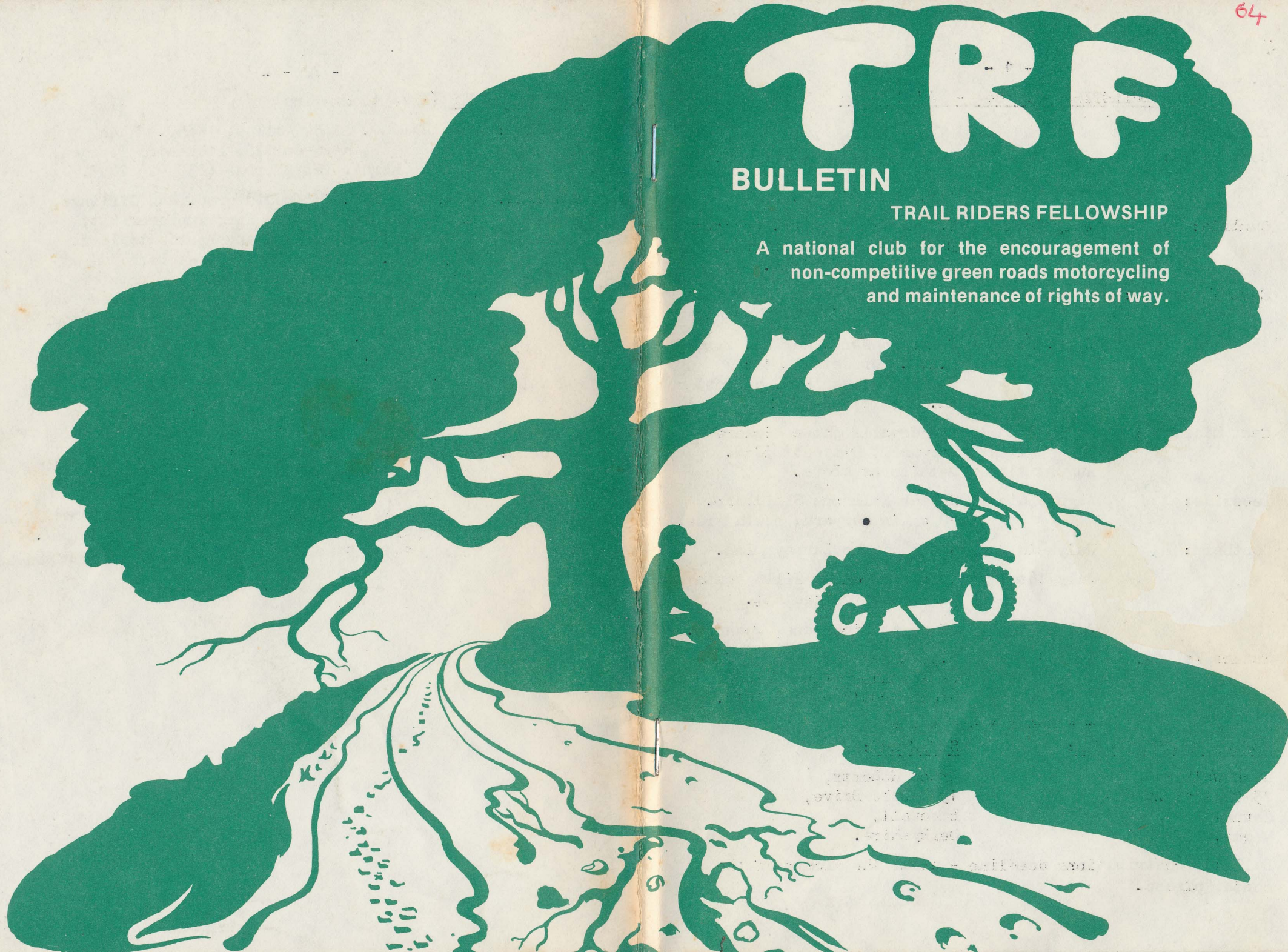


TRF

BULLETIN

TRAIL RIDERS FELLOWSHIP

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



BULLETIN NO. 64 - JUNE 1978

FORTHCOMING RUNS

| | | |
|-----------------|--------------|---|
| Derbyshire: | July 9th | 10 am at Baslow. Max. 30. Contact Brian Thompson, tel. 0405 814388. |
| Cumbria: | July 16th | Two up and novices. Contact David Howe, 3 Greenfoot, Mealsgate, Carlisle. |
| East Yorkshire: | August 26th | Yorkshire Wolds run. 10 am at Market Weighton Church. |
| | Sept. 9/10th | Dales weekend. Max 12. Send S.A.E. for details to: Howard Wadsworth, 7 Hammond Rd., Knottingley, East Yorks. |
| East Midlands: | July 16th | For details phone Richard Marshall, Draycott 3416. |
| | August 13th | Details as above. |
| Teesside: | August 6th | Salter Fell and Slaidburn. 10 am in carpark, south side. |
| Southern: | July 9th | 10 am at The Lunways Inn. |
| | July 16th | 10 am at Beacon Hill, south of Newbury on the A34. |
| | July 23rd | 10 am at Wick Lane, Downton. |
| Thames Valley: | July 16th | 9.30 am at the Rookery Cafe on the A1000 near Welham Green, south of Hatfield. |

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, near Tring, Herts. |
| Teesside: | 1st & 3rd Fridays - Station Hotel, Stokes- ley, $\frac{3}{4}$ -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. |

EDITORIAL GUBBINS

We haven't done badly for press coverage lately, have we? Pete Plummer's controversial column in 'Trials & Motocross News' and a whole page in the Sunday Times colour supplement! I do not agree with Pete's views about forming a T.R.F. competition section and I thought that this issue was sorted out at the last A.G.M. when 'Non-Competitive' was written into the Constitution.

The Sunday Times piece was quite good; about 15 enquiries to John Higgin have resulted so far - so we have saved the £3,500. it costs for a full page advert in the colour supplement!

David Howe tells me that Brian Thompson has spent at least £2. from TRF funds replying to would-be participants in the Lakes Weekend who failed to enclose a stamped addressed envelope. Also, members send piles of maps to be marked up. Brian is not so concerned about spending his time on this, but the fact that stamped addressed envelopes are not enclosed for the return of the maps. An average pile of maps costs 60p. to return - again out of club funds. When writing to Officers and expecting a reply, please spare a thought for the funds and enclose an S.A.E. Otherwise you may find your letter returned with double postage to pay.

