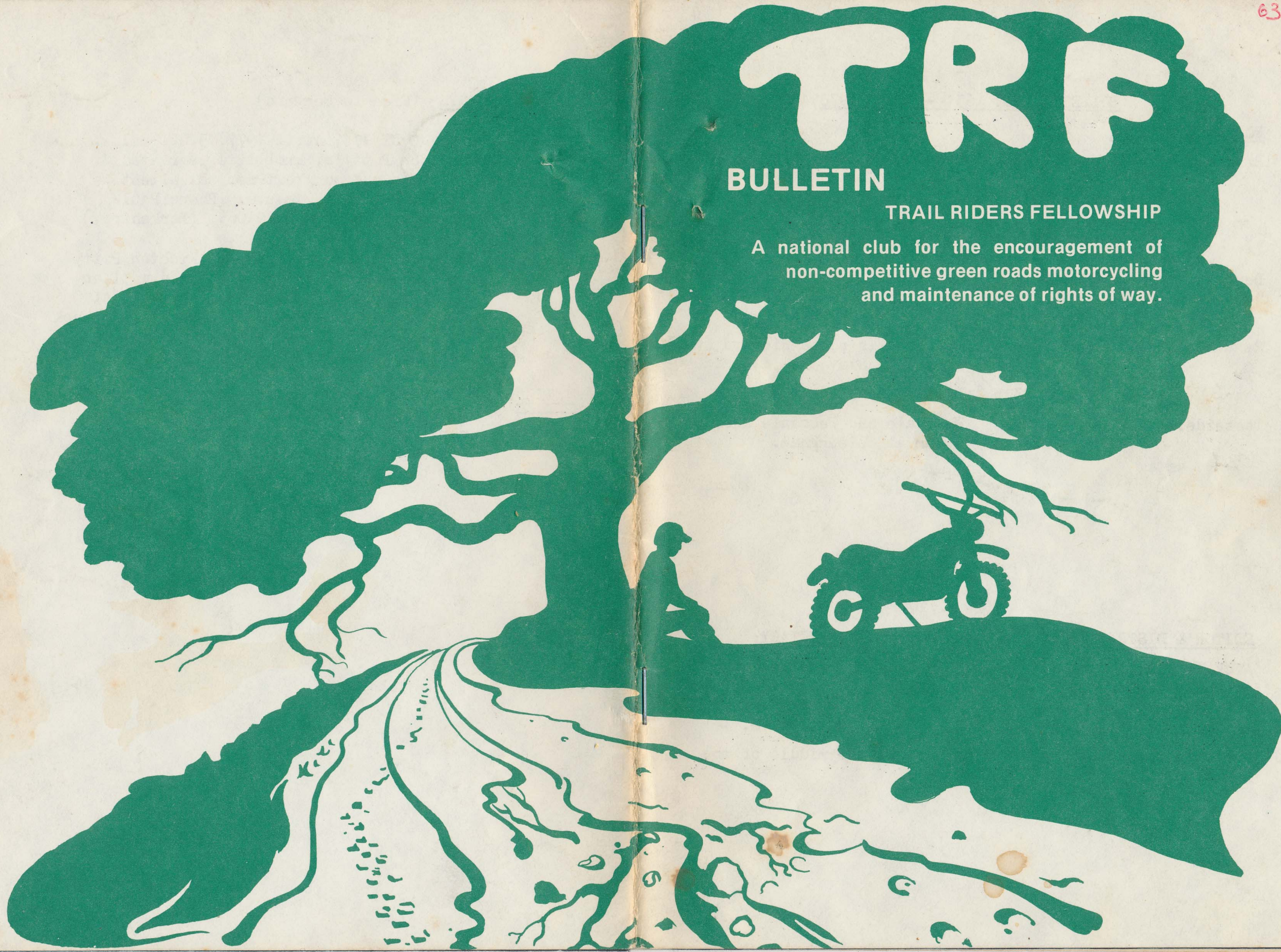


# TRF

## BULLETIN

TRAIL RIDERS FELLOWSHIP

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





BULLETIN NO. 63 - MAY 1978

FORTHCOMING RUNS

Bristol: July 21/23rd Camping weekend in Wales. Ring Geoff Barfoot, Nailsworth 3745.  
August 20th Ridgeway run. 10.30 am at the Ridgeway cafe on A4,  $\frac{1}{2}$ -mile from West Kennet.  
Derbyshire: June 26th Monday evening run. 7 pm at the Hare & Hounds, Nursery St., Sheffield.  
East Midlands: July 16th For details phone Richard Marshall, Draycott 3416.  
August 13th Details as above.  
Teesside: July 9th Weardale and Teesdale area. 10 am at Wolsingham.

EDITOR & DISTRIBUTOR:

Nick Walker,  
13 Central Avenue,  
Hounslow,  
Middx.

SECRETARY:

Bruce Roberts,  
15 Castle Drive,  
Bakewell,  
Derbyshire.

