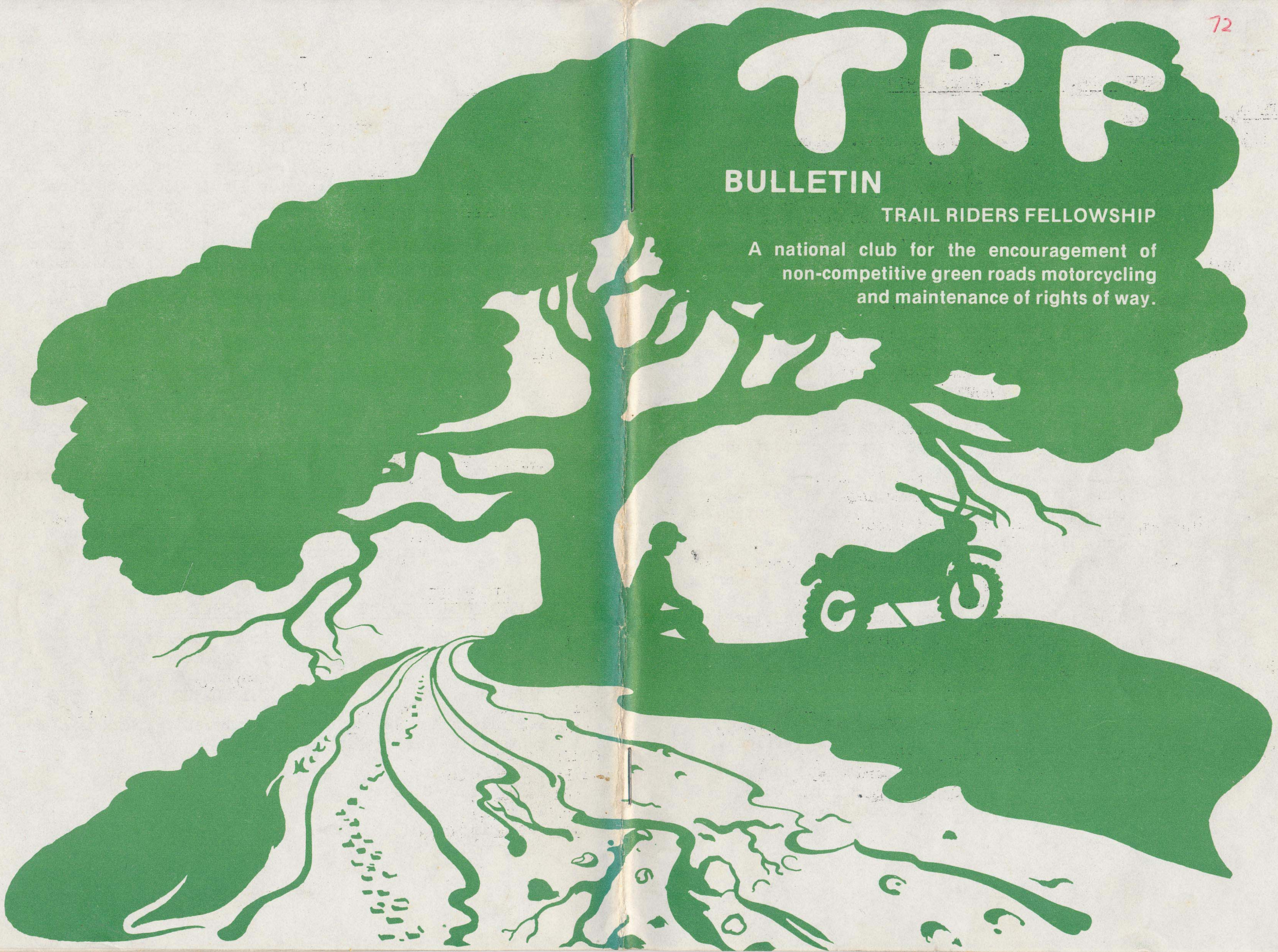


# TRF

## BULLETIN

### TRAIL RIDERS FELLOWSHIP

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





BULLETIN NO. 72 - JUNE 1979

FORTHCOMING RUNS

Bristol:	June 16/17th	Welsh camping weekend. Phone Geoff Barfoot, Dursley 3403, for details.
	July 22nd	10 am at junction 18, where A46 crosses M4. Lay-by on south side of motorway.
Bournemouth & Poole:	Monthly	Runs in our area. SAE please, to Stephen Russell, 56 Winston Ave., Branksome, Dorset.
Derbyshire & S. Yorkshire:	June 17th	South Yorkshire and North Derbyshire run; contact Ian Dunsire, tel: Barnsley 742475.
	June 19th	Evening run in South Yorkshire, contact Ian Dunsire.
	July 15th	Mid Derbyshire run, contact Ian Dunsire.
Cumbria:	June 24th	10 am at Settle Market Place.
	July 15th	10 am at Kendal railway station.
East Midlands:	June 17th	Details at Group meeting on June 13th.
	June 20th	Evening run from the Flying Horse, Kegworth, at 7 pm.
	July 15th	South Derbyshire run starting from Ripley, details at Group meeting on July 11th.
South East:	Monthly	Runs in Kent, Surrey or East Sussex. Phone Alan Jackson after monthly meetins on 01-778 5046 (home) or 01-357 2048 (office).
Southern:	June 3rd	Beginners run. Phone Henry Wilson, Chandlers Ford 60838 between 4.30 and 7 pm.