Howard Wadsworth has sent me a snippet of outstanding uselessness: Quote from the 'Dalesman' - "Chairman of the Yorkshire Dales National Park Committee is Colonel Philip Turner van Straubenzee, son of Henry Turner van Straubenzee, of Spennythorne House, Leyburn. The Colonel married Rosemary Imogen Attenbury, daughter of Major-General W. E. Clutterbuck of Hornby Castle, Bedale." SO THERE, SERFS!

Group Reps - don't forget the Executive Committee Meeting on the 15th July.

This month's word definition: What do you get for pushing a fellow rider out of a muddy grave? - SPLATITUDE.

Nick Walker.

GROUP NEWS

CUMBRIA: Rep - Davie Howe, 3 Greenfoot, Mealsgate, Carlisle.

Announcing the first TRF National Leaders Course at Hollowford Centre, Castleton, Derbyshire, on the 8th, 9th and 10th of September, 1978. Staff - David and Kathy Howe, Brian Thompson. Students - a full course of six from Coniston, West Midlands, Lincoln, Derbyshire, London and Bristol. Syllabus - map work, rights of way law, dealing with local authorities, first aid, run planning and two green lane runs. Aim - to help train members of local groups in the hope that they will return and teach others. The future - it is hoped to run a course annually. This must be the first time that an outdoor centre has been used for motor cycling.

DERBYSHIRE: Rep - Brian Thompson, 39 Warren Road, Thorne, Doncaster, Yorks. Tel: 0405 814388.

Sad news is that I have heard from Derbyshire C.C. that the Peak Park plan traffic orders on most of the much loved High Peak lanes such as Chapel Gate, Hope Cross, etc. This is because the recent upgrading of these lanes has torpedoed their plans to close them using the Special Review. No news as to when, but they have the power. We will, of course, fight any such attempt with all our muscle. This follows hard on the heels of the Peak Park Plan which states that green lanes are suitable for walkers, cyclists and horses only.

Detailed research work in Derbyshire has come to a halt. I simply do not have the time, yet a lot more work needs doing. Areas crying out for a bit of detective work are the old roads between Baslow and Chesterfield (Robin Hood, Gibbet Moor), Derwent Valley to Moscar road, the Roman Road above Alport Bridge (as far as the Snake Inn), the Abney to Bradwell road (1 in 3 climb, now blocked), Peak Forest area, etc. All are at least 200 years old now, but never used. Any volunteers? Applications considered in strict rotation, don't crowd me!

