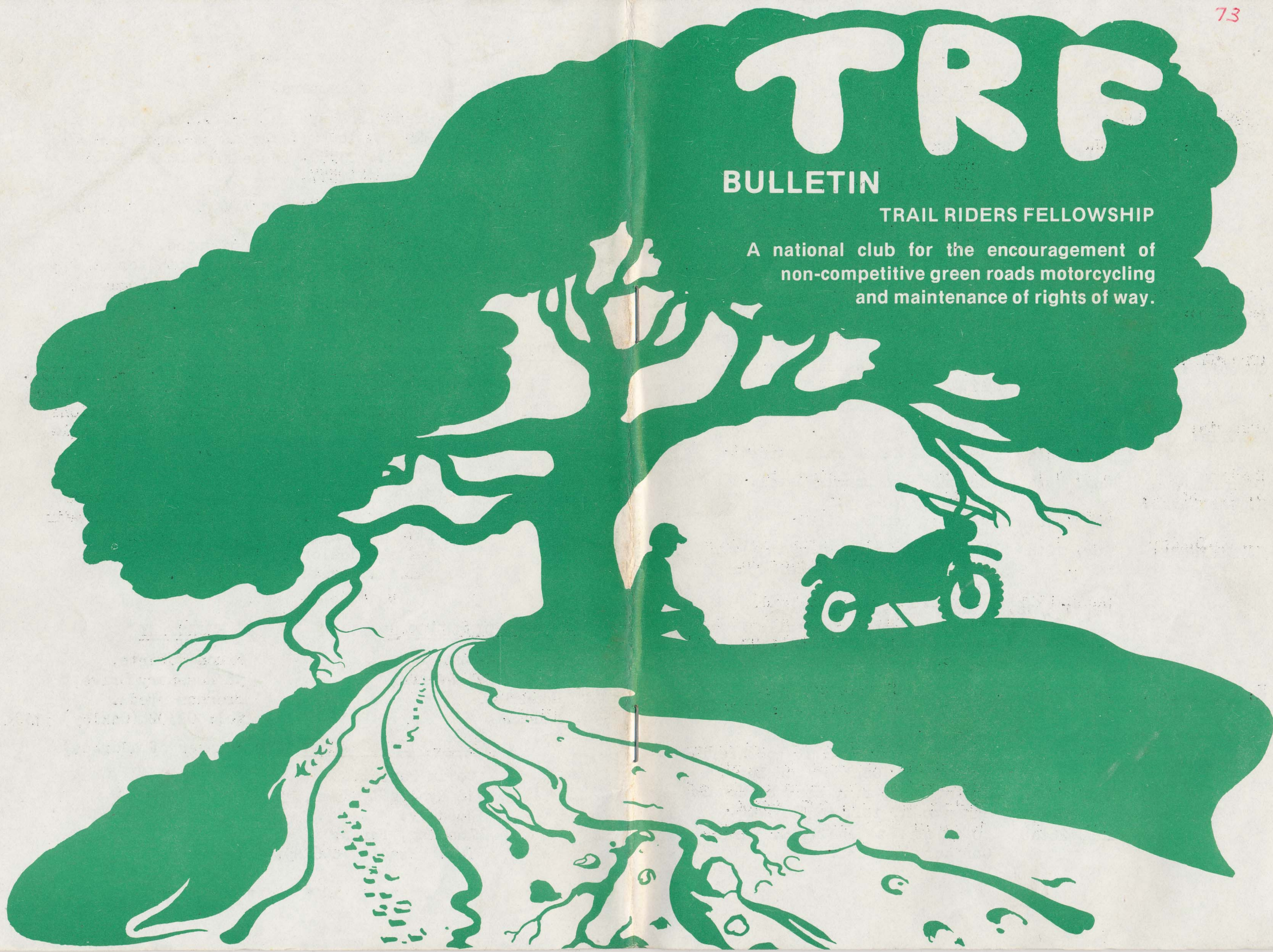


TRF

BULLETIN

TRAIL RIDERS FELLOWSHIP

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



BULLETIN NO. 73 - JULY 1979

FORTHCOMING RUNS

Bristol: July 22nd 10 am at Junction 18, where A46 crosses M4. Lay-by on south side of Motorway.
Aug. 19th 10 am at the Chepstow lay-by, just off Junction 22 on M4.
Sept. 16th 10.30 am at the Air Balloon pub on Birdlip Hill, nr.Cheltenham.

