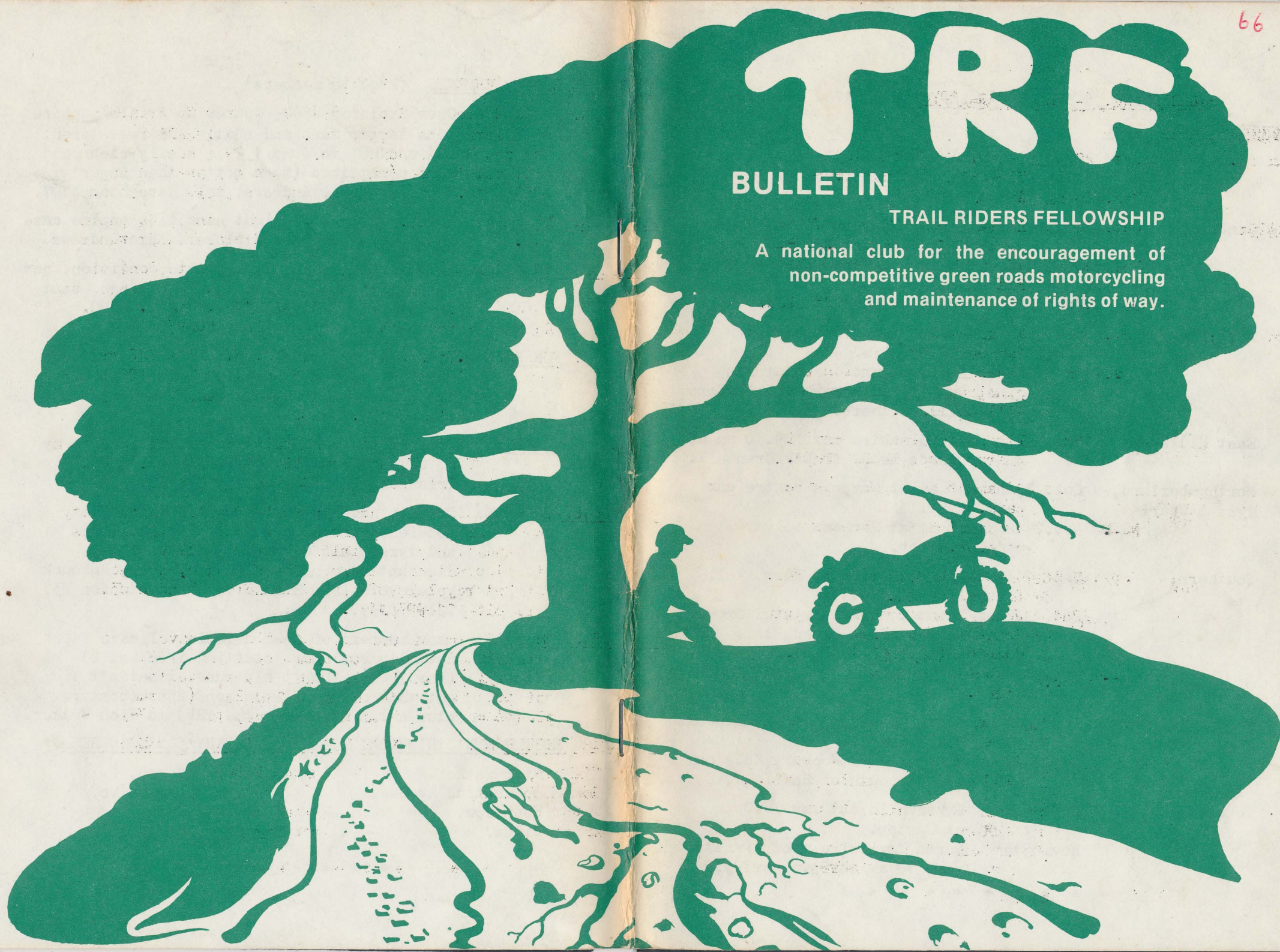


TRF

BULLETIN

TRAIL RIDERS FELLOWSHIP

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



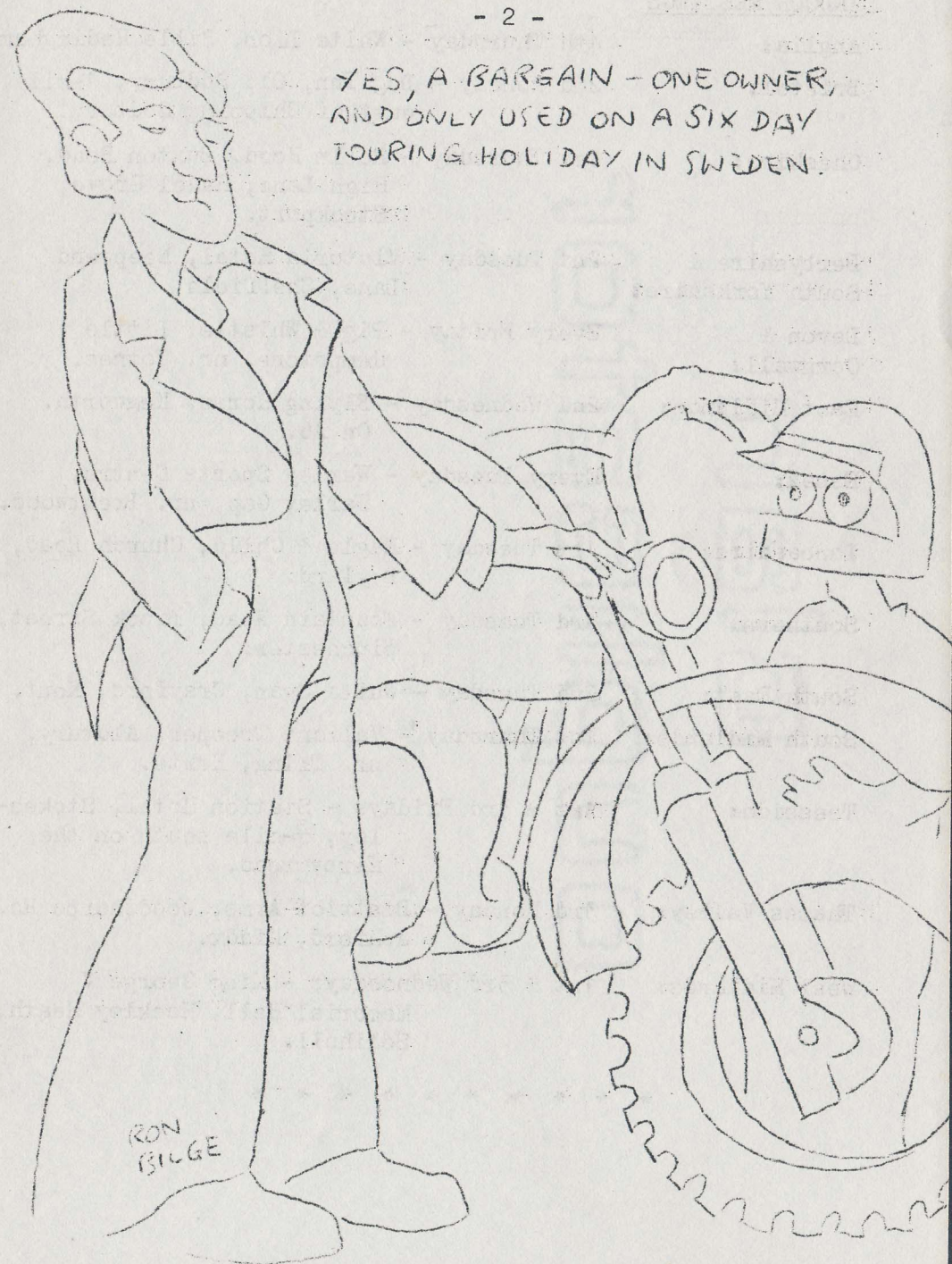
BULLETIN NO. 66 - SEPTEMBER 1978

FORTHCOMING RUNS

| | | |
|------------------------------|------------|---|
| Cheshire: | Oct. 29th | Contact David Eaton, 125 Victoria Rd., Northwich. |
| | Dec. 10th | As above. |
| Cumbria: | Oct. 22nd | Ambleside run. 10 am at White Moss car park, Rydal. Max. 8. |
| | Nov. 19th | 10 am at Kirkby Stephen Market Place. |
| | Dec. 10th | 10 am at Kendal Railway Station. |
| Derbyshire: | Oct. 8th | 10 am at Baslow, contact Ian Dunsire. |
| | Nov. 11th | Pre-AGM run. Contact Ian Dunsire so enough run leaders will be there. |
| East Midlands: | Oct. 15th | Lincolnshire run. 9.30 am at Byards Leap, nr RAF Cranwell. |
| Northumberland, Tyne & Wear: | Oct. 15th | 10 am at Morpeth centre car park. |
| | Nov. 26th | 10 am at Hexham railway station. |
| Southern: | Sept. 24th | Contact Alistair Flew, tel. Broughton 311. |
| | Oct. 22nd | Joint run with Bristol Group. Contact Peat Gleed, tel. Compton (Berks) 441, Ext. 295. |
| | Nov. 26th | Newbury area. Contact Peat Gleed. |
| | | |
| South Midlands: | Nov. 5th | 10 am at High Street, Baldock, North Herts. |
| | Dec. 10th | 10 am at the Rookery Cafe on A1000m south of Hatfield, Herts. |
| Teesside: | Oct. 8th | Wykeham Forest run. 10 am at Ruston. |
| | Nov. 5th | North Yorkshire moors (west) run. 10 am at Osmotherley. |

* * * * *

YES, A BARGAIN - ONE OWNER,
AND ONLY USED ON A SIX DAY
TOURING HOLIDAY IN SWEDEN.



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 & South Yorkshire: 2nd Tuesday - Victoria Hotel, Neepsend Lane, Sheffield.
- Devon & Cornwall: Every Friday - Pig & Whistle, Little Hempstone, nr. 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

Our General Secretary has finally seen the light and defected to the South. He has ridden all the best tracks in the UK up North and is now going to try the best tracks in the UK down here! Welcome Bruce.