Bulletin contributions deadline - about the middle of the month, please.

INDOOR MEETINGS

Anglia: 4th Thursday - White Lion, Sible Hedingham.  
Bristol: 2nd Monday - Dog Inn, Old Sodbury, 1-mile east of Chipping Sodbury.  
Cheshire: 1st Thursday - Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.  
Derbyshire: 2nd Monday - Hare & Hounds, Nursery St., Sheffield.  
Devon & Cornwall: Every Friday - Pig & Whistle, Little Hempstone, near Totnes.  
East Midlands: 2nd Wednesday - Flying Horse, Kegworth, on A6.  
Essex: Every Tuesday - Warley Sports Centre, Warley Gap, nr. Brentwood.  
Lancashire: 1st Tuesday - Eagle & Child, Church Road, Leyland.  
Southern: 3rd Tuesday - Fountain Head, Brook Street, Winchester.  
South East: 2nd Tuesday - White Swan, Crayford, Kent.  
South Midlands: 1st Thursday - Valiant Trooper, Aldbury, nr. Tring, Herts.  
Teesside: 1st & 3rd Fridays - Station Hotel, Stokesley,  $\frac{3}{4}$ -mile south on the Kirby road.  
Thames Valley: 3rd Monday - District Arms, Woodthorpe Rd., Ashford, Middx.  
West Midlands: 1st & 3rd Wednesdays - King George V Memorial Hall, Hockley Heath, Solihull.

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### EDITORIAL GUBBINS

Where are you all? What are you doing? Tsk, tsk, tsk. Look at that weedy runs list on Page 1. Let's hear from you - particularly Anglia, South East, South Midlands and Thames Valley. We are all interested in what other Groups get up to and the only way we can find out is through the Bulletin, so please drop me a line. Tell us about your meeting place (real ale?, topless go-go dancers?, film shows?, wheelie contests in the group rep's back garden?), what bikes you ride (is there a bias towards a certain type of bike in a particular area?), local attitudes towards green lane riding or even the characters in your group.

Sorry about the lack of chapters in Mike Greening Lewis' Plan for the Future. He tells me he is in the middle of shifting himself and his worldly possessions across England, so he is very busy, but hopes to be able to sharpen his pencil soon.

Think BIG, advertise the T.R.F. Buy a jolly sticker or, even better, buy a splendid cloth badge for the blazer pocket. For a beautiful green and black sticker, send a mere 15p. and a self-addressed envelope to Howard Wadsworth, 7 Hammond Road, Knottingley, East Yorkshire. For a dazzlingly embroidered cloth badge send 50p. and a self-addressed envelope to Mike Kirby, 11 Hazel Grove, Hockley Heath, Solihull.

Mick MacEoin is running the Irish Trail Riding Safari again this year. I have never been, but reading his pamphlet certainly whets the riding buds:- "A week of riding over hundreds of miles of some of the finest old trails and green roads in Europe." If you are keen, it will be held between 21st and 26th August, 1978, and Mick's address is: 1 John Street, Limerick, Republic of Ireland.

Note for Group Reps: The next Committee Meeting will be on Saturday, 15th July, 1978, at 2.30 p.m., in the King George V Memorial Hall, Hockley Heath, Solihull, West Midlands.

Nick Walker.

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### GROUP NEWS

DERBYSHIRE: Rep - Brian Thompson, 39 Warren Road, Thorpe, Doncaster, Yorks.

To all riders enjoying the ex BR 'new' County Roads in the High Peak: the Peak Plan is now out and while no immediate plans exist to close lanes, it clearly states that all green lanes are suitable for horses, walkers and cyclists only. It adds that they will present evidence against Byways at the Special Review. We will be subject to zoning plans to try and keep us out of the High Peak area, where everyone wants to ride. We live in a fools paradise at the moment.

I spent a day with the Cheshire Group the other Wednesday exploring the maze of roads in the woods near Ladybower. We removed a wire fence on one County Road, but found two stone pillars beyond us. I advise keeping out of here until I can survey this area properly; it is infested with Peak Wardens at weekends.

I now have half-an-hour of movie films of various trail runs in the Dales, Derbyshire and the Lakes which will be shown after the Executive Committee Meeting on Saturday, 15th July, at Hockley Heath. Any member is invited. I am no Cecil B. DeMille, but you should find them whetting your appetite for the real hills. They will also be shown at the Derbyshire Group meeting on June 12th, together with Pete Stefanski's 8 mm. film of runs.

I was pleased to see the Chairman's report last month; I hope this is a regular item. I agreed with every word, if we can only now enjoy some continuity of Officers.

There will be an evening run on Monday, 26th June, starting at 7 p.m. at the Hare & Hounds, Nursery Street, Sheffield. It will be a 10-mile trail ride over Houndkirk Moor, the new Cupolow Bank and Stanage Moor, then to the Norfolk Arms, Ringinglow, for a few pints. All invited - suitable for hard riders on road bikes and ordinary riders on trail bikes. I don't know if the Norfolk Arms has real ale, false ale, pale ale, or what ales you?