Bournemouth & Poole: Monthly Runs in our area. SAE Please to Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset.

Cheshire: Aug. 5th Contact John Ward, tel: 061-427 4745.
Sept. 9th Contact John Ward.

Cumbria: Sept. 23rd 10 am at Coniston.
Oct. 14th 10 am at Hawes main street.

Derbyshire & S. Yorkshire: Aug. 19th Contact Ian Dunsire, tel. Barnsley 742475.
Sept. 16th Contact Ian Dunsire.

E. Midlands: Aug. 12th High Leics run, starting from Melton Mowbray. Leader John Davies.
Sept.15/16. Yorkshire Dales weekend. Limited numbers, details from Richard Marshall, tel: Draycott 3416.

E. Yorkshire: July 22nd 10 am at Settle car park. Contact Don Burt, tel: 0977 612258.
July 25th Evening run. 7 pm at Boothferry, nr. Goole. Contact Don Burt.
Aug. 11th Exploratory run, contact Howard Wadsworth, tel: 0977 83400.
Aug. 26th 10 am at Kettlewell, E. Yorks. Contact Don Burt.

Lancashire: Monthly Runs, contact Lesley Windsor, tel. 0204 (Farnsworth) 792743.

South East: Monthly Runs in Kent, Surrey or East Sussex. Phone Alan Jackson after monthly meetings on 01-778 5046 (home) or 01-357 2048 (office).

Southern: Aug. 19th Newbury fords run. Phone Peat Gleed, Compton 411, ext. 295.
Sept. 16th Treasure hunt. Contact Peat Gleed.

Teesside: Aug. 5th Salter Fell and Slaiburn run. 10 am at the car park, south side.
Sept. 9th Wykeham Forest run. 10 am at Ruston (on A170, 7-miles SW of Scarborough.)
Oct. 7th Yorkshire Dales run. 10 am at Pateley Bridge.

Tyne & Wear: Aug. 12th 10 am at Hexham railway station. Contact Bob Cook, tel. Washington 460051.
Sept. 30th 10.30 am at Morpeth car park. Contact Bob Cook.

* * * * *

INDOOR MEETINGS

Anglia 4th Thurs - White Lion, Sible Hedingham.

Bournemouth & Poole: 1st & 3rd Mon. - 56 Winston Ave., Branksome, Poole, Dorset.

Bristol: 2nd Mon - Stanshawes Court Hotel, Yate.

Cheshire: 1st Thurs - Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.

- Derbyshire & South 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 - Kollingley Social Centre.
- Essex: Every Tues - Warley Sports Centre, Warley Gap, near Brentwood.
- Lancashire: 1st Tues - Eagle & Child, Church Road, Leyland.
- West Anglia: 3rd Thurs - Scott Bader Club House, Woolaston. (Nr. Church).
- 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.
- Sussex: Last Wed. in Aug., Oct. & Dec: Hassocks Hotel.
- Teesside: 1st & 3rd Wed - 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 Wed - King George V Memorial Hall, Hockley Heath, Solihull.

* * * * *

EDITORIAL GUBBINS

The AGM: The TRF Annual General Meeting for 1979 will be held on Sunday, October 14th, at Stanshawes Court Hotel, Yate, near Bristol. All motions to be put forward at this meeting must be in to the Secretary, Bruce Roberts, (address - back page) by September 1st. As usual, all members are welcome, the more the merrier. Food will be available.

BMF cards: Any members who want BMF affiliation cards please write to Colin Patient (address - back page), enclosing an SAE, and he will send you one.