Looking after national Rights of Way leaves little time except for urgent matters and lanes subject to closure in the Courts. One lane can take several days work. All my typing is a chore - an electric machine would be quicker. (Listening, Mr. Treasurer?)

The film show had to be postponed and Pete's films and mine will now be shown in a double bill featuring the Lakes Weekend captured for your delight featuring seven punctures and Superpump.

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

Report sent in by John Gillett, Group R.o.W. Officer.

Things on the R.o.W. front are going well. John Stamp was invited to a special meeting between the North Pennine Park Board and motorcycling groups. John gave his views on our behalf concerning certain green lane closures. We are finding more U.C.R.'s within and on the borders of the proposed park. We and Margery Price have written letters to the Board giving the TRF views on their latest proposals.

We will more than likely be putting some runs on in Lancashire in 1979; all exploration runs in 1978 will be of a private nature while we sort out what is what.

We would seem to be lucky, going by Richard Marshall's letter in the April Bulletin, No. 62, in that most of the members are prepared to help in one way or another. Of course we have the usual dead legs.

If any member within Lancashire/Greater Manchester/Merseyside is prepared to help our/your club in any way, would they please come to our monthly meetings. If any member complains that they never hear what is happening and they do not turn up at the meetings, they only have themselves to blame.

Lastly, has anyone heard of a Basil Law from the Haslingden area? (He once put on runs in Lancashire with the late John Ebrell.) If so, could they please get in touch with me or the Group Rep.

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THAMES VALLEY: Rep - Chris Buckle, 80 Sussex Road, Ickenham, Middx.

Instant success - the only way to describe the T.V. Group's new home at the District Arms. Our monthly attendance has risen from around the 20 mark to about 30. Our Castrol film show (May meeting) was very entertaining (1969 Scottish and 1965 Jubilee T.T.). Any other Group interested in putting on a show can contact me for details. The only expense incurred is the return postage on the films and, of course, the necessary projector must be available.

At our June meeting we were glad to welcome Bruce Roberts and Ian Dunsire from the Derbyshire group. Earlier in the month, Ron Rickarby had visited the N.E. area and spent a most enjoyable weekend trail riding with John Law and Co. These inter-group exchanges can only help the solidarity of the TRF and, whilst not without practical difficulties, are to be encouraged.

Getting back to our June meeting, we held a mini Jumble Sale. Members brought any spare parts they wished to dispose of and these were auctioned, a percentage of the sale price going to Club funds. Pete Sheppard handled the admin., while Alby Bebbington made an excellent auctioneer. The whole affair was a great success and the T.V. Group funds benefitted into the bargain.

Another recent venture was a visit to Dave Taylor's Trail Park. 10 members went along and had a good time. Whilst all agreed it was no substitute for real green laning, it did provide opportunity for tackling particular sections many times (not, of course, good trail riding practice) and giving the chance to improve technique. While we all (or at least most of us) accept the totally non-competitive nature of the TRF, better technique for easier and more relaxed riding must benefit all riders.

For various reasons T.V. Group runs have been sparse of late, but hopefully this will be rectified very soon.

John Higgin handles our R. .W. matters in his usual masterful fashion and his letter to the authorities concerning the downgrading of the 'Binfield Circuit' was a masterpiece, on which I based a letter of objection from the T.V. Group. Interesting in this case to read of danger to horses from motorcycles. (Caused how? We all stop and cut engines.) John has also informed us that Oxford have made no alterations in their Review.

BRIAN THOMPSON'S R.o.W. BIT

I am often asked if we should claim County Roads as Byways. I say no, even if these are only footpaths or bridleways or not defined on the Definitive map. The County Road status is unaffected by the Special Review and both the 1949 and 1968 Countryside Acts have no power to extinguish County Roads.

Pete Plummer's T & M News column told the world what I was arguing about at the BMF Rally (not really meant for publication) that the TRF should look again at the Enduro question. I have had letters complaining at my change of mind, so I had better explain. I no longer exclusively represent the TRF and its non-sporting policy. I work for the ACU and BMF also; we are united at last, the silly infighting and duplication of effort and expenses are over. But if the TRF insists on an R.o.W. Officer divorced from any link with a competitions club, then it will have to accept my resignation. Frankly, in all my dealings with officialdom, they care not a hoot who is sporting. In fact, the TRF is often called the TRIALS Riders Fellowship. I believe Pete Plummer when he says that an Enduro section (strictly on private land) would boost members and income. I have no intention of organising any such Enduros, but the TRF should stop seeing this as an evil. I would vote for such an idea at the AGM. We must move with the times.