For those who just want a few drinks in good company, meet at the Norfolk Arms at 9.30 p.m. If we don't turn up by 10.30, send out a search party.

There is a dastardly rumour going round that Brian Thompson has fitted a knobbly, and rides the lanes too fast. The first is true (can't beat 'em, join 'em), and the second - on the worst trail bike (MZ 150) in the T.R.F. - is not. In SL 125 days perhaps, but I promise I have reformed now. Charges that I am a two-faced bigot are probably true. Drum him out of the T.R.F., they say. Unfit to sup real ale with the Howes!

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LANCASHIRE: Rep - John Stamp, 10 Pendle Drive, Horwich, Lancashire. Tel: 0204 692378.

This report was sent in by Group R.o.W. Officer John Gillett.

At the February meeting of the Lancashire T.R.F. a committee was formed; here below are the members of that committee for 1978:

Rep: John Stamp.

Secretary: Colin Thompson, 9 Breckside Park, Liverpool.  
Tel: 051-263 3510.

Rights of Way: John P. Gillett, 18 Hilton Avenue, Ansdell, Lytham St. Annes, Lancashire.

Treasurer: John S. Brown, 11 Alder Grove, Lytham, Lancs.

I offered to retire as group rep, and John Stamp put himself up and was elected; this gives me more time for sorting out R.o.W. in Lancashire.

As retiring rep. I would like to thank all those persons who gave Peter Corbett and myself advice and encouragement in the forming of this club, and in particular Brian Thompson for the R.o.W. advice and encouragement.

We definitely need more run leaders; if anybody can help, please drop a line. We have one official run per month (riding fee 20p for group funds). For information on runs, etc., please contact the secretary or the rep.

Members of the Committee went down to see the secretary of a new club called the North West Trail Riders. This was in response to an article in Trials & Motocross News which inferred that nothing was being done about the new West Pennine Moors plan. After a talk it was agreed that Lancs T.R.F. and the above club co-operate on matters concerning R.o.W. and the new park.

At the April meeting two people volunteered to have a look at the definitive maps in the counties of Merseyside and Greater Manchester; I am dealing with Lancs.

Rights of way in Lancashire: There are very few RUPP's in Lancashire and not too many UCR's. I have a record of UCR's from Sliadburn to the Lancs/Cumbria borders. Lancs has a strange R.o.W. set-up in that they do not have a complete record of all their highways; they only have some of the rural parts, the boroughs and districts taking care of their own highways. This odd fact makes it difficult to collect information, but the situation should be sorted out when I find out who is responsible for each district.

West Pennine Moors Plan: I have read the three latest surveys on this plan. In my personal opinion the plan offers the trail rider nothing, and only talks about trail riding parks (this could be, of course, that they do not know of our need). Other members of the club think otherwise. Group members have attended four public meetings in connection with this plan, and have voiced their opinions of it. Members of the North West Trail club have also attended these meetings and made their views known. I get the feeling that we are being taken note of. A letter being drafted at the moment will become our official policy.

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#### BRIAN THOMPSON'S R.o.W. BIT

As you should have seen in the National Press, we are supporting an appeal to the Lords in an attempt to get the Court of Appeal decision that closed Marsh Lane in Suffolk, and a thousand miles of other green lanes by precedent, reversed.



These were wrongly designated Footpath and should have been RUPP's. I know that lanes in this category exist in Yorkshire, Cheshire, West Midlands, Lincolnshire and Suffolk, but if they exist anywhere else, would group reps please let me have details. Mike Rowley has done most of the work in this case. We both think there is a good chance of the case being reversed in our favour, then the costs would be paid by Suffolk County Council. The T.R.F. has promised £250. towards the £1,000. aimed for, the ACU/BMF Countryside Committee has put up £500. and the £250. balance will hopefully be raised from individuals and clubs. The £500. from the ACU/BMF is pleasing to me as it confirms that they are still in the fight for green lanes. It is also a sharp reminder to those in the T.R.F. who think that we should go it alone on rights of way. Although few ACU/BMF members are trail riders, they recognise that the T.R.F. cannot shoulder the whole burden of costs. I argue that we have not got the financial resources to take on national rights of way responsibilities. This is mainly because we have too few members. There are about 5,000 active trail riders, but less than 500 in the T.R.F. Why? Write to the Editor and say so. We want to know. If each member could bring in another this would boost the T.R.F. Many Groups have non-members because they "can't afford to join". It is up to present members to put some pressure on these riders and tell them that only T.R.F. members can expect help if they find themselves in trouble with the law. In 1978 the T.R.F. will spend about £700. on rights of way matters; tell this to the meanies who benefit from our efforts.