I have been sent a bit of the Ramblers Association's annual report (please forgive me, I've forgotten who sent it to me) which mentions how popular rambling is getting. Apparently turnouts of 70-90 are normal for Sunday walks, with a best of 145! Makes our half dozens look a bit weedy. They also have a noise problem - the report asks walkers to keep chatter down to a reasonable level when passing farmyards and houses. I'm not surprised they are asking for more walk leaders to come forward - I manage to get 3 trail riders lost without too much trouble, so I would certainly balk at leading 145! Good luck, RA.

J.W. Grayson has sent me a copy of a letter he has written to the RAC renewing his subscription. In the letter he asks for the RAC's attitude to the downgrading of roads used as public paths. Great idea - let us know what the response is.

Bulletin paper: Thank you very much, those who have supplied paper for the Bulletin. It is now truly a national magazine, being produced with paper from Scotland, Yorkshire, West Midlands and South Midlands. It will all get used so if you want to hand over any more, don't be shy! Please make sure it is A4 size duplicator paper though.

Nick Walker.

* * * * *

GROUP NEWS

BRISTOL: Sec - Geoff Barfoot, 20 New Road, Cam, Dursley,
tel: Dursley 3403.

Brian Thompson has kindly agreed to come down to Bristol on Sunday, July 15th, to run a days course about rights of way. The course will be held at the Stanshawes Court Hotel, Yate, near Bristol, and will start at 10 a.m. and finish at about 4 p.m. Lunch can be bought at the Hotel. The course will be open to all TRF members in the south of the country who are interested.

* * * * *

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

Membership has levelled out at around 18, but the true riding men and women who enjoy a run seem to total around 8 - what has happened to those new members? Come on, show some true grit and exercise the mind, take an interest in the green lanes that we may use. Don't be afraid of dirtying the bike. One day the lanes may not be available for you to ride and enjoy the countryside - no good wishing when all is too late. The TRF does a tremendous job on your behalf, so how about some effort.

RUPP 64, Parish of Tisbury, saga. Location - Squalls Farm, owner Mr. Saffron. An invitation to meet on site and discuss the situation with Mr. Saffron, Mr. Andrews (Wilts County Hall RoW), Mr. Thomas (Wilts County Hall RoW), Mr. Underwood (Chairman of the Salisbury Panel), Nick Chalk (TRF RoW), and Anne and Bill Riley (TRF). The day being June 18th, a Monday. We stood about in the sun for what seemed ages listening to Mr. Saffron talk on regarding the disturbance of his farm animals, etc., young girl horse riders laying branches to jump their horses and the act of God tearing down one hell of a long tree across the lane. To sum up from my point of view, Mr. Saffron was greatly improved in his manners - he likes to try and out-talk you. The only good that I can see came out of the meeting was that it shows we can take an interest in public relations. No commitments given by either side. My thanks to those who took part.

Club nights - again a lack of interest, as I do not wish to spend valuable time sipping beer while my wife stays at home to babysit and secondly we do not wish to lose the free coverage in our Newspaper, the Bournemouth Evening Echo. Considering these factors, club nights will be at my home address on the 1st and 3rd Mondays at 8 p.m., bring your own beer if you wish. An 8 mm movie film of green lane runs with some of our members as stars will be available for viewing on club nights at my home.

I shall be attending the rights of way talk on July 15th at Yate. I hope one or two of our members will also attend.

* * * * *

SUSSEX: Chairman - John Penfold, Marriners, Nyton Road, Aldingbourne, Chichester. Tel: Eastergate 3036.

The Sussex Group is now firmly established. We meet on the last Wednesday every other month at 8 pm. Venue - Hassocks Hotel, next meeting August 29th.

The next run is a joint one with the Hampshire group led by Nick Chalk. Meet at the West Meon Hut on A272 west of Petersfield - some excellent lanes in that area.