The name change: Six letters in support and none against. Best idea is Mr. Nicol's of Surrey. SPAR (Society for the Preservation of Ancient Roads.)

Thanks, I will make this a motion at the AGM, although frankly I doubt if it will succeed. Trail is used in horse riding circles and is too often confused with trials, even in the motorcycle press.

Oxon. John Higgin has inspected the old Berkshire part now in Oxon and is pleased to see all RUPP's now Byways. Work on the rest of Oxon continues with a Review in 1979.

Northumberland. Despite last months report that the Howick/Boulmer road was to be closed, a surprise rejection of the Planning Committee decision to close the road was made by the senior Highways Committee. They are surprised at the large number of objections from motorcyclists and are to reconsider the order.

East Yorkshire. Howard and I have submitted 25 Byway claims to County Hall at Beverley; we hope to save about 50 of the 200 RUPP's downgraded in 1971. I visited the Hull University MCC last week and they too are now involved in saving lanes using the facilities of the University Geography Departments. Although a BMF club, I got four new TRF members. My film show went down well, especially the naughty bit!

Lancashire. Pleased to see this Group getting involved in RoW. They have invited me over to give a talk in July.

Hertfordshire. The heading last month under Berks should read Herts. I now have their reply to my letter and we are still not at peace. I have suggested to Fred Chandler that he submits Byways claims without use evidence. A certain Mrs. Towers in Hertford is playing the wicked witch in this drama.

The Ridgeway. The House of Lords debate on April 19th on the Ridgeway resulted in no action other than to wait for the newly appointed (12 months only) Field Officer (£5,000. a year, paid by Oxon C.C. and the Countryside Commission) to report back as to motorcycle conflict. So for heavens sake ride carefully. Stop anyone not doing so and warn them. Our rep in the Lords, Earl Howe and Lord Lyell, did well. Lord Lyell is an actual trail rider and rides the Ridgeway.

Devon. Geoff Burt has sent me excellent case histories of 'footpath' lanes that I have sent along with examples from Derbyshire, Lincolnshire and South Yorkshire to the Law Lords, now hearing the Marsh Lane case. Many photos have been included, by request of counsel. Thanks to Pete Stefanski for the Derbyshire pictures.

Yorkshire Dales. A popular green lane over Middleham Moor is threatened with a closure order application by North Yorkshire C.C. This pleasant moorland track runs from Middleham, near Leyburn, over the moor to the Wensley/Carlton road. The official reason for the closure is that the track is 'unnecessary', but I have discovered that the real reason is that the motorcycles 'interfere' with race horses exercising on the moor. Backing the closure are powerful horse riding stables, Middleham Town Council, and the land owners. This Section 108 will now be heard at Leyburn Magistrates Court, Thornborough Hall, Leyburn, North Yorkshire, at 10 am on Friday, 28th July, 1978.

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LETTERS TO THE EDITOR

49 Great Innings South,
Watton-at-Stone,
Hertford.

Dear Nick,

Like other members, I too feel rather uneasy about the name of the TRF, especially the 'Fellowship' bit which does have the ring of a Sunday School organisation. (But then so does 'Ramblers Association'!) It is very difficult to suggest an alternative that does not sound too ostentatious or academic (we do ride the lanes, don't we?) and of the ones suggested in the Bulletin so far, I think I have least objection to H. Nicol's SPAR. Perhaps the TRF is becoming well known enough for us not to have to worry about the sound of its title and a change may only serve to return us to anonymity?

Members may have noted that Oxfordshire C.C. are about to employ a Field Officer to carry out an investigation into the use of the Ridgeway, the stated aim of which is to find possible solutions to all the problems of vehicular rights of way. Although Oxford C.C. are to employ the officer and provide him with an office and services, the Countryside Commission will be meeting the costs including his salary and expenses. (he who pays the piper....?) During the 12 months of the investigation the Field Officer will also carry out practical projects such as restoring sections of damaged track and is expected to welcome any offers of voluntary labour. This is an opportunity for the TRF to show that we are not the 'selfish infernal combustion cowboys' some would have us labelled. If the idea of getting together a TRF working party sounds too much like crawling, what about the payment of someone's salary by the other party in the potential conflict? You cannot crawl much further than that.

Finally, a note about the Bulletin. I enjoy reading it and look forward to receiving each copy, but feel that it relies very heavily on run reports and letters to the Ed. The latest membership figures suggest a high proportion of newcomers to trail riding and perhaps they (we) would welcome some short 'technical' articles on the sort of things old hands take for granted, e.g. choosing sprocket sizes, buying a trailer, subjective thoughts about different makes of tyre, alternative gadgets to a simple pump for tyre inflation on the trail, perhaps even a road (trail) test of a bike or two. There must be more than the odd one in the club with the ability and experience to write a page or so every month on this particular topic.