Somerset. Fred Furlong, Geoff Burt and Ian Thompson are looking after affairs. A review is under way and 60 objections are in. There are about 60 County Roads.

Oxfordshire. Harry Ball, 9 Newbould Lane, Wellesbourne, Warwicks., is researching lanes and wants help with the Oxon Special Review due soon. He needs old maps as evidence - O.S. first edition of 1819, Cary of 1792, Roque of 1761 and, best of all, Greenwood 1824.

Northumberland. The County Planning Committee has decided to close the Howick/Boulmer coast green road to motor cycles because, quote: "Motorcyclists are organised speed merchants", according to the Committee Chairman. Our only recourse is the High Court and, quite frankly, we cannot afford to risk £1,000. Hence sadly another green lane goes under. Thanks for all your letters in support.

Berkshire. Fred Chandler reports an obstructive attitude from County Hall. They insist on use statements for all 500 RUPP's at the consultation stage of the Review. This is quite impossible, so I sent them a stinking letter. If they do not come clean and play fair we may have to put in several hundred objections, which could result in years of endless Public Enquiries which we could never attend.

Wiltshire. Alistair Flew attended Public Enquiries held in March and April. Many lanes were lost in March thanks to the Sunday Express article on trail riding causing the R.A. to withdraw their Byway claims. In April Alistair had a good hearing and is hopeful of some success.

West Yorkshire. T.R.F. men Ian Dunsire and Nigel Heath met the Bradford RUPS club (Route Use Preservation Society) and they are all tackling the Special Review in a new spirit of co-operation.

South Yorkshire. Badly hit by the Marsh Lane case. Ian Dunsire and I meet the County Council soon.

Lincolnshire. Entirely undeveloped is this big county. Volunteer needed to take over from me, the ground work had already been done.

National Parks Officer. A volunteer is also needed for this job since Margery Price was forced to resign in 1977. We have 11 National Parks now and the T.R.F. is missing out. The Parks people are planning to get rid of us eventually, so enjoy your riding now. Most people I approach say they don't have time, but manage to ride the trails every weekend. One day the handful of us who do the work will say the same. Remember, ALL T.R.F. officials are volunteers.



Old maps as evidence. The O.S. first edition 1805/1860 1" maps are obtainable from David & Charles, Newton Abbot, Devon, at £1. each, plus 15p. postage. The £50. set of U.K. maps bought by the T.R.F. in 1976 have all been distributed to area reps, yet I am still asked for them and some duplication is still going on. If these maps are not being used, please return them to me.

Legal pointers.

Just quote Footpath number (Definitive Map) or grid ref. when claiming a lane.

Little point in claiming post-1835 Highways unless you have very good evidence of use or Enclosure Award. It is usually only necessary to state that Byway claims are all pre-1835, and by virtue of the Highways Act 1959, Section 38, sub-Section 5, are publicly maintainable highways. Proof of pre-1835 is by old maps, 1st Ed. O.S. or Greenwood about 1825. Scale is so small that only presumed cart tracks are shown.

One or two persons are sufficient as user witnesses, but ideal use is by at least six persons, at least once per year. Period of use is 20 years per Highways Act 1959, Sect. 34, and a minimum of three years under Common Law.

If long use evidence is given for a road set out as a Private Carriage Road under Enclosure, this can be over-ruled.

Where nothing is known about a highway, the status is determined by the users, i.e. horse use - Bridleway, motorcycle use - Carriage road.

If a non-definitive highway is obstructed, we must take out a private prosecution under Section 121.

As the Editor mentioned last month, with Mike Rowley I have prepared a 20-sheet print out setting out all the legal arguments gathered over the years for people attending Public Enquiries. This document will enable anyone, however unskilled, to attend on our behalf. Will anyone willing to do this please let me know. It costs about £2. to print. Please ask me for any information you require. I have also prepared a 15-page "Short Guide to R.o.W. Law." Would anyone like to take over and print and sell at cost these documents? I do not have the time.

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LETTERS TO THE EDITOR

25 Elm Terrace,  
Tividale, Warley,  
West Midlands.

Dear Nick,

I was very interested to read in your notes in the Bulletin that it has been suggested that the name of the club be changed to "Green Roads Conservation Society." When the club was being formed (how many years ago?) I wrote to John Ebrell suggesting a name more on the lines of the one now proposed. I thought the word 'trail' too Americanised and 'fellowship' too much like a Sunday School organisation! Anyway, I now find myself in the very good company of Brian Thompson and Howard Wadsworth, which pleases me greatly.

May I also take this opportunity of saying how much I like the present cover of the magazine. It is just superb. I find myself sitting for long periods just gazing at it. It conjures up in my mind wonderful days in the hills just lazing in the heather or burbling along by a tinkling mountain stream only to zoom, with the flick of a wrist, to the horizon where breathtaking views abound, to drop down into some lush green valley filled, maybe, with the scent from a field of beans in flower or hedges festooned with honeysuckle and wild rose. Ah! Wonderful days made possible by that two-wheeler.