FORTHCOMING RUNS (Cont'd)

Southern:	July 7th	Afternoon/evening run between pubs. SAE to Laurie Hopgood, 22 Chesterfield Rd., Basingstoke, Hants.
	July 15th	Hampshire hillclimbing. Phone Nick Chalk, Eastleigh 618832.
	August 19th	Newbury fords run. Phone Peat Gleed, Compton 411 ext. 295.
Teesside:	July 8th	East Yorkshire Wolds run. 10 am at Sledmere.
	August 5th	Salter Fell and Slaidburn run. 10 am at the car park south side.

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EDITORIAL GUBBINS

TRF bits and pieces again.

Supersticker has had a price increase, one will now cost you 20 pence. "My God!" I hear you scream, but I am afraid the dreaded inflation can even strike deep in the heart of TRF-dom. Fear not, send a SAE to Howard Wadsworth, 7 Hammond Road, Knottingley, Yorkshire, enclosing a 20p note and he will expedite a Supersticker.

Posters, membership forms and information leaflets from Bruce Roberts, 36 Rosemary Drive, Bromham, Beds. Tel: 02302 (Oakley) 3139.

Back numbers of the Bulletin will set you back 25 pence (postage, plus a bit back into the kitty) from Big Ed Walker, 13 Central Ave., Hounslow, Middlesex.

My apologies to the Southern Group, I sent them back to their old meeting place in the last issue. They are, of course, meeting in the Grosvenor Hotel, Stockbridge. Sorry chaps and chapess's, my brain must have been working fully retarded.

Nick Walker.

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# INDOOR MEETINGS

- Anglia: 4th Thurs - White Lion, Sible Hedingham.
- Bournemouth & Poole: 1st & 3rd Mons - Dorset Knob, Alder Rd., Branksome, Poole.
- Bristol: 2nd Mon - Stanshawes Court Hotel, Yate.
- Cheshire: 1st Thurs - Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
- Derbyshire & S. Yorkshire: 2nd & 4th Tues - Victoria Hotel, Neepsend Lane, Sheffield.
- Devon & Cornwall: Every Fri - Pig & Whistle, Little Hempstone, near Totnes.
- East Midlands: 2nd Wed - Flying Horse, Kegworth, on A6.
- East Yorkshire: 2nd Wed - Kellingley Social Centre.
- Essex: Every Tues - Warley Sports Centre, Warley Gap, near Brentwood.
- Lancashire: 1st Tues - Eagle & Child, Church Road, Leyland.
- West Anglia: 3rd Thurs - Changing venue, contact Bruce Roberts.
- South East: 2nd Tues - White Swan, Crayford, Kent.
- Southern: 3rd Tues - Grosvenor Hotel, High Street, Stockbridge.
- South Midland: 1st Thurs - Lions Den, Hockliffe, on A5.
- Teesside: 1st & 3rd Weds - Station Hotel, Stokesley,  $\frac{3}{4}$ -mile south on the Kirby road.
- Thames Valley: 3rd Mon - District Arms, Woodthorpe Road, Ashford, Middx.
- West Midlands: 1st & 3rd Weds - King George V Memorial Hall, Hockley Heath, Solihull.

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# GROUP NEWS

BOURNEMOUTH & POOLE: Rep - Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset.

Well how about the weather, can't be bad can it? Of course everybody knows the sun shines in Bournemouth.

The Group here has at last settled down, thank goodness! Firstly we must offer apologies to the Bristol Group for the weekend that no-one attended. Secondly, thanks to Anne and Bill Riley for the maps dated 1805 etc. Our thanks also to the Southern Group for a wonderful days run in April.

The club night has been changed to a Monday, 8.30 pm same pub, this was due to Poole Stadium speedway being on a Wednesday. Run fees are now reduced to 20p for members and 40p for non members. I have visited several businesses and had a chat concerning a decent discount for our members with current cards. Road, trials and car tyres are available from All-Tyre Services, Sharp Road, Parkstone, Poole, tel: 0202 744985. Discount is 25%. Chains, bearings and oil seals available from ABC (Ashley Bearing Company), 580 Ashley Road, Parkstone, Poole, tel: Parkstone 746031. Discount is 35-50%.