We had an unusual trail run this month. We were invited by the British Horse Society Long Distance Riding Committee, through the kind recommendation of Charles Shippam, to act as marshalls and man check-points on the first 100-mile endurance ride from Goodwood House. It was a 2-day affair, mostly over bridleways (permission was specially granted by the landowners just for this occasion), though some was on RUPP's and OCR's. The first day was 40-miles west to the Queen Elizabeth Country Park on the A3 near Petersfield and back to Goodwood. The second days ride was east to Findon Green via some glorious downland tracks and nice muddy bridleways through the woods. Both days we rode from 8 am to about 4.30 pm and were on the go almost the whole time. We actually found it hard sometimes keeping ahead of the competitors - they average about 7-8 m.p.h.

They were a really great bunch and asked us to help them again - even nationally. Are any other Groups interested? If so, contact me. We must not overdo it though, and it is essential that really quiet bikes are used (we had nearly all Hondas, one Suzuki SP 370 and one TS 250 - a quiet one.) It really brought home to me how few lanes we can ride legally in our locality, and how much more 'mileage' the horse riders have. By the way, everyone had a great days riding and the BHS presented each of us with a 100-mile rosette and a silver spoon! And we would have done it for nothing!!

* * * * *

BRIAN THOMPSON'S ROW BIT

Wiltshire: Byway 64. This long running saga is still not over. County Hall has called both sides together for a meeting chaired by the Salisbury Council Chairman. Steve Russell and Nick Chalk will be our men, with Mr. Saffron glowering in the other corner. (See Bournemouth & Poole Group report in this issue - Ed.) All references to 'shooting trail riders like dogs' will doubtless be denied. County Hall feel guilty for making this a byway in '73 without proper evidence based only on a dodgy Parish Council claim. Not one of our claims, we only made 36 objections to over 600 downgraded. Where was the TRF in 1973? Too busy riding!

Hillingdon: The Borough Council has carried out a Special Review of Roads Used as Public Paths (RUPP's). The draft map is at the Public Library, Manor Farm, Bury Street, Ruislip, and the Civic Centre, High Street, Uxbridge, Middx. Object to Uxbridge up to 30.9.79. The area covers Hayes, Uxbridge, Ruislip, Northwood, Yiewsley and West Drayton.

Dorset: Our better effort in Dorset of 80 claims come up soon and Fred Furlong will have his work cut out, what with the 296 claims in Somerset also in the pipeline. South-west riders should offer their help to Fred at 88 Bauntons Orchard, Lilborne Port, Dorset.

Cumbria: We are unlikely to be able to cover all the many Public Enquiries here in 1980, so David Howe is asking a local solicitor how much he would charge. Mike Rowley tells me at least £20. per hour - that's over £600. a week! David and I just will not have the time, with many other pressing RoW commitments. The Lakes National Park is very hostile; they say openly that trail riders are not welcome. Take note!

Still lacking a trail bike (the MZ Super Trail having had premature heart failure after the 1978 Lakes Weekend) I did not ride in the recent Lakes weekend - ahhh! In 1970 three people rode, this year 65 applied! As my riding future is still uncertain, David Howe will organise the 1980 Lakes weekend based in Kendal and using the Yorkshire Dales and Lakes on alternate days. Gatescarth in particular is getting over-used and erosion is evident.

A shady deal over the Ridgeway? Two issues ago I spelt out the effect of Clause 10 if passed. Entire counties of Somerset, Notts, E. Yorks, large parts of Derbyshire, the Lakes and many other parts of the country would be closed to trail riders. This proposal, brought by Somerset and other anti-trail riding public bodies, is the most serious threat ever. The reaction from members and Groups has been nil. The Mason case, Derbyshire problems and the Byways and Bridleways Trust have all resulted in enquiries by phone and letter, which I welcome. Clearly I have failed to get through the seriousness of the situation. With this in mind please consider individually and as Groups the following 'deal' offered to the TRF.

In return for the trail riders allowing closure of the Ridgeway to all vehicles, the Ramblers Association and the Ridgeway Conference Group would object strongly to the Government and put their considerable weight against Clause 10. All this is of course 'unofficial' and it was put to me 'off the record', but I have no reason to believe that the offer is anything but a genuine one. They want the Ridgeway very badly and are prepared to sacrifice almost anything to get it!

