members, then more were given in the second year. A copy of safe lanes should go to the National TRF RoW Officer. We need an information pack for new members.

Peter Banks read a paper he had prepared. There should be a TRF manual for all new members. "Associate" membership should be for new members and those who did not ride motorcycles, e.g. horse riders. "Committee" membership could be earned by all committed members.

Actions:

Ian Thompson to coordinate the preparation of an Information Pack. Alan Vincent, Norman Howard, Richard Tallon, David Giles, Tim Stevens offered to help. Tim already had a Development Plan in draft form which would tie in with this.

Richard Marshall to draft a document for non-motorcycle membership.

#### 7. Finance and Shows

The Chairman said local groups should remember that they should be self-sufficient financially.

He asked why do we go to shows? What are we promoting? Does our information suit the various types of show we attend?

The Information Pack being prepared for new members could be a loose leaf pack of a dozen A4 sheets which could be shuffled to suit the appropriate venue.

#### 8. Date of next meeting

Motions for the AGM must be with the Secretary by the end of August, according to the Constitution. In the light of this, The next Executive Committee Meeting was fixed for Saturday 8th September at 11.00 am at the AMCA Offices in Walsall.

#### 9. Any other business

Charles Morriss asked for any information which might help two Welsh reviews - Merthyr District and Ceredigion (Cardigan) to be passed to Bill Kershaw or himself.

Meeting closed at 5.30 pm.



## The Combined Trail Ride and Executive Meeting

There have been three of these, one in North Wales, one in Mendip, and one in Devon; I look forward to others around the country. The basic idea is that several of us get together for a weekend ride by invitation of the local lads. At the start someone sets the first item, for instance

*"What do you think of LARA putting our fees up?"*

As we go along we think about it and at the first gate we have a few words about it. At the next gate we have had further thoughts, and so it goes on. Then someone says

*"How about opening our membership up to horse riders and pedal cyclists?"*

And so on. Sometimes a helpful person will have a puncture so that a topic can be discussed without putting anyone under pressure, sometimes the leader will submerge his machine in a ford so that we can go into the depths of a subject. Sometimes it will be us executive types on our own, sometimes local members join in, sometimes we are blessed by the 100% attendance of a group, aren't we Gwyn? No decisions are made on these runs, but they do provide a forum in which policy ideas can be thrown to the lions. No, not a forum, surely, but an arena?

## UCRs in DEVON

Devon have stirred things up by withdrawing their plan to put UCRs on the 'definitive' map as Byways, but they now tell me that they will not be recording them as Bridleways as we feared. Mr Hawkins replied to my queries by saying

*"The council has no policy to reclassify any route with established public vehicular rights as a bridleway. Therefore no particular carriageways have been singled out for such treatment."*

Almost by the next post I got from Martin Cooper an official notice of Devon Council's application

*"...to stop up UCRs 189 & 203 subject to the reservation of public bridleways"*

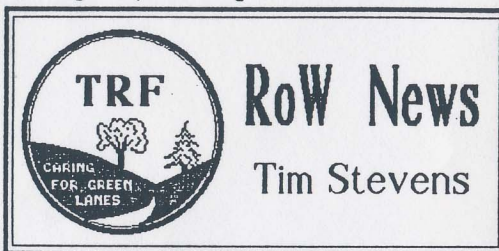
My flabber has rarely been more gasted!

I have asked for an adjournment so I can attend Court in support of Martin's case. He is busy with a new family, and is in URGENT NEED OF HELP. Come on you Devon lads, rally round; the time for action is now. Leave your game of bowls for a bit or there could soon be no green to play on. Martin's phone number is 0752 337491 (evenings) Go on, ring him now.

Stop press: New Date - July 30  
Court House, Plympton, 10 am.