Some two months ago I wrote a letter to the Dorset Chief Constable asking for information regarding motorcycle displays and training. I wished for the TRF to be able to represent itself at such displays. At least it seemed a good idea, but it would seem the police authorities don't - no reply has reached me. The Dorset police have been given instructions to prosecute any motorcyclist found riding on waste land and public land around Bournemouth and Poole. I wrote to and phoned the Chief Constable of Wiltshire asking for a police officer to accompany us on a Byway where an obstructing farmer lives. Again after two attempts the Chief Constable wrote that "we should not expect a police officer to accompany us". So much for the law of England I ask myself. These last few months have changed my views regarding our wonderful police state, I shall keep my other thoughts to myself!

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

The run on April 29th was from Hexham but only Ian Stitt (Wigton, Suzy 185) turned up. The route took in 85 miles on Northumbrian lanes as far north as Wallington and east to Prudhoe. Lunch was taken at the real ale pub at Horsley (Vaux beers).

Kathy and I will be out of the country in Washington DC from July 20th to August 30th. Please do not write to me between those dates as you will not get an answer!

\* \* \* \*

LANCASHIRE: Sec - Lesley Windsor, 10 Lincoln Ave., Bolton, Lancs. Tel: 0204 792743.

We now have someone to keep us in order, as we elected Keith Westley as chairman at our last meeting. We have not persuaded anyone to be Group Rep. yet, but there is still time. John Gillett is very active on the Row front and has recently received information on several lanes in the Bolton and Bury area of the GMC and several are legal. We are going to organise an exploratory run in this area to ascertain the lanes of interest. A small party of three set out to explore several lanes on the Leyland and Southport area. This was brought about by an article in the London Gazette about Mill Lane. This lane was ridden but disregarded because it is only short and runs through the middle of a housing estate amidst washing and garden refuse. Another Leyland lane was tried, this lane had been researched and found legal so we decided to find out its character. This lane was blocked after  $\frac{1}{2}$  mile or so by double gates with the legend "Private, keep out. HM Prisons". We thought of taking no notice and breaking in but thought we might have trouble getting out. None of us were fond of porridge. After much searching we did find two lanes that were rideable. These were in the Solum and Bretherton area. The object of the ride was to find RUPPs that could be ridden when the weather prevented us from riding the higher lanes of West Yorks.

Like several other Groups many of our proposed runs have been either cancelled or poorly attended recently because of the heavy snows and bitter weather. Our last Group run at the end of April was, however, well attended despite the heavy drizzle, and was intended to familiarise us with the correct route of the Old Wold Road from Whernside Mannor. Due to the very poor visibility we lost the road for a short distance and had to resort to a map and compass to prevent us from riding around in the proverbial ever decreasing circles. I am too much of a lady to say where we might have ended up.

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SOUTH EAST: Rep - Alan Jackson, 192 Kent House Road, Beckenham, Kent BR3 1JN.

Here are a few words to show that the South East Group is alive and well. Meetings continue to attract 8 to 10 members, runs are held every month (except ice killed one off in January) and we do see new faces from time to time. We don't go in for advertising ourselves as this would produce headaches in meeting accomodation and in splitting up runs, which no-one wants to take up. In any case, we see very few other riders on the lanes despite being so close to London. Rights of Way work is confined to checking out what Brian Thompson finds in the London Gazette. Our biggest problem is Kent with probably 500-odd mostly short lanes, something over 100 sheets to the definitive map and something like 40% (perhaps less) of RUPPs having no vehicular rights. The draft revised map is another 100-odd sheets and the objections are on yet another 100-odd sheets! Since the lanes which most need to be ridden are the ones in dispute one really needs also to know on what grounds objections were made to be able to assess ones chances in court when arguing with farmers threatening legal action. Maybe the Group will be able to tackle this by team effort because short of working at County Hall, it would be weeks of work for an individual. By contrast, one can "do" enough to be confident in Surrey or East Sussex by a half-days visit to their Highways Departments!



SOUTHERN: Rep - Peat Gleed, 12 Skippons Close,  
Wash Common, Newbury, Berks.

The move to the Grosvenor Hotel in Stockbridge has now taken place and it is now nice to have a large quiet room again. Members have shown slides and movie films with Henry Wilson showing some film of how it used to be in the "old days" - about 1968. Work continues on the Rights of Way front with Nick Chalk attending enquiries in Wiltshire. The RoW committee is currently directing most of its efforts towards Hampshire in preparation for the forthcoming review.