Mike Rowley (your solicitor) who fully understands the threats we face, suggests we take up the offer, but only half-way, i.e. agree to close the Ridgeway from May to September. Bruce Roberts and Dick Marshall will not commit themselves. On the face of it, to sacrifice one green lane to save 2,000 is a good deal, but I don't live in the south and can well understand Thames Valley and South Midlands Groups resisting any moves that threaten them. Howard Wadsworth is not in favour, though his beloved local Ridgeway 'Highway' in the Dales (and far better than its more publicised southern equivalent) would be an early victim if Clause 10 goes through. As this issue may need a decision before the AGM, Bruce and I ask all Groups and individuals to discuss and vote on the following questions:

1. Reject any deal with the Ramblers Association or anyone else.
2. Agree to a partial summer closure providing we get a guarantee that they would lobby against the Clause 10 proposal.
3. Agree to a full closure if (2) is not accepted.

Send your decisions to Assistant Rights of Way Officer, Dick Marshall, 1 Burlington Close, Breaston, South Derbyshire, or Bruce Roberts as soon as possible, please.

(I am trying to be impartial in this and make for a democratic decision.)

We must face the truth that we are, generally speaking, not getting byways or are likely to get byways however hard we fight. The opposition is simply stronger and outnumber us. I am told by the Countryside Commission and National Parks officials that public opinion is against us, but they have no evidence, just bias! Think very carefully before you decide - the future is in your hands.

Row training weekend: The TRF has now agreed to underwrite any losses caused by the poor response. (still only three.) Some are scared they will be thrown into the deep end after the course - rubbish! Treat it as a weekend run if you like. Certainly on this poor showing it will be the last of its kind.

Writing to MPs or Councillors: Head letter 'Countryside Act 1968, Special Review of RUPPs.' Ask for byways, mention threats to freedom, etc., Duke of Edinburgh Award Scheme, bias and prejudice. County Councillor is best for Special Reviews. Addresses can be found at reference libraries.

Brian Thompson, 39 Warren Road, Thorne, Doncaster, Yorks.
Tel: 0405 814388. * * * * *

LETTERS TO THE EDITOR

The following letter was sent to Bruce Roberts, who has passed it on to me for publication. The Committee thought it best not to publish the name of the writer:

Dear Bruce,

I would like to suggest that TRF members are asked to subscribe to a fund to buy Brian Thompson a trail bike. He has done an enormous amount of work for the benefit of us all, probably to the detriment of his home life and career. He is now so hard up he cannot buy a bike to go trail riding with - what an irony.

If each member gave £1.50. there would be enough, and this sum is just a 'spit in the ocean' compared with what we all spend on trail riding. If a dealer, possibly a TRF member, was approached, he might supply a bike at a special price. Alternatively, we could approach the motorcycle distributors - who benefit in the sale of trail bikes. If more money than enough for the bike is subscribed, then it could be given to Brian towards running expenses for the bike - he does a lot of running around on our behalf.

I hope you will find a way to put this suggestion into effect. I have discussed this with several riders and got a lot of support.

Yours sincerely

* * *

Right, there you are. What do you think? As soon as he heard that letter read out, our Treasurer, Howard Wadsworth, dug deep into his own pocket to start off the fund. Any member who wishes to contribute to the 'Buy Brian a Trail Bike Fund', please send greenies, cheques or POs, made out to 'TRF - Brian's Bike', to Howard at 7 Hammond Road, Knottingley, Yorkshire. Brian works very hard on our behalf for no reward, and recognition for this certainly would not come amiss. As for you cynics - no, Brian did not write the letter himself! Shame on you for even thinking it. - Ed.

* * * * *

22 Beech Court,
Allerton Road,
Liverpool.

Dear Sir,

As an avid reader of the TRF Bulletin each month, I would like to comment on its make-up. The part which I turn to first is always Brian Thompson's Row Bit. This somehow seems to be the heart and soul of the TRF or, to resort to a cliché, "what it is all about". The rest of the Bulletin's content revolves about this. In view of this overriding importance, could you not, Mr. Editor, see your way clear to devoting more space to this subject?