Bruce Roberts,
36 Rosemary Drive,
Bromham,
Bedfordshire. Tel: Oakley (02302) 3139.

Please would ALL members who wish to attend the AGM (11am on Sunday, 12th November, Castle Hotel, Bakewell, Derbys.) tell their Group Rep and will all Reps let Bruce know numbers by 30th September so that he can arrange adequate catering. Ian Dunsire will be pleased to hear from members to confirm that they wish to ride in one of the green lane runs organised by the Derbyshire and South Yorkshire Group on Saturday, 11th November (the day before the AGM) - again, before 30th September please, so that Ian can sort out enough run leaders. If anybody needs accommodation over the weekend let Ian know NOW.

Hugh Davidson has completed his printouts of Scottish tracks. About 20 tracks are described, including the Corrieyairack, and Gaiack and Minigaig Passes. Any member who would like to read up on Scottish trail riding send 25p. (to cover postage and production) to Hugh at Tigh-Na-Coille, Alexandra Terrace, Forres, Moray. IV36 ODJ.

I have had a letter from Charles Shippam of the Sussex Rights of Way Group who represent green lane users in the widest sense - trail riders, horse riders and walkers. Mr. Shippam would like some help clearing lanes in Sussex, so any axe wielding toughies who wish to help cement East/West relationships (for East/West read: Horse/Bike) in Sussex, please contact Mr. Shippam at Laybrook Farm, Goose Green, Pulborough, Sussex. RH20 2LN.

HowardsWadsworth is willing to put on weekend runs in the Yorkshire Dales over the next few months if enough people are interested, primarily for members who are not from Howard's area.

As I have been dragged from moor to crag by the smell of Howard's exhaust and the sight of his "Yes, we're going the right way" wave from the bottom of a drainage ditch, I can recommend one of his weekend trips. Contact Howard at 7 Hammond Road, Knottingley, East Yorkshire.

Nick Walker.