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BRIAN THOMPSON'S RoW BIT

Derbyshire. 98% of our 300 Byway claims have been rejected by County Hall and are to be Bridleway. All 300 lanes were well researched and many years work went into the claims. The County Council would have liked to have recommended 200 Byways but pressure from the Peak Park made them change their minds. They had a choice of fighting the Peak Park or the TRF. Peak Park say that all green lanes are unsuitable for motorcycles and they have full time rights of way staff and unlimited public money. Public Enquiries into these claims will start next year and our few trail riding officials will have to face the combined opposition of County Council, Peak Park, National Farmers Union, Ramblers Association, etc. I suggest all members, especially in Derbyshire, write to their MP's and complain. Peak Park are unreasonably biased! The County Roads are not affected though the Peak Park are pressing for traffic orders on Chapel Gate and Hope Cross. So angry are some members when told that the County Council want to downgrade 98% of lanes that they want large demonstrations outside Matlock County HQ. One militant proposes a TRF confrontation on the Tissington Trail, strictly a Bridleway. Ian and I understand this reaction when we see the future in danger but we must act sensibly and within the law. I recently sent the Council (and the press) a 200 signature petition demanding more Byways. Richard Marshall is working hard making contact with councillors, Sports Council, etc.

The BR71 Hayfield Lane opened up by the TRF test case in 1977 is one of the many to be Bridleway despite overwhelming evidence. Even the awarded roads over Eyam Moor are to be Bridleway although made public carriage road by Act of Parliament. Just nonsense! We fight not sound evidence but sheer prejudice. I am pessimistic and we could well lose 40% of the green lanes in Derbyshire. The prosecution of four trail riders by police for riding "on open moorland" has been dropped. We briefed a solicitor to represent our members but now this matter has been settled out of court. The TRF will not be hounded out of the Peak District without a fight.

Marsh Lane case. The House of Lords by a three to two majority verdict upheld the Court of Appeal decision to close all green lanes given Footpath status in error. Even lanes also County Road or awarded Public Carriage Road are closed until a review. Riders use at their own risk, no legal aid will be given by the TRF. Riders should make sure a Byway claim is sent to County Hall without delay for each lane in this category. If Byway should fail claim Bridleway. South Yorkshire is badly affected, so is Derbyshire. Wilts, Devon, Cheshire and Wales all have lanes now closed, about 500 miles in total. The TRF will now have to pay £250 as its share of the costs of this case.

Wiltshire. The Byway 51/64 saga at Tisbury continues. Stephen Russell's Group again met wilful obstruction on March 23rd. Wilts police refuse to accompany riders on Byway 64 although conduct likely to cause a breach of the peace is on the cards on the next trip. However in some counties police will escort riders when farmers start threatening behaviour. Dorset police are known to be helpful in such matters. Derbyshire police certainly turn out to prosecute the trail riders after rambler complaints. As Byway 64 has poor vehicular rights a private TRF prosecution may not succeed, I recommend that use of Byway 64 cease unless good evidence is forthcoming. Nick Chalk is making further investigations. Nick, although only 18, is one of our most experienced Rights of Way Officers.



South Yorkshire. A tree now blocks Small Hedge Lane near Doncaster. A local councillor tells me this was wilful. As this is a non definitive right of way the only way to ensure removal will be to threaten and then carry out a Section 121 prosecution. In this example we will have to prove the status first, I am preparing the case. I am disappointed that the TRF has never brought a Sect. 121, yet 100's of known obstructions remain.

Lancashire. The Lancashire Group and the North West Trail Riders club have invited me to Rossondale on July 4th to give a talk. It starts at 8 pm at the Caralux Club just off the A680 Haslingdon/Accrington road, and one mile from the M66 turn off. The idea is to inspire concerned riders to form a rights of way team to prepare for the imminent Lancashire CC Special Review. All trail riders welcome, TRF or not. The local Group have made friends with the local British Horse Society, good work.

Sussex. The TRF Group here have made friends with the horse riders too and have been asked to join them on a local run.

RoW talk in the South West. The Bristol Group have arranged a Rights of Way Talk In on Sunday July 15th and invited me to attend which of course I am pleased to do. It will be at Stanshawes Court Hotel, Yate, from 10 am to 4 pm. All inquiries to Geoff Barfoot, Dursley 3403 (phone if attending). The past 18 months has seen a rapid growth of RoW interest in the south west.

More helpers are coming forward in the Wilts, Avon and Somerset regions than from any other part of the country, perhaps it was the rude shock of all those Somerset closures that made riders sit up and do something. I look forward to a good turn out, not just of TRF members, for a friendly chat about rights of way and how best to help.

The Ridgeway. The HMSO published a guide to the Ridgeway last year stating that no vehicular rights exist on this most historic green lane. I was notified by John Collins of the Thames Valley Group and my letter of complaint has led the Countryside Commission who published the guide to promise to correct the error in the reprint.