Keith Osborn.

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Yes, I quite agree Keith, the Bulletin does rely on run reports and letters. Any articles sent in to me on any of your suggested topics would be gratefully received and printed. How about a mini road test of your own bike to start the ball rolling? - Nick.

39 Warren Road,
Thorne,
Doncaster, Yorks.

Dear Nick,

Reflecting on the damage done by the Sunday Express and their trail riding piece last February, Sunday Times readers will be pleased to see in their 11.6.78. edition of the Sunday Times Magazine another attempt to publicise our interest. Calling it a sport several times, and stating that we are a noisy lot, the rest of the article is not too bad. It gives good publicity to the Diamond/Plummer Trail School, and to a Federation of Trail Riders. At least they got John Higgin's address right.

In a recent Motor Sport magazine reporting on a trail rider who ran over a girl lying in long grass and killed her, it referred to the TRF as founded in 1939, and that we have a champion. Following the much publicised accident, it warns against the growth of trail riding. Clearly we suffer from a bad press, and should not be surprised at damage done as a result.

To add a bit of light relief here is one verdict on today's national dailies:

TIMES: Read by people who run the country.

MIRROR: Read by people who think they run the country.

MORNING STAR: Read by people who think the country ought to be run by another country.

MAIL: Read by wives of people who run the country.

FINANCIAL TIMES: Read by people who own the country.

EXPRESS: Read by people who think the country ought to be run as it used to be.

TELEGRAPH: Read by people who still think it is.

SUN: Their readers don't care who runs the country, providing Page 3 has big knockers.

Brian Thompson.

80 Sussex Road,
Ickenham,
Middx.

Dear Nick,

I had heard of and recently read the article written by Pete Plummer in 'Trials & Motocross News' referring to Brian Thompson's views and TRF policy.

I wish to record my own opinion that if Mr. Plummer is unable to reconcile his competitive outlook and his position as Press Officer of the TRF, he should resign from that post at the earliest opportunity, and I feel that Mr. Plummer's distortion of something Brian may or may not have said to be further evidence of his unsuitability as a TRF Officer.

I do not intend to list the arguments and reasons for the TRF being and appearing to be non-competitive as I feel sure most members are aware of them. If Mr. Plummer is unable to accept these reasons, his only reasonable course of action is to resign.

Chris Buckle.

TRAIL RIDING IN SCOTLAND - by Hugh Davidson.

The law on Rights of Way for motorcycles is vague and, as far as I know, has not been tested in Court. It is never a statutory offence to ride a motorcycle on any particular road, but most landowners claim to have the right to give or withhold permission for motorcycles to cross their land.

Very few tracks of note are indisputably public roads, but among them is the Corrie-yairack Pass from Laggan to Fort Augustus and the Amulree to Kenmore Road in central Perthshire.

It is more important at the present time to engender goodwill than to try to establish legal right of way. Consideration and courtesy are of first importance.

Remember that lambing starts in early Spring, grouse shooting on the 12th August and deer stalking in the Autumn.

When organising a group run, approval should be sought in advance from the landowners involved. This can be a very involved process. It is best, I think, to tactfully avoid using such words as 'permission' which could be taken as implying an acceptance of landowners' rights. For very small groups riding informally it is probably better not to make formal approach, but to speak to the laird or 'keeper who lives beside your road. Farmers and resident landowners approached personally are usually friendly and helpful and so are their shepherds and 'keepers. Factors and agents can be difficult and firms of factors and agents can be b..... difficult, and hence should be avoided. Better, I think, to ride quietly through without disturbing anyone than be faced with an unreasonable refusal.

Please avoid the area used by the Scottish Six Days Trial, a radius of some 50-miles around Fort William. Hardly a year passes without some landowner threatening to deny access to the Trial because 'unauthorised' riders have been seen on his estate. Anyone thinking of leaving the tarmac in Lochaber should seek the advice of one of the local trials men.

Stop and speak to everyone you meet. That way you are more likely to finish your run in the dark.

Routes. I have decided to produce duplicated reprints of run reports in Scotland. When I have sorted them out, I will be able to send the complete set to any member who asks. (Please send 25p. to cover production and postage.) The reports include the Minigaig and Gaick Passes and the Lairig an Laiogh across the Central Grampians, the Mounths across the Eastern Grampians, probably a bit from map and memory on the Corrieyairack, a few routes in Perthshire, and anything else I can think of.