I would like to be better informed on what is going on in the Rights of Way battle, and I am sure that many other TRF members must feel the same way. I would like to read in more detail something of the various County Councils' attitudes to motorcycling pursuits as these people have such radically different approaches to the question of rights of way, and our future, to a great extent, lies in their hands.

Perhaps it would also be worth devoting space each month to points of law. Surely if the average trail rider is better informed on where he stands in the eyes of the law, he will be better equipped to deal with irate rambler, landowners, etc., and less likely to give these people genuine cause for complaint.

* * *

All this must have a good influence on the future of trail riding, and may even spark off more people into taking an interest in doing rights of way work themselves, and help alleviate the critical shortage of workers in this field.

Yours faithfully,

Jeffrey and Gillian Allen.

Thank you for your comments, Jeffrey and Gillian; I will see what I can do. I welcome letters like this as it is the only way I can find out what you want in your magazine - Ed.

* * * * *

Pine Rigg,
Loughrigg,
Ambleside, Cumbria.

Dear Nick,

A word about a fellow TRF member.

When, on the first day of the recent 2-day Lakes weekend I discovered that I was in the same party as the dreaded Howard Wadsworth, I started reaching for the toilet paper. I had read, as we all must have, of the exploits etc., of this poet (?) and when, instead of the XT 500 or Montesa Clubman I expected, he bestrode a bright yellow PE 175, I forgot the toilet paper and looked around for a bucket.

I needn't have bothered. Throughout the two days he was figuratively and literally a tower of strength. Always there with a word of advice. Always there to help when someone fell off or got bogged down. Always there with a friendly gibe to spur someone on and a wizard with wire and pliers. In short, a great companion on a run.

So, fellow members if, like me, you feel a little reticent about joining a Wadsworth outing - don't be. You'll enjoy it. For a Yorkshireman he's a nice bloke... really!!

Best wishes,

Pete Deeley.

* * *

The next letter refers to a sentence in Brian Thompson's RoW Bit in Bulletin No. 70. Brian said "Margery Price has complained in writing concerning the indecent display of naked females in the film. -Sorry Marge, I should be drummed out of the TRF!" This refers to the film Brian showed at the AGM last year.

Heather Cottage,
Grange Road,
Farnhill, West Yorks.

Dear Editor,

May I set the record right regarding my alleged complaint about 'indecent display', etc., at the AGM.

In fact, what I was complaining about was use of the female body as a sex object, thereby inferring that trail riding is entirely a male province. In theory at any rate, the TRF is a mixed club, unlike, say, a Rugger club. Granted there does not seem to be much encouragement for female participation in some quarters, and this sort of thing does not help, nor is it likely to improve the general image of the TRF.

Margery Price.

* * * * *

RIDING TECHNIQUES - 1939 STYLE!

John Collins of the Thames Valley Group sent in some pages from a military training pamphlet for motorcyclists issued in 1939. As John says, they apply just as much to the modern trail rider as they did to the army motorcyclist 40 years ago. Here goes:

Mud: Mud demands momentum. It is essential for the solo rider to go fast if his machine is to cleave its way straight through a stretch of mud. The sole exception to this is when the mud is wet and therefore provides little resistance to the passage of the machine; it may be little more than muddy water, in which case speed may result in the ignition system being put out of order by the bow wave from the front wheel and in water entering the engine via the air intake.

If there are patches of water in a mud section it is generally advisable to pick them rather than the mud at the sides. The reason is that where there is water there is usually a comparatively hard bottom.

'Soggy' mud and level sections of sand can be taken slowly, the rider holding his machine straight by sheer force. However, this is less likely to succeed than the speed method. Nevertheless, it is worthwhile experimenting with these low speed tactics, for while they should never be used for straight sections of mud, they can be valuable in the case of hills that contain sharp bends. In addition, practice in this direction is particularly good in developing the rider's skill in handling the throttle and in using his legs, thighs and arms in the control of his machine.