* * * * *

GROUP NEWS

BRISTOL: Rep - Simon Northeast, 30/31 Richmond Terrace, Bristol. BS8 1AD. Tel: 0272 33493.

Report sent in by Group Secretary Geoff Barfoot.

At present the Group is going from strength to strength, with good turnouts on runs and club nights.

Our July camping weekend in Wales was well supported, with a total of about 20 present. One TRF member from Cambridge took me rather literally when I told him over the telephone that we could fix him up with tent space. He arrived minus sleeping bag, cooking utensils, food, etc. - said he thought everything would be laid on like an hotel. Next time you'll have to be better organised, Frankie. Ron from Stroud on his Bultaco provided the entertainment on the second day by falling off into a river, not just once either! We certainly had an enjoyable time and actually camped at the Municipal Site in Rhayader. The site warden is not anti-motorcycles and if any of you other Groups are planning a trip to Wales, there is no need to pre-book.

By the time this report is read some sort of winter programme should have been arranged.

By the way, any of you contemplating taking part in the MCC Edinburgh, Exeter or Lands End Trials for the first time will be pleased to know that if they are insured with Norwich Union, their policies cover these events. If you send a copy of the MCC Standing Regs to your local office they will issue you with a letter of confirmation if you require it.

DERBYSHIRE &
SOUTH YORKSHIRE:

Rep - Ian Dunsire, 1 Lodge Drive, Harley,
Rotherham, South Yorkshire.
Tel: Barnsley 742475.

As Brian announced last month, I have taken over the job of Group Rep to try and ease the pressure that he appears to be under at present by leaving him free to concentrate on his national RoW matters. The Group passed a vote of thanks to Brian at the last meeting for all his efforts over the last nine years.

Three changes have occurred in the last month that are worthy of a mention. Firstly we have changed our group name to include South Yorkshire since most of our members now come from that County, whose officials have a refreshingly helpful attitude towards our RoW work. Secondly, our 'Good Beer Guide' expert, John Shearer, has managed to find a new meeting place, and not before time. The Hare & Hounds has served us well in the past, but is too cramped and noisy to accommodate the planned expansion of local membership. From September onwards we will be meeting at the Victoria Hotel, Neepsend Lane, Sheffield, in an upstairs room that can hold up to 70 people (at a push). Unfortunately, the new venue has forced the third change of the month, which is that we now meet on the second Tuesday of the month.

The group has entered the construction business with several members re-building a broken bridge on a popular lane near Hassop. (Derbyshire CC has been informed.) Last months group run made use of some of the recently claimed South Yorkshire lanes which provided a most enjoyable days ride.

Looking ahead to the AGM, if anyone is having trouble arranging accommodation, please let me know and I will try and make arrangements locally. Please let me know numbers for the pre-AGM run so that sufficient leaders can be organised - we have to keep party numbers down on these sensitive Derbyshire lanes. We look forward to seeing you all.

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

Report sent in by John Gillett, Group RoW Officer.

At the September meeting the talk turned to having a competition section within the TRF. The discussion got rather heated, with both sides giving good reasons for and against. As the hour was getting late, it was decided to have a full debate at the October 3rd meeting. It was said that a vote will be taken after the debate, so will ALL TRF members in Lancashire/Greater Manchester/Merseyside and those members who live on the borders of the above please attend.

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SOUTHERN: Rep - Mike Fisher, 7 Manor Close, Totton,
Southampton. Tel: Totton 2457.

Report sent in by Peat Gleed.

Despite our non-appearance in the Bulletin, the Southern Group is still alive and well. Attendance at evening meetings is down a little, but this is usual in the summer and another change of venue could be a help as the disco downstairs is a bit loud. Runs have been organised for days and evenings with the light nights.

Alistair Flew has been busy attending Public Enquiries in Wiltshire. One encouraging note on this front is that it has taken five years to get through a third of the Review, so we shan't be thrown off the lanes there for some time yet. In Hampshire - a county that is on our side - we are surveying all the RUPP's and any lanes that we think should be upgraded. This is at the request of Peter Freeson, the RoW man, as he wants our views on what should and should not become byways.

We have recently had a go at some lane clearing as well. The general opinion on this is that it is not a touch on lane riding!

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BRIAN THOMPSON'S R.o.W. BIT

The County Road over Middleham Moor in North Yorkshire was closed at Leyburn Court on August 25th. This was an all-TRF fight as the ACU and BMF had withdrawn all objections following threats by landowners to withdraw trials land permission. 20 TRF members attended, including Peter Plummer and former Bulletin Editors Geoff Diamond and Dave Jackson. TRF witnesses were Treasurer Howard Wadsworth, Teesside Group leader John Law, Cheshire Group RoW Officer Vernon Leigh, Dennis Taylor and John Bloomfield. In answer to members' complaints that no details of the new adjourned date appeared in the Bulletin, I can only say that the Editor chose not to publish this. He is in good company, because Motor Cycle and Trials and Motocross News also saw fit to drop the story. Too hot to handle, I suppose! The ACU and BMF, anxious for the TRF to also pull out, put the pressure on. My gratitude then to Geoff Diamond, who put the item in Motor Cycle News, and to Peter Plummer who did his best to get T & M News to publicise the shady goings-on.

The TRF Executive Committee all agreed to go it alone without the ACU and the BMF and risk the threat to Yorkshire Trials such as the Scott. They asked me to represent the TRF, which I was pleased to do. We gave North Yorks. CC a good fight, and I hope that next time our ACU and BMF colleagues will join us in the fight to save green lanes. The case was weakened due to the lack of local ACU use witnesses who had withdrawn. The Clerk of the Court told me afterwards that the Town Council had recognised that the TRF ~~were~~ responsible riders and suggested we ask the Town Council for permission to use the lane for TRF members only. He also said that we should adopt certain policies re Dales green lanes to protect our interests, but the TRF (and ACU/BMF) does not have a proper RoW rep for the popular Dales area. So I am lumbered with this job on top of Derbyshire and national little RoW jobs. In addition to pleas for a National Parks Rep, please Mr. Editor add this to the list of vacancies. Many problems exist in the Dales which are not dealt with - lanes blocked for years, little research on bridleways used every weekend.