Byways and Bridleways Trust. I want as many TRF members to join as possible. Subs are £5 per year (May to May) and a magazine will come every month, membership sec. is Mrs. Stewart, Folly Cottage, Lower Rudloe Lane, Corsham, Wiltshire. I strongly believe that the only chance of preventing and reversing the anti trail riding legislation in the pipeline is via the Trust which has influence and contacts in government and politics that we can never hope to achieve. We are not even consulted when major changes in the law are proposed. No matter how hard we fight we are up against large pressure groups like the Ramblers Association, National Farmers Union, Country Landowners Association and the Association of County Councils. I am to be on the Executive Committee of the Trust to represent trail riders and Dick Marshall is to join forces with the manager of the Trust to produce a proper "Guide to Rights of Way Law", badly needed. The TRF will join them to form a united group of many interests, strength through unity. This is the hope for the future, as motorcyclists we face a wall of prejudice almost too solid to overcome, ie. Somerset, Derbyshire, Clause 10, etc.

RoW training weekend, September 22nd. at Castleton, Derbyshire. Response has been poor with only three bookings. Levis Billingham (Sussex Group), Dave Andrews (Essex) and Geoff Allen (North Wales). Unless more show interest it will be cancelled. I have already had to fork out £22 deposit from my own pocket and unless the TRF underwrite any losses I will cancel. We badly need more RoW workers. The ACU/BMF has now made a contribution of £2 reducing costs to £5.50p for the weekend board. Unless more members start to take an interest and help the handful who do all the work the future is going to be very uncertain. We still need a proper rights of way officer for the Yorkshire Dales. From now on I will only deal with emergency problems in this popular area, I cease all lane research. All the suggestions put to me by the North Yorkshire County Surveyor in 1978 have not been started on, ie. surveying the lanes and reporting erosion problems, where poorly defined.



Lots of riders are out every weekend enjoying the lanes. Same goes for north Lincolnshire, no more research, emergency cover only. Members have got to take more interest in the green lanes in their own area.

Norfolk. Miss Smith has now decided not to take over rights of way matters. A volunteer is now urgently needed, lanes are being closed without protest.

Section 108 closures. continue to come along. I notify local reps and they deal with these as they see fit, no need to report back on every one.

I want to prepare a list of members willing to attend public enquiries and represent the TRF in the absence of our local expert. As all of us are part timers and have full time jobs the days available are limited, we must have stand-ins. The north with its National Parks is the toughest region.

I am here to help and advise. I would like to see more Group Reps sending in reports to the Bulletin.

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

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I have had a letter from Gordon Dalgarno of 24 Sandyland, Haxby, York, tel: 0904 761594 about trail riding in Scotland. Gordon is hoping to go up to the north west highlands to ride some lanes he believes have never been ridden before. He would like one or two companions for his trip so if anybody would like to discuss ideas with Gordon please get in touch.

It seems that the Welsh Trail Riders Association are finding the rights of way side of their area heavy going. They would welcome any assistance from TRF members, especially in the middle and north of Wales as most of the WTRA membership is in the south. Travelling up to the north to attend public enquiries is very difficult.

A very interesting leader article was in the "Architects Journal" of February 28th about the status of green roads and the starting up of the Byways and Bridleways Trust.

I'll quote you some of it, bear in mind that the title of the passage is "The old green roads".

".... unless the path's existence can be proved with old documents it fails to make the maps.

So someones got to stand up at the enquiries and produce the evidence. Today, the Byways and Bridleways Trust is to be launched to help people fight for paths .....

.... Could anyone fail to support this worthy cause?

There's only one worry. Will the new trust fight as fiercely against the right of maniacs to use motorbikes on Byways? All over the country fanatics on two motorised wheels are turning Byways into mud canals and making the welkin roar. They must be stopped."

This evoked a response from Mrs. M. Braham of the Byways and Bridleways Trust:

"..... The Trustees (of the B & BT) .... were sad at the lack of understanding shown to the trail riders. Trail riders are a well organised group who have specially quietened cycle engines. They probably don't make as much noise as primitive man did bumping around with his clumsy carts! Of course the ton up boys are a nightmare. But the problem is not to be solved by abolishing the vehicular right of way but by regulating it ..... No-one suggests closing the M1 because there are dangerous drivers using it, but there are regulations which make such driving illegal."

Nick Walker.

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Trail bike panniers. I have been road testing a "Trail Bike Pannier Set" for the past few weeks and very useful it is too. It fits over the petrol tank with one pannier lying just in front of each knee when sitting in the riding position. It consists of two "panniers", each about  $8\frac{1}{2}$ " x 9", made of nylon material with an oblong of the same material (8" x 14") backed with soft brushed nylon which lies under the panniers and over the tank. A hole in the centre of this fits over the filler cap. The panniers are tied together over the top of the tank with cords and under the tank with an elastic strap. Strips of Velcro on all three sections stop the panniers from moving about once fitted. There are generous Velcro fastened flaps to close the tops of the pockets. The whole set is scaled to fit the size of most trail bike tanks without getting in the way of knees or handlebars. When empty they lie flat against the sides of the tank but will take quite a lot of gear. Two pint plastic oil bottles fit in so you can carry extra petrol or petrol to the start of a run, top up with fuel, dispose of the bottles and carry on unhampered. They will take spare inner tubes, sandwiches, spare gloves, overmitts or clean underwear. I do not recommend putting tools in them though as they might wear through the material or dent the tank. They only come in black and at the bargain price of £3.40p including VAT and postage. This is a special TRF only price and even cynical Nicky thinks they are worth it. Order form below.