## RUPPs in CERIDIGION

I also went to a meeting in Bultth to discuss the reclassification of the RUPPs in Dyfed, to be precise in the old county of Cardigan. No problem, surely, as the reason the TRF was first thought of so long ago was to make sure that somebody was recording and researching all the RUPPs ready for them to be sorted under the 1968 Countryside Act. No problem except that there are 700 RUPPs in this area, and at least half of them seem not to have been used by anyone! Bill Kershaw is coordinating the efforts locally, and he seems keen to avoid the problems caused in Wales in the past by clubs who would not submit evidence so that they didn't fall out with the farmers who gave them permission for enduros. If ANYONE has EVER used green lanes near the towns of Aberaeron, Cardigan, Newcastle Emlyn, Llandyssul, Lampeter or Tregaron please ring Bill on 0633 895241



## ENDUROS IN POWYS

This brings me to some news from Powys, to the effect that the Council will no longer authorise motor competitions to go along or across footpaths or bridleways. This means that the effort of the local clubmen to stay the right side of the farmers has been shown up for the utter folly that it was. Brian Thompson said so at the time and got some flak for it from high places in the competition world, but he was right. Quite where this leaves the Welsh Two Day enduro I am not sure, but at the last executive meeting we were assured that in modern enduros wherever a road is crossed by the route the riders all get off and push their machines across. If the same procedure is now to take place on every bit of public path as well I shall be pleased and amazed, but not always in that order.

I made an offer at the meeting which I am not frightened to repeat here, to the effect that I will give Five Pounds out of my own pocket to every rider finishing the Welsh with a completely street legal machine. Any takers? Just be sure to take a couple of clear pictures of the 'bike at the finish...

## VANDALISM IN SOMERSET

How easy it is to destroy in a morning the evidence of two thousand years of history. The boundary of the Roman Empire once crossed the eastern end of Mendip, in the form of the Foss Way. Much of it is still there, as witness the placenames Stratton on the Fosse to the north and Foss Wood to the south, but one bit of our past has gone for ever. This classic carriageway, bordered as it was with all the hedgerow bushes in the book, with glades of green grass and banks of bright bluebells, with the bank and ditch and fossilised cart ruts we all know so well, has gone for ever. On one side dead roots of venerable trees, still clutching the metalling laid by an invading army, block the spaces where the bluebells grew. On the other, the brown earth, innocent of any trace of bank or ditch, lies bare, naked, ashamed of this untimely exposure. Just to make sure that the corpse of our heritage is completely extinct, a line of stakes has been driven into the heart of the lane, and the end has been blocked by a padlocked gate. You and I have lost a bit of our history, the farmer has gained a few square yards of poor ground. His increased profit has been dearly bought, but what can we do? It's not our job to prevent encroachment, it's not our job to assert and protect users' rights, it's not our job to ensure that farmers respect the land we share with them, it's not our job to look after ancient monuments. Perhaps it ought to be, because the countryside needs everyone's help. I would value your comments.

## HAYDOCK PARK

At the junction of the M6 and A580, the venue for the 1990 TRF ACM is about 100

miles from Carlisle,

Rugby, Cheltenham,

Hull & Bultth. It is

about 200 miles

from Taunton,

Southampton,

London, Norwich,

and Edinburgh.

Penzance is 350,

Dover is

250, and

Thurso is

480 miles.

Keen TRF

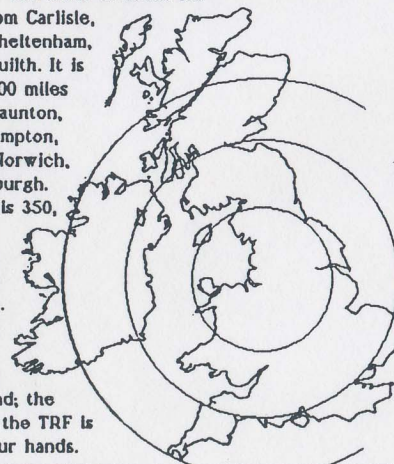
members

are urged

to attend; the

future of the TRF is

in your hands.



## New Bulletin Team

The September issue will be the job of the Lancashire Group, and this means that they will need your first contributions by AUGUST 1 at the very latest. In order to spread the load, and so that everyone will have someone else to blame, several members have "volunteered" their services.

You can help by sending stuff to the right person, especially if it is at the last minute. It would also help if you could type it, particularly if it could be sent in a format which will go straight onto the page. This means:

- Columns of type 95mm wide (that's 3.75 inches)
- Single spaced, and justified if possible
- Paragraph headings between two empty lines.
- 12 pitch and proportional spaced if you can.