If any other members have details of routes in Scotland which I could include in these print-outs, would they please get in touch? My address is: Tigh-na-Coille, Alexandra Terrace, Forres, Moray. IV36 ODJ.

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T.R.F./R.U.P.S. 'EXERCISE' - February 19th, 1978.

I've often told people asking about trail riding that it's a great way to spend a long time not getting very far.

I think the ultimate in this was achieved on Sunday, 19th February, by 12 riders - one-third TRF, one-third Bradford RUPS and one-third both. They set off from Richmond, Yorkshire, at 10.30 a.m. to return at 1500, having 'had enough' and covered twenty and a half miles!

The planned route should have got us easily to Reeth for opening time, but not so. "Why?" you ask! (You should!) "Snow" I say, snow and more snow! It had modified the going somewhat. As we turned uphill on to the first trail six miles out at Skelton near Marske, we found the quarter mile climb up to the moor had a 'few' drifts two and three feet deep. After some walking, pushing, pulling, furious footing and other keep fit exercises, we reached the gate on to the white wilderness of Skelton Moor. In the distance we saw three walkers and commented that they should stay at home in conditions like this!

It was a fine ride over the moor to Helwith with its ford, where the new footbridge means bikes must now use the ford. However, the river was shallow and we all crossed easily for more 'exercises' up to the crossroads. Here another succession of drifts, this time on an unfenced road, allowed us to take to the moor where the going was easier, if you didn't find a snow filled hole. Minimum revs, highest gear, and keep to where the bits of greenery show through was the answer. We haven't yet worked out why the chap with the knobbliest tyres on his Suzuki had the most trouble.

At the crossroads we turned down (Hooray! a bit of easy) to Holgate and its watersplash. Some preferred the bridge; why I don't know because the water wasn't deep, but the snow on the climb back up was, and this was where the exercises really started!

First one rider tackled the climb and three or four others helped him one-third of the way, then another did the same. All moved up to this point, then one at a time to a two-thirds position, then one at a time to the top! This little climb up 150-yds. must have taken about $1\frac{1}{2}$ -hours; the bigger 4-strokes found more grip than the other bikes, and most riders had had enough when the top was reached. We decided to heave to at the Green Dragon at Washfold, near Hurst, rather than proceed to Reeth as it was now too late to get there in opening time.

Here we found the Green Dragon as closed as the Lead Mines here have been for years, so we called it a day and returned to Richmond. We'd had a good day out and spent nearly four hours covering 7-miles of the $20\frac{1}{2}$ -mile run. We felt that the 'exercise' session would have been shortened by splitting the group into threes, each with the task of getting its own three bikes up the hills. After a cuppa in Richmond we headed home to various corners of Yorkshire, North, South and West.

John D. Law.

YORKSHIRE DALES RUN - February 25th, 1978.

The invitation was "This is a Howard Wadsworth run, only real men should apply", to meet at Pately Bridge; thus a small elite consisting of Howard (XT Enduro), the famous Graham Backhouse (XL250), new men, Paul Smith (TY 250), David Ridley (DT 175); and Cliff Brown (TL 125) who had ridden down from Coniston the day before, using green lanes most of the way, only the 5-ft. of snow in Mastiles Lane defeating him.

Our first lane was from Middlesmoor to Scar House; which proved to be one of the most difficult and exhausting of the day because of deep slushy snow, requiring all of us to walk alongside the bikes, pushing as hard as possible. This activity had an immediate effect on Dave Ridley; having fallen twice in quick succession, he decided that even at this stage enough was enough.

However, words of encouragement such as "Come on you big pansy" and "Why don't you let your man ride instead of you" spurred him on to greater efforts.

We then took the track from Scar House to Bradley, the 'S' bend at Dead Mans Hill again sorting out the men from the boys, boy Wadsworth looping his XT in fine style. Then it was on to the fiendish wander over Bradley Moor, Howard doing his usual trick of shooting off to the top of the hill, on which the farmer had kindly added many more drainage ditches, so that there were repeated performances of the Backhouse wallow. However, the boys managed to struggle up to their intrepid leader who then proceeded to lead on through the snow covered track, consistently falling off in the hidden ruts to the amusement of the rest. Then it was on down the A684 to Aysgarth, where there is a tricky short track which claimed Paul, and so to lunch at a very friendly pub between Aysgarth and Bainbridge.