I have just been informed that three years ago a lane near Skipton was closed by order of a PARISH Council! Local riders and the ACU meekly accepted this! Several members in Yorkshire have the skills to take over - one day I am going to cry enough.

A great need exists for a TRF group in the Leeds/Bradford area - the Derbyshire Group would be pleased to welcome them.

Staffordshire. Mike Rowley, your hard working Hon.Solicitor was given permission to seek Counsel's opinion as to an appeal to High Court following the many RUPP losses. This opinion, which cost £162., recommended not to appeal and sadly this means that Councils have the power to downgrade all RUPP's quite lawfully, but what Counsel (Leonard Hoffman QC) does say is that the Special Review had no power to extinguish vehicular rights. This is the best news for many a year. It means that even if a RUPP is re-classified as Bridleway, despite a Public Enquiry we can still lawfully use it, but we must be ready with evidence of use or old maps to prove these vehicular rights in a court or to answer a High Court injunction from a landowner. This we must prepare and be ready for! It means that such great lanes as Gatesgarth can still be used even if they stay as Bridleways. We are seeking a further opinion to clarify this new position, that Rowley and I (together with Dick Marshall) have strongly suspected for some time. It means that we need not fear Special Reviews any more. I can supply a copy of Counsel's opinion to RoW Officers on request.

Somerset. County Hall plans to turn 350 RUPP's into Bridleways as a 'sanctuary' for horse riders and walkers. They think that the Special Review extinguishes all vehicular rights, even on Unclassified County Roads and Awarded Roads. Quite wrong! Armed with Counsel's opinion, I have told them that they have no power to do so. I have evidence that in the '50's they unlawfully converted 100 County Roads into RUPPs, and these are now Bridleways. Like Staffs they are completely rejecting Government recommendations to make RUPPs into Byways.

Using one of the BMF MPs, Peter Shore is being made aware of the rejection of 44/68 at the Dept. of the Environment. We think Somerset has broken the law and hope to convince them to start their review all over again, or at least convert the County Roads back. All this is a big job! Riders should offer their help to Fred Furlong, 88 Bauntons Orchard, Milborne Port, Sherborne, Dorset. Geoff Burt is also helping, along with the Bristol TRF Group. Send individual objections to the D of E, Froomegate House, Rupert Street, Bristol, by October 31st. A general objection to the 180-miles downgraded will be OK in support of official TRF objections.

Derbyshire. When the bridge on Hassop RUPP No. 6 fell into the river, the Group knew that County Hall would take months to repair it, so members spent a day with stones and cement and fixed it. I then told the County Council to inspect their bridge, now repaired at a cost of £15. No reaction yet, but I expect to get no thanks, just a rocket for acting without permission. The Mason case has, according to the County Council, closed County Roads that happen to be also footpath status. (Devon and Cheshire Reps note.) I have told them 'Rubbish', and we continue to use them. The Thornhill/Ladybower FP/OCR lane has an obstruction that they refuse to remove. Next trip that way, do feel free to remove the wire fence in order to proceed - the TRF will support you in Court.

North Wales. Someone needed to visit Clwyd County Council in Mold to inspect draft Special Review maps. Volunteers forward!

Evidence. A recent test case brought by the BHS as to how long user evidence can be admitted at Public Enquiries was decided in the High Court on July 26th, 1978. Known as the Stewart case, it ruled evidence of use before the last relevant date of the definitive map is now admissible. Before, it had to be use since the date of the last Review or initial survey relevant date. Good news, for which we thank our horse society friends.

Misleading signs. Peter Lockwood (last mag) asked for advice re erection of 'Private Road - Public Footpath' signs going up on the popular OCR Tenterhill Lane in Staffs. It is an offence to erect a misleading sign under Section 57, Countryside Act 1968. Inform County Council at once. (Cheshire Group please note.) The erection of such a sign is the first step towards closing the lane and failure to object will be used against users. If necessary, after all else fails, remove the sign yourself - but don't get caught! Ignore all requests from farmers that riders must ask permission before using public roads. If you agree, this will be used against us, and lanes have been lost because riders did this too readily in the past. Remember all riders are the eyes and ears of the County Council and it is your duty to report all such matters. Don't leave it till next time, or for the other chap. If you are unsure ask me for advice - that is my basic job and I want to help you to help yourselves and thus save green roads for the next generation. I am never too busy and it is all free and part of the service, folks! (After 7 pm if you can, let me have my tea in peace.)

Marking of maps. This has become too much for me and has sometimes meant neglect of more urgent RoW jobs. Although I have for the past 3½ years regarded it as part of the service to members, it has to cease. However, Mrs. Thompson, in return for a small consideration of £1., will copy out all lawful tracks on to your 1" maps. Cheques, P.O's, etc., to Mrs. J. Thompson, please. Before you shout abuse, remember she never complains at the many telephone messages or at the constant clack-clack of the typewriter at all hours that ruins the peace, and our love life. Or at the hundreds of papers under the bed, in the wardrobe, in the cupboards, etc., etc! She can do Derbyshire (most popular), Yorkshire Dales, North Yorkshire Moors, East Yorkshire, Lake District, West Yorkshire and South Yorkshire. Be warned though that lanes are closed and downgraded from time to time (subtract Middleham Moor!). Most other counties have all their RUPPs on the current OS maps, but not Yorkshire. No county has County Roads on and a visit to County Hall is the only way.

For the AGM in Bakewell I have asked Bruce Roberts if I can provide a film show and he agreed. This will be 40-mins. of TRF runs in the North, Dales, Derbyshire and the Lakes, plus Pete Stefanski's 10-minute Lakes weekend film. Might be before or after the meeting. MINE will be the uncensored version (oh la la!) not the clean version as shown to the Countryside Commission!

Brian Thompson, 39 Warren Road, Thorne, Doncaster, South Yorkshire. Tel: 0405 814388.