DON'T WORRY if you can't even type, but do make sure we can read your writing. Alien names like DOGYELLOW should be in block capitals!

News: send all your group reports, appeals for evidence, new lanes opened, regular columns, everything topical or urgent, to James Ascroft, 13 Alvern Ave, Fulwood, Preston

Features: all general articles, technical stuff, tales from faraway places, legal details, road tests, history, the scope is endless:

Keith Westley, 6 Briars Lane, Lathom, Ormskirk

Adverts: display ads must be paid for, but members sales and wants, and brief announcements, are free:

Jim Haydock, 45 Kirkby Ave, Clayton-le-Woods, Leyland PR5 2SQ

Aunt Mary's problem page, the new agony column for all your trail riding enquiries, to Mary Stevens, 101 Square Lane, Ormskirk, L40 7RG

Manager of this editorial team will be Mike Pedley of the Nettlebed Tea Room, Newsholme, Clitheroe BB7 4JF, and he will have the help of Jeanette Whitney, Steve Griffiths, and anyone else who isn't looking busy at the time.

If you send it in, we will send it out.



The Combined Trail Riders and Executive Meeting

There have been three of these now in North Wales and one in London. I look forward to others across the country. The main aim is that several of us get together for a weekend visit by invitation of the local club. At the first someone sets the first line for the weekend.

When do you think of taking holiday next year? I am going on 50th about 11 and 12 the first year we have had further thoughts and we are on the way now.

The main thing is to get together for a weekend visit by invitation of the local club. At the first someone sets the first line for the weekend. When do you think of taking holiday next year? I am going on 50th about 11 and 12 the first year we have had further thoughts and we are on the way now.

RURPS IN CONSIDERATION

I also want to a meeting in Britain to discuss the reorganisation of the RRP in Britain. It is to be held in the old County of London. It is to be held in the old County of London. It is to be held in the old County of London.



ENDURED IN POWERS

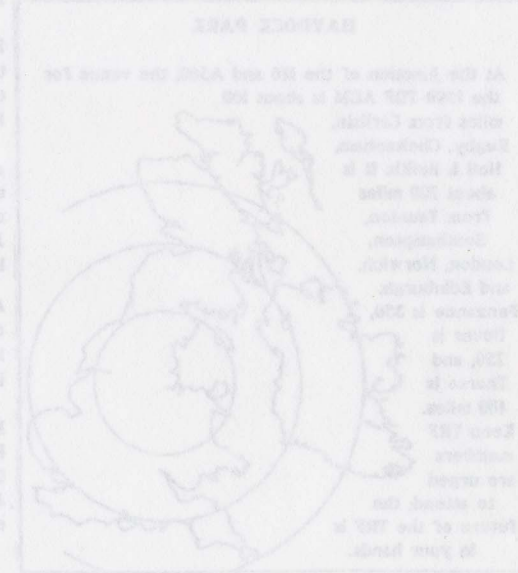
The bridge on it was built from 1900 to 1905. It was built from 1900 to 1905. It was built from 1900 to 1905.

I made an offer of the meeting with I as not intended to report now. It is to be held in the old County of London.

VANDALISM IN CONSIDERATION

The way it is to destroy is a serious one. It is to be held in the old County of London. It is to be held in the old County of London.

It is to be held in the old County of London. It is to be held in the old County of London. It is to be held in the old County of London.



Map of the Bay Area showing Bayhole Park and surrounding locations.

THE SCEPTER

The Scepter issue will be the job of the Lancashire Group, and this means that they will need your first contribution by August 1st at the very latest.

You can help by sending staff to the right person, especially if it is at the last minute. It would also help if you could type it for us. We would be very grateful if you could send it to us by the 1st of August.

Don't worry if you can't even type, but do write down what you can read your writing. After all, the DUCKLING should be in black ink. We will be very grateful if you could send it to us by the 1st of August.

It is to be held in the old County of London. It is to be held in the old County of London. It is to be held in the old County of London.