.....  
Please send me..... set/s of Trail Bike Panniers. I  
enclose cheque/PO for £..... (£3.40p per set)

Name.....

Address.....

.....  
Send to Abridge Overalls Ltd, Burgess Hill, West  
Sussex RH15 9NB.  
.....

# RUN REPORTS

## NEWBURY RUN - March 3rd 1979

After a delayed start due to Nick Chalk not being converted to British Summer Time the Southern Group set out west from Newbury for a fine collection of muddy, wet, snowy lanes leading to Hungerford. Paul Hopgood excelled in the largest puddle of the day by swimming several lengths underwater. A short diversio was suggested after Hungerford onto a more interesting lane. Unfortunately the lane bit Ted Lees' CZ and swallowed his gear selector shaft which meant a trip home on the road for him. I took over from Ted as leader and there were grumbles from the ranks about "We'll never get home before dark with him taking us all around the world". So I did! We stopped at Aldbourne for lunch in the Masons Arms. One for the book as the landlord welcomes everyone in - it's only a spit and sawdust floor lads, so come on in. I was told the beer was good too.

The afternoon was a little more exploratory and I had us riding over nicely ploughed lanes, up slimy gripless hills, through snow storms and mud and slush and the odd patch of sun. The run did finish before dark - but only because the clocks had gone forward.

Peat Gleed.

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## SUSSEX GROUP INAUGURAL RUN - 8th April 1979

A week before the warm and sunny Easter the newly formed Sussex Group held their inaugural run. Unfortunately for the hardy riders that arrived at Steyning Round Hill by 10 o'clock on the 8th April the weather was foul, being cold, wet and windy. After waiting a time for any late comers the four riders set off led by John Penfold. A fifth rider, Bevis Billingham the West Sussex Row man mounted on a monkey bike, had left the meeting place at the crack of dawn.



Travelling via Chanctonbury Ring and the South Downs Way the group headed for the cafe at Whiteways crossroads and a welcome cup of tea. At this point Jack Bridger turned for home and a long wet ride back to Forest Row. Meanwhile the rest of the party pushed towards Graffham and a lane clearance at RUPP 977. They finally caught up with Bevis on the Barlavington/Dogkennel OCR, a mere stones throw from the intended goal.

After helping Charles Shippam and two other Sussex Rights of Way Group members at RUPP 977 in the pouring rain, the TRF supermen returned to the mud and slime of the trail. A few more lanes on the northern side of the Downs proved to be enough and the wet, weary lads finally set off for home.

G. R. Clapshoe.

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# "MUCKIN-A-BOOT" or EAST MIDLANDS GROUP RUN - April 15th

About a week and a half before the event our beloved Oberlieutenant Staumbaum Gruppen Fuhrer, or Richard Marshall as he is sometimes known, succeeded in conning me into acting as stand in run leader. Quite how he managed this or come to that, why he chose me is still a mystery as my non existant sense of direction is well known in the Midlands, ah well ve haf ways.

So it came to pass (Easter Sunday after all!) that 12 good men and true led by yours truly set out from Whetstone car park looking for mud, we were not disappointed! Heading southwards the first three lanes, which are well known for thorns, claimed a front tyre but Finilec to the rescue and technology saved the day so off we went again. Shortly after this, no doubt overwhelmed by the ineptness of my leadership, Barry Prazak suggested we venture to Crick, where he knew a few lanes, and led us to some of the best lanes of the day. Once again Barry many thanks for your support (I'll let you have it back when I've washed it).

I particularly liked the part of the old Watling Street adjacent to the M1 with its steep greasy climb and almost insurmountable tree trunk across the track. Having scrambled up to the M1 bridge we were "rewarded" with the sight of a large Jaguar careering into the Armco barrier and then through onto the opposite carriageway through a convenient gap. No harm to life or limb fortunately, phew and I thought trail riding could be frightening.

After a welcome pint at the Black Horse, Cold Ashby we wended our way northwards through a ford at Thorpe Langton where many a wet welly was heard to squelch plus the odd damp electrics saved yet again by mod. tech. etc., etc., in this case "Dampstart". Having by now lost the serrated metal part off my Honda footrest the lads were becoming truly amazed at the speed with which I could change from a standing to a sitting position without any apparent flexing of the knees. Privately worried about the imminent prospect of my voice being permanently raised by an octave or two I decided to adopt a "Generalissimo" attitude and lead from the rear.