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WIDER AIMS OF THE TRF

It is important that the TRF starts to look around for allies in its fight to preserve green roads, and it was with this in mind that suggestions have been made to change the name of the Trail Riders Fellowship, this being the subject for discussion at the next AGM.

There is a very convincing argument that the TRF is now becoming known by that heading, and to change names would be detrimental. If this is so, then may I suggest that the TRF sponsor a parallel organisation along already suggested lines, i.e. SPaR (Society for the Preservation of Ancient Roads), in order to attract those who are sympathetic to the preserving of roads, full stop! There are a number of people and organisations who would put their weight behind us in disputes over downgrading of roads, notably the Commons and Footpaths Preservation Society, a powerful and nationally recognised body who, although having no motorcycle interests, would still wish to see the retention of old highways.

The realities of life mean that if the TRF is to remain isolated in fighting civil servants (who use our money to fight us) on lane closures, then there will be no TRF and no rideable lanes within a decade. Brian Thompson can produce page after page of evidence which shows that some councils will close all their lanes to vehicles (e.g. Somerset) despite any evidence or reasons which we may produce.

It is therefore of paramount importance that we gather more strength behind us to fight these highly immoral bodies. I ask, therefore, that members give at least a few minutes thought to the idea and, if possible, express an opinion either in the mag or at the AGM.

Howard Wadsworth (Future Redundant Treasurer)

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OUR PUBLIC IMAGE

Comments on the recent TRF Lake District weekend and in the WTRA magazine prompt me to reply.

Several riders say that riding is best in the winter when the lanes are free from people, even though we have a perfect right to use them all the year round. How, may I ask, are we to become recognised by the public if we keep clear of them? No wonder they never see riders if we are not there in the summer months. No wonder our appearance round a blind corner startles them if they are not used to seeing riders on 'their' green road.

We must ride all through the year on the 'popular' roads like Garburn and Grwyne Fawr. Even the pony trekkers may get used to us in the end! Don't just ride past, stop and chat, look at the view. See the other man's point of view and put yours across too. Is it not tantamount to an admission of guilt if we get out of the way as quickly as possible or just never appear where other road users are? What have we to be ashamed of if we have a well silenced bike, ride carefully and with consideration and obey the country code?

David Howe.

* * * * *

Minutes of the third Executive Committee Meeting, July 15th.

Secretary's Report: The Earl Howe and Lord Lyell have made representations in the House of Lords on our behalf in respect of the Ridgeway. The Secretary has visited the Essex, Thames Valley and South Midlands Groups and was pleased to record the efforts made by the latter two Groups in raising funds. The Secretary was impressed by the facilities afforded the Essex Group at the Warley Sports Centre.

Treasurer's Report: There is £1,000. in the Fighting Fund, of which £250. is reserved pending the result of the appeal against the recent court decision in Suffolk. The balance of the ordinary account stands at £1,567.14.

Editor's Report: The Editor requests that someone from any Group not regularly represented in the Bulletin write in describing the activities of the Group.

Membership Secretary's Report: A list of members is now ready for publication in the Bulletin. (Now being duplicated - Ed.) Articles in Bike, MCI, Sunday Times and The Guardian, plus a free ad. in Motor Cycle have brought in new members.

Rights of Way Officer's Report: Subject well covered in Brian's column!

National Parks Rep: No offers yet.

Change of name: Going on the AGM Agenda.

Aim/Purpose of the TRF: The meeting agreed to consider means of promoting membership, not through creating a competition section, but by encouraging the establishment of new Groups and encouraging the growth of present ones. An item for the AGM would be "How we run the TRF" and there would be a discussion on the autonomy of each Group.

Any other business: The TRF is renewing its annual affiliation to the BMF.

Family Membership: To be on the AGM Agenda.

Next Committee Meeting: 1.30 p.m., 14th October, 1978, at the King George V Memorial Hall, Hockley Heath, Solihull, West Midlands. Items for the Agenda by Oct. 7th to Bruce Roberts. Also by the same date, resolutions for the AGM.

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LETTERS TO THE EDITOR

22 Chesterfield Road,
Basingstoke, Hants.

Dear Mr. Editor,

Surely it must be a tongue in cheek suggestion for a change in name to SPAR? On Southern television each evening they advertise a grocery and vegetable supermarket chain with the name SPAR.

A change of name to SPAR might lead people in the South to think we are part of that supermarket or even part of its produce. What is wrong with the initials TRF anyway? They are becoming known by a few people through the Press. They also make a good conversation opener for those curious enough to ask.

Yours faithfully,
Laurie Hopgood.

* * * * *

Heather Cottage,
Farnhill,
West Yorkshire.

Dear Nick,

Returning from a holiday in the Brecon Beacons area, it strikes me some TRF members might like to know that the Youth Hostel at Staunton-on-Wye, between Hay and Hereford, welcomes motorcyclists - who must, of course, be members of the YHA. The warden is a motorcyclist, his brother races them, and he says the country north of the hostel is riddled with green lanes. It's a large rambling house with room for many, even in a busy holiday period, and a glance at my OS map confirms that indeed Radnor Forest to the north has many tracks, as well as being most beautiful and unvisited country, as I found when camping there with my old Bantam in the '60's.

Some other brief comments on recent Bulletin matters: SPAR happens to be the name of a chain of grocers, a fact probably not known to lucky males who do not have to bother with shopping. I would favour Green Laners Fellowship, as being not too different from TRF - GRF instead. I don't see Fellowship is any more archaic than Society for the Preservation of... You could make it Green Laners Association - but that sounds a bit like a local authority - GLA. The pedal cycling equivalent of the TRF calls itself the Rough Stuff Fellowship - RSF, but I wouldn't go so far as to sign oneself Yours in Fellowship, which I found a bit daft.

If family members are to have concessions, how about a reduced OAP sub, which many clubs apply? We are at least as hard pressed, financially, as most families, and of necessity our riding is limited, but we can still try and help support the cause - as long as we can find the sub. - there can't be that many of us in the TRF anyway.

Yours,

Margery Price.

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GREEN ROADS SURVEY BY THE CUMBERIA GROUP, March 5th 1978.