Praise is also due to you for producing the magazine in its best ever form.

As I have now reached 65 and retired, I do not get to many organised "do's", but still enjoy some green laning, mostly during the quieter week days.

Good wishes,

Sid Pryce.

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What a pleasant letter - thanks Sid. I am glad you think so highly of the Bulletin. - Nick.



5 Russell Hill,  
Purley, Surrey.

Dear Nick,

Change of the Club's name to a more general title would be very much in keeping with what I have in mind. How about:

Society for the Preservation of Ancient Roads (SPAR)

or

Society for the Encouragement of Access to the  
Countryside (SEAC).

Co-operation with the hill rally specialists may be worthwhile, although they have a racing connotation which I understand the T.R.F. seeks to avoid.

Sincerely,

H. Nicol.

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EXECUTIVE COMMITTEE MEETING - 15TH APRIL, 1978.

Copies of minutes of this meeting were sent to all Group Reps by Bruce Roberts. A list of the main points follows.

Many of the 121 persons who responded to the M.C.N. advertisement of 8th February have joined.

An exercise is to be mounted to ensure better representation in Lincolnshire and West Yorkshire.

To date this year there are 378 paid-up members, 196 renewals and 182 new members. 175 persons have not, to date, renewed their membership. John Higgin estimates that the number of paid-up members will equal 500 by mid-summer.

Note: After the meeting reference was made to Family Membership and a possible cost for husband and wife and one child of £4. per annum.

Finances. Total balance at present - £2,347.18. From this, £1,000. will be deposited in a Post Office Savings account at 8½% interest to form the Fighting Fund.

The Editor requested approval for the purchase of a secondhand electric duplicator at about £100. Agreed in principle, but other 'avenues' to be investigated first.

The Bradford R.U.P.S. Club has turned down affiliation with the T.R.F. because they feel we may work together through the B.M.F.

The choice of knobbles or trials tyres must remain with the individual.

New reps, John Stamp (Lancashire) and Peter Vaughan (South Somerset and East Devon) were welcomed.

Mike Kirby is to arrange the printing of advertising material for the promotion of the T.R.F. to be used by individual groups.

The next Committee Meeting will be on Saturday, 15th July, at 2.30 p.m. in the King George V Memorial Hall, Hockley Heath, Solihull, West Midlands. Items for the agenda to the Secretary by the 2nd July, 1978, please.

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A Jawa Story - from Mike Crossman.

The proverb says that it is an ill wind that blows no-one any good. So when Peter Cooke received his new 350 Jawa a few days after breaking a finger playing football, he asked me if I would like to run in the machine.

Well, for a Czech bike freak like me, the answer was easy. I felt it to be an honour to be entrusted with it, and also a responsibility, remembering how Dave Tomlin's DKW had committed suicide at a tender age only last month.

The Jawa amazed me, being so quiet and flexible, capable of cleanly pulling the high (20:1) bottom gear quite easily and, I am assured by Dai Jeremiah, about a ton in top. It is nice to find an expensive enduro bike suitable for trail riding or even collecting the bread. Fuel consumption seems to be 35 m.p.g. plus, giving a safe 80-mile range. It also steers beautifully, just sit and aim and most members can do that.



Perhaps Peter will write a full report on his machine in due course. I must now make the peace with my slant-eyed Suzi; polite, charming and full of eastern promise, but I reckon the Czech entrant is more likely to deliver the goods.

\* \* \* \* \*

The following poem was written by Margery Price while serving with the Women's Land Army in the 1939-45 war:

THE GREEN LANES OF TRENTSIDE - A sentimental excursion.

The green lanes of Trentside are very lone and still.  
There's one that runs from Collingham away up Potter Hill,  
There's another by the Mons Pool where the waterlilies grow,  
And one to Carlton Ferry by the Trent's broad, silent flow.  
They circle all the fields I love, the fields I've roamed

and tilled,

They've twined their byways round my heart, my soul with  
longing filled.

I know I must return to them and never more depart,  
For the green lanes of Trentside have captured all my heart.

The quiet peace of Trentside is calling me to rest  
In a meadow on a low hill that looks towards the west.  
My caravan shall stand there, in a line with Carlton spire,  
and I'll gaze upon the far hills when the sky is all afire.  
I will plough and sow and harrow there, make hay and gather  
corn,

From the long hum of my tractor shall my happiness be born,  
and none shall spoil my life there, alone though I may be,  
For the quiet peace of Trentside shall forever comfort me.

The green lanes of Trentside! I'll walk in them again,  
By the slow streams of Trentside, in the wind and sun  
and rain.