It was because of my somewhat detuned state and consequent rearward position that I missed the start of the cabaret act, thoughtfully staged by three of the lads at Gartree Road ford. Bruce Turner and A.W. Other being bold lads had attempted a directissima (straight through, no messin), unfortunately finding the bottomless bog, about which I would gladly have warned them had I been there (honest!). The antics performed in retrieving the two bikes had to be seen to be believed, but after about half an hours sweat and toil the impossible was achieved. As we retreated from the morass a plaintive cry was heard and on looking back we saw the lone figure of Bruce Roberts well over knee deep and obviously stuck in the mud! The Monty Python fans among us muttered "G'day Bruce" and prepared to depart, each hoping no doubt that one of the others would return and dig for Roberts if not for victory. Eventually we braved the bog yet again and hauled him free only to find that he was now minus boots.



The thought of salvaging Bruces smelly wellies from a similarly obnoxious bog was too much for all save one Ian Stibbs, who having ridden "two up" all day could not be expected to be as mentally nimble as the rest of us and found himself holding the only stick. Well done Ian! You and your brother Colin are more than welcome on any TRF run I'm on, just keep up the gate manipulation and garden-ing, or as one L. Grayson would no doubt say, "Look at the mud down there and shut that gate!"

Reluctant Run Leader Ron Spinks.

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#### EAST YORKSHIRE RUN AT HAWES - April 22nd 1979

The he-mans group decided to have a leisurely trundle over the Yorkshire Dales and therefore Howard Wadsworth (PE 175) led 10 of his motley crew to face the days pitfalls. The moorland tracks turned out to be as easy as expected to this elitist band, ie. 20' snowdrifts, bottomless bogs and deep rivers all of which were traversed in individual style by each rider.

Take George for instance, he has the ingredients for spectacle, like having an XT 500 and short legs. He is the only man I know whose legs go like bees wings while never actually touching the ground. His best effort was in the bog on Dandra Garth where, having dropped his XT again, he was assisted to an upright stance by HW who took control of the clutch lever whilst George operated the throttle. The result was that when the XT found unexpected grip HW let go leaving George being dragged by the bike at full throttle unable to shut off. This left the rest of the group having hysterics.

Then there is true leaders style as shown by HW at the same location, when having seen Adam Purser sink up to the rowlocks, he decided on the shhh!! or bust technique. However despite Howard's 140 mph approach to the morass he achieved maximum retardation in six feet, only the handlebars preventing him clearing the bog.

The resulting hand stand whilst keeping hold of the bars would have done credit to any Olympic Gymnast.

The rest of the days entertainment was added to by Don Burt immaculate in his overweight, unfit taming of his SP 370, I am sure he has red indian blood in him, him look like redskin. However in any group there is always the spoilsport, ours being the famous Graham Backhouse, who rides in a quiet unassuming manner and never gets stuck; will he never learn. Finally there was new man Dave Clarkson who, at the same bog, cleared it without touching the water but did not do as well when he and the bike crossed it together.

Willie Eckerslike (PE Pilot).

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#### BOURNEMOUTH & POOLE RUN - April 1979

Started from home at 9 am meeting Julian Churchill, Ralph Phillips and his wife Jean on a lovely day, sunshine and mild. Jean has been having tuition from Ralph on trail riding and Jean was fully trained on green lanes by the end of the day. A lady with great endeavour and charm, you rode your DT 100 with skill.

From the A354 we headed north to Witton then from Ditchampton school we rode NWW on Byways 6 & 10 stopping to inspect a milestone dated 1750. At this point Jean broke a brake lever, a spare fitted we rode on branching off to Telfont Magna for lunch, a rather pretty little village. We continued on our original route to meet up with the A303, crossing over and doing some 6 miles of RUFFs before meeting our outgoing route and retracing it.

On the way back we branched off and had a look at a RUFF that runs past Grovely Farm in Grovely Woods. We found a 3" tree trunk nicely placed between gate posts, we squeezed past to find another 3" diameter trunk at the end of the lane near the farm. I don't think they are windfalls!



It was reported to Nick Chalk, our Rights of Way Officer for Wiltshire. So the day ended at 4 pm, with Ralph still wondering when he will receive his membership card.

Stephen Russell.