This survey was intended to be a public relations exercise for the motorcycle riders in the Lake District area. To my knowledge it was the first ever event of its kind. Four groups of two persons (three groups of riders, one group on foot) visited the following roads: Unclassified County Maintained Roads at Owlets Nest, Tilberthwaite (both on foot), Garburn, Stile End, Sadgill, Grizedale Forest, Walna Scar, Arnside Intake and Park Head (all on bikes). The survey was enjoyed by all the interviewers. One surprise was that it was the first really hot day of 1978, which really brought the crowds out. Indeed, more people were met on this day than ever before on a Lakes trail ride. Therefore many people were available for comment - indeed, on Garburn there were too many. I hope that the walkers enjoyed the survey - for many it was their first taste of trail riders.

1. 48 individuals were questioned. Many people didn't realise that they were out walking on a public vehicular road. This was because it looked, in their opinion, like a footpath or bridleway. Perhaps better, more explicit signposting would help. The 'Unsuitable for Motors' sign only implies that vehicles can use the road. A 'Byway' sign may be better.
2. Only 18 people wanted vehicles banning from green roads. (37%)
3. Of the 22 who had seen vehicles on green roads, only 6 had been annoyed. (27%)

4. Most people who had been annoyed were upset by noise, smell and intrusion. Presumably a parked bike on a green road would offend.
5. 42 out of 44 were fell walking. 4 were bird watching, taking photos or working.
21 were walking between 5 and 10 miles (or over).
22 were walking under 5 miles.
1 person was out for a 25-mile day.
Only 6 people were really out on a fell walk (about 10-miles.)
Most people could be said to be 'strolling'.
6. Members of the various pressure groups did not always give party policy.
RA members: 3 out of 5 wanted downgrading.
Friends of the Lake District members: 1 out of 2 wanted downgrading.
The sole National Park warden wanted downgrading.
Only 8 out of 48 belonged to a pressure group.
7. All people were over 18 and the majority over 40 (est.)
8. Frequency of visit: Weekly 8, monthly 8, annually 5, first visit 2, up to 6 times a year 7, 'frequently' 9.
9. Only 4 people were prepared to attend a Court or public enquiry over the downgrading of a road. So perhaps the majority of walkers either did not feel strongly about motors or were prepared for the pressure groups (of which they were not members) to fight for them.
10. Only 18 belonged to a club: RA, FoLD, CHA/HF, NT, Natural History (about 3 people each.) It seems strange that not many of the run of the mill members are in the RA or FoLD. Who do they speak for?
11. 29 visited all areas of the Lakes. 6 admitted being locals.
12. The most adamant group of walkers was met on Owlets Nest. Perhaps this was because the interviewers (female) were on foot.

Some people may not like to tell the whole truth to riders - some did say this - but why should responsible country goers go in disguise to get the truth?

* * * * * David Howe.

RUN REPORTS

DALES WEEKEND - April 1st/2nd, 1978.

Saturday saw all parties meet at Ravenstonedale to ride the northern part of High Way, but owing to Howard Wadsworth's slight miscalculation, rode a bridleway - after asking the farmer, I may add. However, a diversion by fording the River Eden brought us back on to the right track at the Thrang. Then onwards, by High Hall, a once prosperous inn on this very busy 17th century main road, but now a forlorn ruin, on to a narrow winding ledge which set many hearts fluttering. The final part was the steep descent to Cotterdale where we met John Law chugging up the hill to meet us. Then it was on to the beautiful Moor Top Road which Brian Thompson said was nearly the best track in Yorkshire.

After a splendid lunch in Hawes it was onwards under leaden skies and a steady downpour to the next lane where there was much blood, sweat and tears. On then to the suicidal Carlton Moor Road, suicidal because of a washout with several hundred feet drop. However, many falls and broken chains later Carlton village was reached, to take the road which led us up to the famous Bradley Moor, Morris Tate having to return by road as he had become clutchless. Then Howard did his usual trick of attacking the drainage ditches, the laugh being on him as he was first in one. By this time the rain was bucketing down - it is a fact that the rain in these parts is the wettest in the country and this helped to make the next length of green track very lively. Brian said this was the best track in Yorkshire. Finally, it was a long cold ride back to base, with spirits dampened to say the least.

Sunday started fresh and fine. The first track was the challenging Widdale Foot to Monkey Beck Grains road with its varied surface and beautiful views down into the valley, and even Nick Morgan agreed with Brian when he said this was the best track, etc., etc. The final track took us under Ribble-head viaduct. It was here that the XT suddenly developed expensive noises in the kickstart department, forcing Howard to return to base by road while the rest continued.

Finally, I must refer to the way Brian Thompson impressed everyone by the way he rode his 12/6penny wonder, almost the whole weekend one-handed, but kept up with everyone. The sight of his one-handed wheelies was amazing to behold. However, it must be told that his bike was fitted with - wait for it - a KNOBBLY!

Howard Wadsworth.

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LAKE DISTRICT RUN - April 9th, 1978.

Mike Hill led one group, Peter Corbett and I led the other. 9 of the 15 riders were from the Lancashire TRF. The first lane was from Selside to the Sadgill road; this lane was travelled along easily. The next lane was the famous Garburn Pass - I dropped my Honda halfway up, as usual. At the bottom we passed two hikers (middle aged) who managed to get to the top before half the group did - the tortoise and the hare! This was a superb lane. Next the Eltermere to Little Langdale lane, but then trouble struck. At the next lane, across the River Brathay, Colin landed on his ear, drowned the bike and received a boot full of water. 10-minutes later, when he had fixed the bike, a voice said "Three-quarters of an hour to closing time", so we proceeded from the ford to the inn at Newfield.

After dinner we headed south to the Park Head Road where I managed to turn my bike upside down. Then on to the Walna Scar road. I got a move on to have a rest at the top and it was 15-mins. later when out of the mist came the CZ 175, running rather hot (the rider, that is) followed by Keith on his XT 500; this man never seems to get tired. Grizedale Forest was next and we met one of the smelliest bogs in England. The big bikes laid the power on and flew across; I managed to get the front wheel on dry land and the back wheel stuck in the bog.