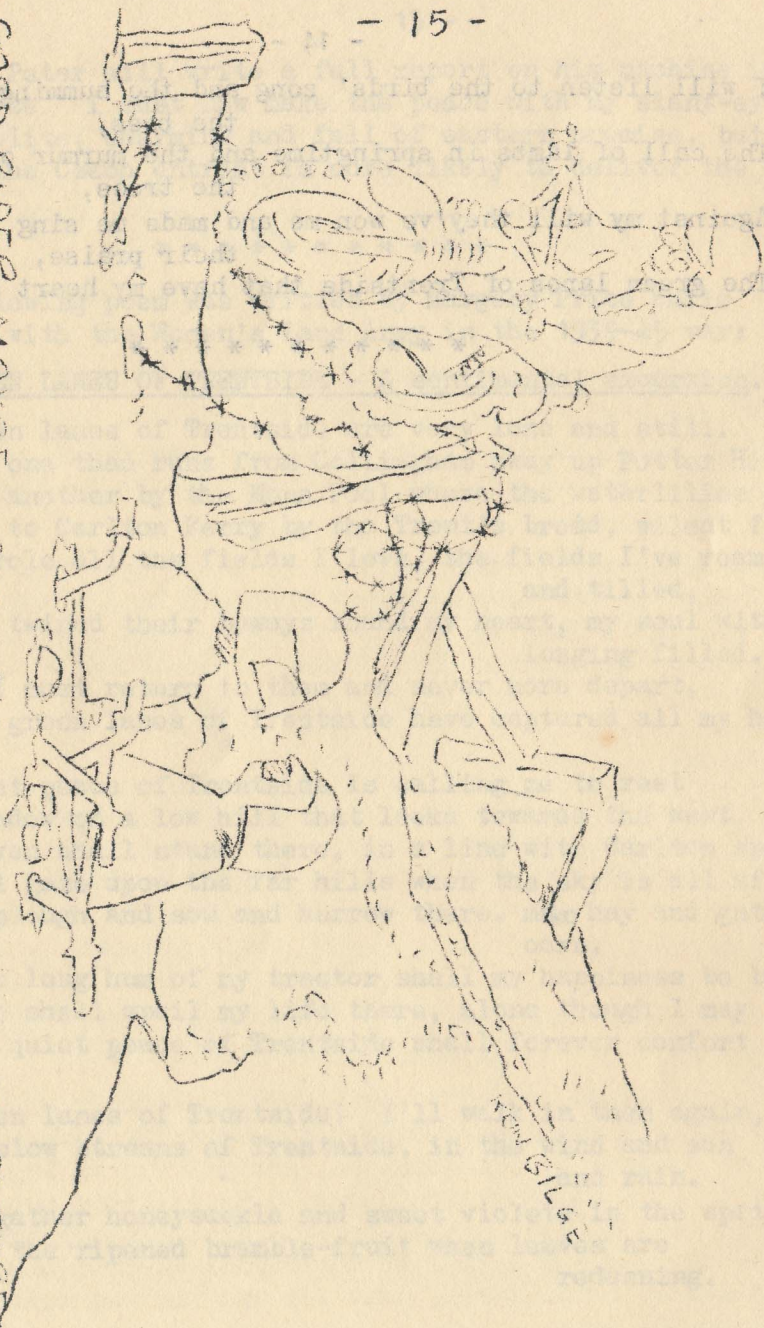
I will gather honeysuckle and sweet violets in the spring,  
And eat the ripened bramble-fruit when leaves are  
reddening.

I will listen to the birds' song and the humming of  
the bees,  
The call of lambs in springtime and the murmur of  
the trees,  
Against my will they've won me and made me sing  
their praise,  
The green lanes of Trentside that have my heart always.

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GOOD RIDER MAYBE - BUT HE'S NOT HAVING MY SPARE TUBE



## RUN REPORTS

### CHESHIRE CENTRE RUN - February 5th, 1978.

Ten bikes started from Strines, near Marple, and immediately climbed a cobbled road leading to a stony, muddy track to Brook Bottom, from here on towards Whaley Bridge on some little used OCR's around the reservoirs. A short discussion with a local farmer who claimed we had ridden in one of his fields occurred; this proved to be one member turning round in an ungated field - fair criticism - as we must ensure that members are sufficiently aware of the ill feeling caused by straying from the established right of way. Downhill now to the ford at Taxal which brought everyone to a halt while the depth was plumbed by the use of a small brown dog and a stick. The first to brave the waters was Keith Thatcher (Kawasaki 175) and seeing him gain the other side of the 18" deep, fast flowing ford, all the others followed without incident. Due to delays with unfamiliar lanes, it was decided to make towards Peak Forest for dinner; this was reached via a newly discovered lane south of Beelow which provides ideal access to the area, despite the going being not better than flat and muddy.