We then retraced our route back to West Burton and took the track which goes over Carlton Moor. Here Howard, like the Grand Old Duke of York, led his men to the top of the hill, then led them down again (it was the wrong way, you see.) Here we had the amazing sight of a high speed backwards descent by Graham, which came to a sad end as bike and rider parted company, resulting in one broken clutch lever, soon repaired using available fence wire. The next barrier was a landslip which had taken all but 12" of the track down the steep hillside, but brave Cliff Brown elected to cross it. He did so successfully, but so fearsome was the chasm that Dave Ridley had to do a quick plug and underpants change. The next mile or so became a struggle to keep moving in snow patched, boggy ground. Howard's XT had a fine time smashing him into the morass as he tried to locate the now disappeared track. God must have heard the desperate cries for help because Howard began to recognise where the party was.

So it was on to Carlton, then back over to Scar House, Dead Mans Hill being treated with disdain as the riders smelled the way home.

Thus it was back on to the Middlesmoor snow glide which, once again, exacted its toll in physical effort, then back to Pately Bridge. This ride had been one of the most shattering ever encountered by those present, but everyone was ready for the next one.

Howard Wadsworth (Knackered Poet).

* * * * *

THAMES VALLEY OUTING - February 26th, 1978.

I awoke to the rattle of rain on the bedroom windows, thinking it would be nice just to stay where I was, but that is another story. After donning numerous layers of clothes, I set off to ride 25 wet and windy miles to Worplesdon Station thinking surely nobody else will get out of bed, let alone ride a bike in this weather. How wrong can you be? On arriving at the station I was greeted by what at first seemed like hundreds of riders. In true TRF style the worst weather brought out a good attendance of riders, 20 in fact, including one chair.

Deciding to ride in one group, we left for the first lane, only to lose four or five riders before we reached it. It seems that instead of each rider waiting for the following rider at each change of direction on route, some just carried on. I realise I should have explained this before we started, but assumed it was common practice, already known. Anyway, we found the missing riders quite quickly and after this no-one else was lost.

The first lane at Willey Green proved easy enough, thanks to Surrey Council for their prompt removal of a fallen tree that the Thames Valley Group had brought to their attention. The next lane into Wanborough caused some problems, but not as many as the lane out of the town. The uphill gradient and very wet mud caused everybody to work up a sweat, so getting even damper than we already were. Lanscombe Down was a complete contrast, being open and sandy. The next four lanes caused few riding problems, but were enjoyable enough and conveniently brought us to our lunch stop.

At the pub the beer garden serving hatch was hurriedly unlocked when our attire was seen; funny what a little mud and water does to one's shag pile! Here we were joined by Nick (our Editor), who had stayed in bed all morning? (Er, well, me alarm clock didn't go off - Nick.)

After refreshment we set off again in the unceasing rain to our next lane and, as is customary after the lunch stop, a brick built W.C. no less, very posh. On to the Devils Punchbowl area and the weather was worsening, which seemed impossible. This, and the 'closed' sign at the cafe proved too much for the majority and sensibly they decided to call it a day.

Five of us unwisely carried on into the falling gloom and rain to do what were probably the best lanes of the day, but the most uncomfortable due to the conditions. Adding to this, Chris Buckle was having trouble with his twistgrip wanting to leave the handlebars and lack of petrol in his tank (four-strokes!), while my chain just kept on mimicking an elastic band. Mike Pontin and Nick proved the worth of the XL 125's and Mark on his Malaguti 50 showed us that it's not always power that counts. Darkness beat us to the last couple of lanes planned, so five very wet, cold and tired people set off home on the worst lane of all - the A3.

Anyrate, in spite of the weather I think we all enjoyed ourselves, and I would like to thank everyone who turned up, especially Pete Sheppard for doing a difficult back-marking job.

Alan Mayger.

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SOUTH-EAST GROUP DORKING RUN - March 5th, 1978.

Two XT 500's, a DT 400 and a DT 250 started from Burford Bridge car park. We noted a coned off area labelled "Motorcycles only". A rally, we thought, as it was empty. We started with a 4-mile lane only recently made legal at Polesden Lacey. This was the only lane we had to get off the bikes - to drag them under a tree on their sides.

Then Hackhurst Downs, Shere and Albury Down, on the steep edge of the Downs and two lanes near Farley Green. Then lunch; a hundred faces (or so it seemed) watched us dismount in a pub car park. We enjoyed the sun and our bear for a while before rushing on.

While stopping for petrol, we lent tools to a bus driver who had knocked off his mirror trying to get through a gap 6" narrower than he was. Then some really thick mud at Mayes Green before doing the steep log-strewn climb in the shadow of Leith Hill to an audience of disbelieving Sunday strollers.