Allan (TS 125) went one better and got stuck right in the middle. And so into the forest, which was still muddy, making wheel grip very hard to find. This track done, we headed to the Lake Windermere ferry - having crossed the Lake, we did the track known as Green Lane. The time was then 5.15, so we decided to call it a day. It was agreed by all that it was a great day out, the only trouble being that the conditions were dry.

Lastly, the Group would like to thank the members of the Cumbria Group for researching these lanes.

John P. Gillett.

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PENRITH RUN - April 16th, 1978.

The first lane was short - in the village of Thorpe, near Tirril. Further west from Pooley Bridge the Askham Fell-moor Divock road led over the moors, giving good views down Ullswater. A long tarmac stretch through Lowther Park brought the riders to a lane at Culgaith. The next road was the longest of the day and formed part of the Roman Road from Hadrian's Wall to Kirkby Thore, called the Maiden Way. It cut steeply up from Kirklands on to the Pennine tops, over Melmerby Fell (2,000-ft.) to the A686. Lunch was taken here as John fettled the SWM - the chain adjuster had snapped.

Next was the Long Cross Road, with its ancient milestone, over into the Allen Valley, then over the river to Limestone Brae. Southwards now to the Black Hill/Nenthead Road and by Dowgang Hush to Garrigill. The Pennines were re-crossed by the Corpse Road to Kirkland through several snow drifts. After lanes at Townhead and Broadmeadow the main road was taken back to Penrith.

David Howe.

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THAMES VALLEY RUN - April 30th, 1978.

At 10 am on a gloomy Sunday morning, 10 members gathered at West Horsley. Amongst the machinery present were 3 Triumph powered machines, one of which was my Cheney, out for its first bleeding, or mudding, or something.

The first lane at Jury Farm proved sticky and nobody got through without stopping.

Mick Evans had a creditable attempt, slithering from side to side with his feet firmly on the pegs, but a thorn bush arrested his progress. The lanes then improved until we reached Hook Wood. At this point Colin Fern's Adventurer poured on so much power that his chain adjuster gave in under the strain and we were obliged to say goodbye.

However, we were now joined by two new lads - Tony Buckingham and Ron Warley - on their immaculate XT 500's. Nice to see you, lads. We pressed on through the pretty village of Shere, taking in some interesting lanes to the lunch stop - the Windmill at Pitch Hill. I recommend this hostelry to all trail riders for a warm welcome, super sarnies and real ale. (Northern types please note.)

Suitably refreshed, we tackled the gully up to Leith Hill, a tricky climb with a rivulet criss-crossing and numerous trees and logs just to make things interesting. Full marks to Peter Jones and son Graham who gamely tackled this on their trials outfit. Onwards to Coldharbour Common where Peter Sheppard got carried away on the loose sandy surface and tried to emulate Eddie Kidd, but without a bike! That went its own way and looked rather sad. My thanks go to John Collins for staying behind when a wire came off my Cheney. All in all, a good day on the trail.

David Rickard.

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DEVON RUN - May 1978.

We had a grand day out near Totnes; first lane was an old Roman Road, at one time used by the West of England clubs as a trials section, now a bridleway. Do mountain goats have bridles? A good sump cracking time was had here. One RUPP runs high up along the side of a deep river valley. Unfortunately, there is no evidence unearthed as yet to upgrade this gem from footpath. Many gates and moveable barriers were found, but no fixed obstructions.

One highspot of the day came while pushing the bike through a section where brambles and branches had grown across to form really obstinate jungle conditions. Excited faces came in sight gathered in a clear patch just ahead. From the big boots, plus-fours, compasses hung round the neck and maps in little plastic envelopes, we saw our time was nigh.

Trapped by real ramblers with no escape! However, we had a friendly chat, commiserated about the County Council's non-maintenance policy, and went on our way with sound advice from one of them to "Get some speed up through Alston mire or you will never make it."

On the last RUPP of the run we discussed with an unfriendly farmer various RoW points. This person told us how walkers and horses went all over the field, picnickers set light to the corn, etc., etc., and then owned up that he himself had demolished the bank to enlarge his land!! This one has got lots of evidence and I also have some for another destroyed lane on the same farm which has been brought to the attention of the RA. After this we came back across the Dart ferry and were only 2-hours late for tea after 60-miles of fun and adventure.

* * * * * Geoff Burt.

CHESHIRE GROUP ON SAFARI - MAY 1978.

On a small barred gate near Fort Augustus a notice proclaims "Wades Road to Laggan", some 20-miles of rockery with fords, bridges, steep climbs, switchback bends and snow, climbing to 2,500-ft. During the 'Scottish' Ron, Peter Potts (250 Suzuki's) and yours truly on the MZ 7 Day Original decided to storm the Corrairack Pass, as it is otherwise known. The weather was rotten, but initial progress was good - gradely grit in them thar hills - boulders to you, then came the snow drifts, several feet deep. We cleared the first few and Peter was found at one stage up to the seat in snow, but the summit was reached with visibility down to 20-yds. Here the road disappeared into a huge snowfield, discretion became the better part of valour and we turned back. A defeat like that is hard to take, particularly for an MZ.

The following day - fine and bright - we tackled the Pass from the opposite, Laggan Bridge, side. A few miles of narrow metalled road started the lead in and then the boulders came thick and fast. Several fords followed, with the inevitable cylinder head cooler thrown in.

The track swiftly climbed into a series of switchbacks and then the snow drifts - again. With the sun beating down it became an increasing effort to get the bikes through the drifts. With the sweat rolling off, we reached the start of yet another huge snow field and I decided to walk on and find the summit after shedding jacket, helmet and gloves. A snowfield some 300-yds. across and of unknown depth combined with the severe gradient was to defeat us again - so near and yet so far. The fact that we had come 400-miles to ride this Pass and 400 to return must rate as an epic trail run, but if the chance to have a go again and conquer the summit presents itself, we will be there.

John Ward (250 MZ 7 Day Original).

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LAKE DISTRICT WEEKEND... or: THE SUPERPUMP SAGA - MAY 20/21.