The afternoon plan was to head for Millers Dale via some very muddy lanes and a little while was spent here examining a reconstruction of a water wheel on the bank of the River Wye; after this came the steep climb up Littonslack which, with the help of soft going, saw several bikes fighting to maintain forward motion. Walter Boothroyd (500 Adventurer) had a healthy glow in his cheeks after flogging lustily to the top, Brian Starkie (250 Honda) decided to try a re-run when the debris had cleared and finally made the summit in good style. A muddy lane to Foolow was good for those who like riding continuous ruts. And now for something different - the ascent of Eyam Edge, a good steep climb liberally sprinkled with rocks; this saw a 185 Suzuki break a chain and the delay while this was mended gave everyone a breather, except Dave Eaton who ferried up and down to the stranded machine with tools and spare links.



Time was now running short and after two old favourites around Great Hucklow we drove directly to Roych Clough; this proved to be in a fearsome condition with the remaining snow up to the top of the five barred gates in places. Anyway, by dint of good teamwork and plenty of effort, the bikes were ridden, pulled and carried to Hayfield before darkness set in.

Thanks to Keith Thatcher for leading the day and even though the final stages of Roych Clough required headlights, it was a strenuous but enjoyable run. I've not seen so many footing so hard for so long before, even the 7 Day M.Z. had its moments - usually sideways!

John Ward (M.Z. 7 Day Original)

(Thanks for putting the riders' names and place names in capitals, John. It helps a lot - Nick.)

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#### SHROPSHIRE 'PETROL ECONOMY' RUN - CLEE HILL - FEB. 1978.

With all motors running, Harry Ball set off. It was then I remembered that I had taken off my gear lever because the bike would not fit on the trailer properly and Harry had it in his pocket! I explained the situation to Bob Rowley and he scooted off to catch Harry. While I was waiting, Greg turned up late, so by the time I had fitted my lever, the three of us were ready to catch up the rest of the run. To make up time we decided to go over the top. The wind was quite strong and the snow had drifted so everywhere looked flat. It wasn't! We persevered, however, and got over the top, then Greg dropped his bike in the middle of a frozen pond. It looked like a Charlie Chaplin film trying to get it upright. We caught up with the others at their first lane, which was the one that was the subject of a recent Court case, and both Greg and I dropped the bikes again in full view of everyone! Nobody had thought to tell us it was sheet ice. Both the gates were open and we all received a glare from the farmer who was trying to close the road.

On to Beambridge, where we found the river had been dammed and was too deep to cross at the ford. Norris Bomford and our friend on the S.W.M. waded in and dismantled the dam.

After a time the level was down by 12" or so and we all crossed in various ways according to our temperament or ability. After watching a couple of 'hairy' crossings, I made the crossing quietly and with little effort (disc valves rule - O.K?) No appreciation from the audience though - they said I made it look too easy.

The petrol stop was a slight disaster. It was closed, much muttering and shaking of heads. We pressed on, finally the two C.C.M.'s departed towards Ludlow in search of petrol, one on the end of a tow rope.

More lanes, more snow, drifting up to 5-ft. deep and so cold that it seemed like sand. After a lot of hard work we were through, but tired out. The last lane started with a steep tricky grass climb. With a layer of snow it took a lot of getting up, but most made it. The S.W.M. found a lot of grip suddenly, catching the rider by surprise. It nearly did a cartwheel. I tried a spirited attack which fizzled out when I ran out of petrol half-way up. There was no stopping on that slope, and I claim the record for riding a bike backwards with a dead engine. I managed about 30-yds. before falling off, to the delight of the waiting audience. Harry did his St. Bernard act and siphoned some of his petrol into my 1.2-gallon tank (a bigger one is to be made).

Off we go again, by-passing the slope. At the end of the lane - no Mick Williams. Back went Harry on his faithful Yamaha, finding Mick right on top of the hill crouching beside his B.S.A. trying to avoid frost bite. After an injection of petrol he joined us at the end of the lane. All that remained was the slow cold run back to the trailers with much swapping of petrol. Putting the bikes on the trailers took forever in the raging gale that had been building up all day. I felt sorry for our friend on the C.Z. He had to return to Shrewsbury on the bike. Still, a very good day.

Mike Kirby.

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CUMBRIA GROUP RIDGEWAY RUN - February 5th, 1978.

David and Kathy Howe, Bob Eddleston and Cliff Brown from Cumbria, John Dunn and Geoff Hancock from Crewe and Norris Bomford from Evesham (the Cumbria Group) were joined by Peat Gleed and Dave Pugsley (the leaders) plus several other Southern Group members at Marlborough. The lane to be ridden was the Ridgeway, the oldest road in Europe - a 40-mile stretch from Marlborough to Goring.

The start was in a downpour and the A4 was taken to Overton Hill, our start. The road was rutted and muddy, which were signs of things to come. The road climbed over the Downs northwards to Hackpen Hill and then headed east over the Lambourn Downs. The section from Hackpen to the Kingston Lisle lunch spot (Morlands real ale) was the most difficult part of the road. The ruts and mud were unbelievably deep and several falls and retirements were made.