Then to finish, Coldharbour Lane with its string of 18" deep lakes of mud. The biggest laugh was at a stream crossing where a tree lay across the footbridge. The DT's elected to plunge through the stream, but were caught by a tree root. We XT's laboured to remove the tree from the bridge, crossed in style, only for one of us to fall off nicely on the flat ground on the other side. I don't know if the DT owners ever found their trailer back at the car park - when we got back there must have been 800 bikes and 1,000 riders swarming everywhere!

Alan Jackson.

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BRISTOL GROUP JAUNT - March 5th, 1978.

On a beautiful sunny day we assembled in Tetbury. Before we moved off I insisted on group leader, Simon Northeast, signing an undertaking that he had completely waterproofed his XL 250 and that, if not, we could abandon him at any time! (On our previous run in the Forest of Dean we suffered compulsory drying out stops after every puddle for Simon!)

We started on a simple little lane on the edge of Tetbury - so simple in fact that I proceeded to fall off within the first ¼-mile in a rut all of 4" deep! We moved on to Aston Farm which is owned by yer actual Princess Anne and Captain Phillips, where we stopped to polish our boots and comb our hair just in case we met 'THEM' out riding.

We went via Devils Churchyard, Nags Head (not a pub - just a few houses!), Tarlton Down and Rodmarton to join the Fosse Way at Kemble Aerodrome. (Home of the RAF Red Arrows display team - keep your head down!) Here we suffered our first casualty on encountering a particularly sticky lane full of mud when a TS 125 retired with the useless chrome front mudguard jamming with mud; (obviously the Suzuki test tracks do not include such basic trail obstacles as thick mud - still, Preston Petty do well out of it!) We soon found even thicker mud and after plenty of leg work assisting the unfortunates on trials tyres, we adjourned for a drop of well earned liquid refreshment.

We rejoined the Fosse Way after lunch and carried on down as far as the M4, the going varying from deep waterfilled ruts to 'nice quick bits'. After Grittleton, Roberts Berry Farm and Alderton we reached Brook End where the fun really started with an innocent looking pool which had water 12" deep hiding mud 18" deep! Dave Waring stalled in the middle and whilst trying to kick his DT 175 into life, the water discovered parts of him that other waters cannot reach! At the end of this lane was a ford where a confident Dick Cotes (guest star from the South-West Group) took his DT 400 through cylinder head deep water. We all then duly attempted the ford, apart from two more prudent members who took to the footbridge. (Chicken!) Only two of us succeeded in getting across and some speedy camera work recorded the steam and red faces for posterity. To add insult to injury, Dick went through the ford again for the benefit of a friendly native who appeared with a camera.

After a ½-hour stop when air filters were wrung out, cylinders pumped out, wellies drained and a bottle of rum passed round, we moved on via Luckington, Sherston and Pinkney to Knockdown and Silk Wood. On going down a short green lane we found a Cortina Estate by a gate. A quick glance confirmed that the driver was exercising more than just his vehicular rights of way! There were frantic moves to get dressed by the driver and his girl friend, whilst we deliberated whether or not to stop by the gate for a cup of tea!

This event certainly provided a fitting climax to the day!

There it is then, a typical days green laning with the Bristol Group and whilst we don't guarantee a laugh a minute, we do our best, so come along on one of the dates shown in the Bulletin.

David Towers.



ADVERTISEMENTS (Free to members)

- FOR SALE: OSSA ENDURO. 1,500 miles. £350. Hugh Davidson, Tigh-na-Coille, Alexandra Terrace, Forres, Moray. Tel: Forres (030 92) 2637.
- FOR SALE: JAWA 360 ISDT. 'M' registered. Gas Girlings, new mains just fitted, fork improver kit, twin air filters, too many spares to list. Only £400. Will haggle. First born due at any time forces reluctant sale. Write or call - Roy Maddox, 712 Norwich Road, Ipswich, Suffolk. (By the Maypole pub, behind Whitton Post Office). Call on Sat. pm or Sun. am to catch me in.
- FOR SALE: 'New' Rickman ISDT frame. Modified to take BSA 250/350 engine. Only £15. Pete Brown, tel. Aylesbury 88001.
- FOR SALE: Triumph Adventurer spares! Preston Petty goodies, Dunlop products (trials wellies and tyres) and Girling spares - all at discount to members. Chris Buckle, Roebuck Motorcycles, 80 High Street, Acton, London, W.3. Tel: 01-993 1164.