The eighth Lakes weekend since 1970 and about the best ever due mostly to the sunny, dry (too dry) weather. Howard Wadsworth was due to go, but called it off because of family illness. Riding the same bike up on the 140-mile journey, spending two hard days on the toughest trails in the UK and riding it back again demands the utmost confidence in one's machine. This I did not have! Arguably my £20. MZ 150 converted roadster is the worst trail bike in the TRF. Having raised the gearing for the journey, I soon settled down to 55 mph cruising on the A1.

However, the Lakes greeted me after 3½-hours without any bother, and I welcomed Dave and Kathy Howe (125 Hondas), Pete Stefanski (125 Suzi), Gerald Smith (250 Harley Davidson), Mike Greening-Lewis (500 Ariel) and, even more adventurous than me, Pete Wolster, riding his 1957 Greeves Scottish all the way from Sheffield. The others were using trailers. Saturday was bright and sunny and joined by Bob Eggleston (250 Kawasaki) and Cliff Brown (125 TL) we set off. It was a bad start for me. I fell off on Dale Bank. Next came a front wheel puncture on St. Johns, repaired in 20-minutes with the aid of Mr. Hill (ta) and the MZ superpump. Superpump is a connector-less device that all agreed was the best thing about my MZ.

15-minutes later on the Old Coach Road out of Threlkeld Mike's Ariel collected a front wheel puncture. He got a badly dented rim as a bonus. Hilarious attempts to remove the dent using a huge piece of wood were not a success. Good try Mike. After 10 minutes Bob announced (you guessed!) a front wheel puncture. Now the going was hard, dry and stony, but three punctures on two lanes was unprecedented. By the time the next lane was reached at Pooley Bridge, Pete announced (wait for it) our first puncture in the rear wheel and another call for Superpump. The lunch stop at the real ale pub in Brampton (recommended) became a puncture repairing orgy, and the MZ Superpump was the star of the show. The Ariel tappets also made a surprise appearance, and we applauded. All these goings on are, by the way, recorded for posterity on movie film, to be shown at the AGM along with other trail events.

After the real ale came the piece de resistance, the highlight of the year, the creme de menthe, Gatescarth Pass! Best green lane in the UK say all of us, and if the Public Enquiry into Bridleway status given at the recent Special Review goes against us, it will be closed to lawful riding. We were assaulted by a woman vigorously claiming we were on a footpath. She persisted and some lost their tempers, calling her a 'little Hitler'. I find it best to quietly explain and depart when tempers fray. The MZ was badly overgeared and I had to slip the clutch all the way up this 1 in 2 super climb. The others had no bother in view of the dry going. Down the equally exciting other side into Longsleddale and over the Stile End into Kentmere. Then the notorious Garbourn Pass, declared a Byway. Fairly easy for most, though even the 125 Suzuki had to indulge in some clutch slip. The MZ again subjected to merciless clutch abuse and got stinking hot, yet suffered no ill effects and kept going. Cliff's turn to suffer a puncture now and a Finilec kept his front tyre up. Back at the billet at 7 p.m. with Pete's tyre down again. Close encounter revealed many rips in the cover and it had to be thrown away. A slick trials tyre discarded years ago was found and put into service.

So we claim an all time record of seven punctures in one day. Beat that!

The evening was taken up with film shows from Pete and self. Sunday, again bright and sunny, saw the rest of the party depart for Walna Scar, while Kathy Howe and I (this lad's no fool!) set off alone to meet them t'other side. I did not relish another massive clutch slipping session before the long journey back to South Yorkshire. At Walna Scar I could not resist a try up the steep bit and met the others coming down. The many hikers out were all amused and friendly. Easier tracks followed and the day ended at Bouth in another real ale pub. Not one puncture all day, to our surprise.

Back at the cottage to clear up and depart with final farewells for another successful Lakes weekend. No mechanical failures at all, not counting MZ footrests which needed frequent modification. Needless to say, the 150 did not let me down on the journey back. I had it singing down the A1 at 60 mph, running better than ever.

Thanks to Dave and Kathy for making it all possible. We have already booked the same ideal place for 1979. Commiserations to the 30-odd would be participants, especially Howard and Clive Pearson whose Suzuki broke down just before the weekend and had to cancel.

Brian Thompson (Superpump).

* * * * *

Because of the inherited backlog of run reports, I am still printing them three or four months after the event, and I know how annoying that must be to the authors. So to catch up I am afraid I will have to shrink some of them a bit. I will try not to lose their essence, but please try to find it in your hearts to forgive me if I have to chop out one of your best bits! I appreciate what it takes to actually get that report down on paper and I know you all like reading 'em.

Nick.

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ADVERTISEMENTS (Free to members)

FOR SALE: Ossa Explorer 250. Geared up trials machine with larger tank and seat. 'M' registered. Tax and MOT to June 1979. Really clean and well maintained (much better than Roger's.) £295. ono. Ric Andrews, tel. Harpenden 4107.

FOR SALE: Mikuni carb, £8. Right hand side engine case £10. Both for Ossa Explorer. Ric Andrews.

FOR SALE: 1974 Suzuki GT 380, immaculate condition, new Ferodo pads, TT 100's, wheel bearings, seat re-covered. MOT till June 1979. £420. Raymond Pittman, tel. Reading 860697.

FOR SALE: New 2.75 x 20 trials tyre, £8. Fits B40 or anything with the rare 20" wheel. SL 125 silencer, sound, £5. Brian Thompson, tel. 0405 814388.

WANTED: Folding footrests. Anything will do for my MZ WTRF (Worst Trail bike in the TRF). Brian Thompson, tel. 0405 814388.

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 St., Acton, London W3. Tel: 01-993 1164.

FOR SALE: Back numbers of the Bulletin. I have actually got some, starting from No. 63 (May 1978). Don't all rush, I haven't got that many! Please send 25p. (postage plus a bit back into the TRF) to Nick Walker.

EDITOR & DISTRIBUTOR

Nick Walker,
13 Central Avenue,
Hounslow,
Middx.

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