After the break the going got easier and the Ridgeway showed its better side - a 60-ft. wide green lane in places. On Roden Down the group headed south on a lane to Compton and to Beedon for petrol. Heading west by lanes at Beedon Common, Penclose Wood and Wickham brought the depleted group of six to Hungerford and the A4 to Marlborough.

David Howe.

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JOHN LAW'S MAGICAL MYSTERY TOUR - February 5th, 1978.

Ripon was the start for this enlightening ride into the great unknown. John Law had researched some new tracks which required seeing.

The party was composed of Martin Pearson (M.Z.), John Bloomfield (M.Z.), John Law (Adventurer), the famous Graham Backhouse (XL 250), Nick Morgan (DT 175), Pete Vincent (DT 400), Howard Wadsworth (XT 500), and two of the Bradford RUPS lads, John Lee and Henry Atkinson, both on XT 500's. We also had a forage party to look for food in the form of Pete Naylor and Ken Wilson on their BMW's.

The first half-hour was spent exploring some beautiful tarmac main roads while John Law got his bearings (it is rumoured he was reading his map upside down.) Then it was on to a sandy gravel track to our first new lane which turned out to be extremely soggy, where Pete Vincent insisted on having a grovel in it, to get the feel of things, this being only his second trail ride. The end of the lane brought us out under the watchful eye of the farmer who was feeding straw to his cattle. He gave us a baleful look (bale - straw, got it?), but said nothing.

The next two lanes, also new, came up to expectations, both showing evidence of much horse use, the first being a slippery green downhill run which, when ridden in the reverse (the lane, not the bike) will be very tricky. The second proved to be better still, with a 45° camber ensuring that the unwary ended in a ditch bottom, thus Pete Vincent again showed us his true style. This lane first crossed the track bed of the abandoned Pateley Bridge to Harrogate railway, then the River Nidd on what must be one of the best maintained packhorse bridges in the country at Birtswith. Here the party spent a few minutes admiring the scenery, some of which passed us on horse back; very nice.

The rest of the party then set off, whilst I engaged in the usual conversation with the owner of a large modern house at the side of the lane, as follows:- Irate House Owner: Don't you know this is a footpath? Ceol Calm and Collected Howard: You can be forgiven for your ignorance, but it is a road. I.H.O: Well, we don't want motorbikes riding it, and how often will you come? C.C.C.H: A few times during the year. I.H.O: This path is only for horses and people. C.C.C.H: We are people, despite the fact that we ride motorcycles, good day. Then it was on to Clint via another nice new lane; then along a muddy loop near Hampsthwaite where Howard did a practice roll before the main event later in the day. The next lane, very muddy and part flooded, was contested by a herd of bullocks, but John Law's leadership got us through to the river near Burton Leonard.



Here there was a debate as to its depth and the scene that followed reminded us of that great film "A Fistful of Dollars" starring Clint Eastwood, except our title was "A Welly Fulla Watta" starring John Lee and Martin Pearson. Needless to say, the rest of us rode over the bridge, except John Bloomfield who rode into the bridge hand rails, trapping both hands between levers and handlebars. At the other end of the bridge Pete once again looped the loop, in spectacular style; this lad is definitely East Yorks group material.

By this time our B.M.W. lunch stop scouts had joined us once again, to lead us to a homely looking pub surrounded by pub food signs, wonderful menu's, serving "Nothing on Sundays." Our scouts were sacked on the spot and we found our own food in Boroughbridge. Lunch consisted of chicken and chips; the chickens obviously had been reared in Belsen, therefore no-one left feeling over full.

So onwards we sallied towards Helperby, down a long lane flooded to a depth of about a foot in stretches and once again our two M.Z.'s drowned themselves, although Martin reached the conclusion that giving them some choke was the answer; it wasn't. The next lane between Fawdington and Craikhill was very muddy with a deep water-filled ditch to the right, and it was here that Howard Wadsworth came off in his most spectacular fall ever, whilst avoiding going into the dyke, to the delight of several of the group he had just passed; in fact, Howard lay down to a standing ovation, so to speak. However, after putting the XT's front wheel and handlebars back into line, it was forward again to look for a lane near Topcliffe, John Law's excellent map reading ensuring that we ended up in a wired-in grass field, but grim determination found us on the right one after a while. This was to be the last lane of a very interesting day, the party breaking up at Topcliffe.

Howard Wadsworth.  
(Travelling Correspondent and Poet.)

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FOR SALE: Yamaha DT 175, April 1977, 5,000-miles. Preston Petty's, knobbles, serrated footpegs and many extras. Excellent condition. £375. o.n.o. Phone Paul Brindley, Wokingham 791063. (Berkshire.)

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WANTED: Volunteer person to work on behalf of the T.R.F. as our National Parks Officer. A very necessary post as we now have 11 National Parks to keep an eye on. They may be trying to ban green roads motorcycling.