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SOUTH EAST GROUP YORKSHIRE DALES RUN - April 1979

Luckily for Howard, snow got the better of this so we went to Crowborough in Sussex (Saturday) and Dover (Sunday) instead. Only Gerry Jones and myself did Crowborough but the 14 lanes there were worth it. They are varied - dry, wet, flooded, sloppy, gluey, sandy, rocky, barbed wire, fallen trees, etc. The stile at Bletchinglye is now no more - on my first visit I turned back; on my second with an army of riders we uprooted it, but replanted it; on the third it was still in one piece but moved aside - now it is in tiny pieces, scattered (but not by us, of course)! On Limekiln Forest Road, I stopped a little way beyond the house half way along and explained to Jerry that last time I was there a woman came out and harangued us for ten minutes, deaf to "Highways Department", "Definitive Map", etc. Just at that moment, guess who we spotted in our rear view mirrors! Since the County Council confirmed for me that it was "in fact an ancient public highway for all purposes" I wasn't really interested in another 10 minute harangue, so just as she came within earshot we decided to move on as if we had not noticed her. What staggered me was that she then chased us up the last 1/4 mile of sloppy mud, still shouting and waving, barely giving me time to get my map back in my pocket and get on the move again. I just did not feel in the arguing mood.

For Dover we were joined by Stuart Cunningham, Ian and Anne Roscow, Paul Lucas, Trevor Goodfellow and Mike Rich. About 12 lanes here, some very steep, some across ploughed fields. Last time here, Stuart and I came upon a middle aged couple feeding two goats off the hedge in a very narrow lane. One goat didn't mind us but the other wouldn't let us get anywhere near to pass.

After about a dozen feeble attempts on the mans part to keep the goat to the side to let us pass, we finally progressed down to the end of the lane where he said he would report us to the police despite the usual suggestions - "Highways Department". This time, despite being a crowd of eight we got merely a sullen look so perhaps the police told him what we did. The "rest" called it a day by late/mid afternoon but Gerry and I were still raring for more! We did three more lanes but obviously Gerry's DT 400 felt it had had enough - the oil ratio had been dropping all day from ? to 1 in the morning to about 5 to 1. By changing round plugs, washing them in petrol etc., we progressed by shorter and shorter distances until it cried enough with another mile of mud and two of tarmac to go. However, yours smugly had a tow rope and with four stroke reliability and the gut-wrenching torque of a big single, getting back to our transport was a doddle. Interestingly we had sun, yet in Guildford they had torrential rain and floods!

Alan Jackson.

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SOUTH EAST'S REDHILL RELIABILITY RUN - April 1979

This was to be a relaxed, lazy half-day affair almost. Six of us ambled off to do the bunch of lanes beside the M23. I had not realised how muddy these lanes got - seas of pock-marked super-glue, clay, grass, horse ....., etc., all churned into a morass by - of course, horses (In summer it sets rock hard into a bone jarring, bike hammering mini lunar landscape). The first big puddle claimed one ignition and my boots. Water was emptied out of the ignition and with hope and prayers it started. I didn't bother to empty my boots, it was obviously going to be one of those days. I sometimes think my feet would be drier iff I drilled holes in the soles of my wellies. A few muddy lanes further on we lost another bike - this time with nasty noises. Examination found that the flywheel nut was loose and the Woodruff key had broken up into little pieces!



Most unfortunately no-one had a spare so a tow was the order of the day. There was one lane between us and the trailer the bike had come on and crazily, we decided to tow along it. Despite only the slightest of gradients things got worse and worse. We then rigged up a double header with Paul towing me and me towing John's broken bike. We fought and struggled the 100 yards to a better surface only to discover that we had lost John 80 yards back! We eventually got back to dry land and the party split. Those with the trailer left and the rest of us finished off with the Lieth Hill, Coldharbour and Polesden Lacy lanes. The other two had no trouble with the boot deep water but my hitherto trusty XT conked out just as I was blasting through a 40' lake. Much fiddling with the plug cap, weary swinging on the kick start with water sloshing everywhere and it burst into life. Next lake was the same. Deciding that the answer was to keep the revs up the rest of the string of oceans along the lane were tackled at 6000 rpm plus, and indeed it didn't (couldn't?) stall then.

I much regretted not being a witness at the time when Gerry took a flying leap over the handlebars. He seemed quite unmoved by it but the bike no longer had any means of operating the front brake!

I was tempted to go home via the local road bikers mecca - Burford Bridge Cafe - with the mud, rust, rubber bands, clothes pegs, tow rope, etc., just to watch the reaction but decided I'd get a nice cuppa soon at home than queueing up there!

Alan Jackson.

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ADVERTISEMENTS (Free to members)

FOR SALE: Pressure of work forces sale of dismantled 1975 Yamaha DT 175. Rolling chassis, log book, all parts. Might split. For further details tel: Peter Clay, 0530 38358 (home) or 0533 871313 ext. 7463 (work).

FOR SALE: S reg. Yamaha DT 400, Stilmotor guards, spare sprockets, tyres and cables. Unused Girling gas shocks to fit. Rack, workshop manual, Gieffe trials boots and Griffin helmet. Lack of time forces sale. £495 o.n.o. Tel. S. Sandy on Brent Knoll (Somerset) 498 after 9.30 pm.

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