The methods to be adopted in this low speed riding are almost exactly the same as those applicable to the ascent of rocky hills with one exception, namely the need for particularly gentle opening-up if wheelspin and a skid are to be avoided. The back wheel must receive no more power from the engine than the rear tyre will accept without slipping. This is a question of 'feel' on the part of the rider and comes with practice.

Immediately any wheelspin occurs the throttle must be closed a fraction - it is essential that the power is adjusted to the degree of wheelgrip. The rider can often help his machine materially in this direction by placing his rear wheel on a particular path that offers the maximum degree of grip.

Should mud follow immediately upon a sharp corner, it is necessary to work up speed just as quickly as wheel adhesion will permit.

Where the mud is deep and of such a nature as to offer considerable resistance to the passage of the machine, the gear used should be that which, as far as can be seen, will enable the engine to maintain approximately peak revolutions - that is, maintain the engine speed at which maximum power is developed. Mud absorbs an immense amount of power and, if the section is a really difficult one, all available power must be used.

The need for speed has been heavily stressed. The novice should not think that there is anything 'clever' or 'brave' about going fast in a mud section. As a rule this is not only the easiest method, but the safest. The whole tendency for a machine that has got up speed is to continue in a straight line. The faster it goes, the less chance there is of it being diverted.

While speed is generally advisable there are occasions when hills have such a difficult combination of mud and gradient that, even with the attainment, on the approach, of the maximum speed possible, the time comes when the back wheel begins to spin. In these circumstances all the rider can do is throttle back a trifle - to reduce the throttle opening to the extent that WILL enable the back wheel to bite.

When wheelspin sets in the correct line of action is to try and fight it, and thus coax the machine over the crest, by skilful handling of the throttle. It may be that a particularly slippery patch has been struck, and after a few yards there will be more wheelgrip and therefore more throttle can be used. This is all a matter of practice and - not least - of the riders skill in taking stock of the portion of track that lies ahead, and to left and right, of his front wheel.

Next issue - if I have room - "Watersplashes"!

* * * * *

STOP PRESS GROUP NEWS'S

DERBYSHIRE & S. YORKSHIRE:

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

The Group continues to prosper with encouraging attendances at the meetings and on the organised runs. We were well represented at the Lakes weekend, which was thoroughly enjoyed by all (except perhaps my XT.) Thanks to all the organisers for your efforts, especially in arranging that superb weather.

We have taken advantage of the light midsummer evenings to hold several twilight trail runs which have proved popular and I think will be more frequent next year. Keith and Anne Hampshire will have good cause to remember the run that started from Deepcar in June. Anne took a tumble in Wortley Ford which was the first lane of the evening and the gently flowing waters of the Don managed to reach parts that even Keineken would be proud of on both the KE 175 and herself. Having overcome that disaster, Keith managed to burn a hole in the piston of his matching Kwacker on the way home up the M1 - happy days!

The July 6th evening run was followed by a barbecue in my back garden and it turned out to be a successful combination. Thank you Peter and June Butterley for supplying the excellent food and drink and for missing the run to cook it for us. I trust that normal diplomatic relations will be re-established with my neighbours in due course.

While on the subject of runs, readers should be made aware of the acute petrol supply problems in the Peaks at weekends. Auxiliary tanks are becoming compulsory equipment for thirsty 2-strokes on Sunday runs since the garages are either closed or strictly regulars only - you have been warned!

Preparations for our stand at the Sheffield Show (August 31st for 3 days) are well under way and the response from local dealers in the form of loaned bikes for display and cash sponsorship has been terrific.

Local rights of way work has not been forgotten with lanes being researched and claimed in South Yorkshire, mainly in the Barnsley area. (Brian Thompson will cover the other points elsewhere in the mag.) Many of the lanes have now become badly overgrown and/or eroded and the Group will have to put some effort in over the next few months to deal with the worst cases. Clearance officers please note!

* * * * *

EAST MIDLANDS: Rep - Richard Marshall, 1 Burlington Close, Breaston, Derby. Tel: Draycott 3416.

General News: Bob Uzzell has had to stand down temporarily as Group Secretary and David Martin has offered to stand in for him, so all non-rights of way correspondence should go to him until further notice.

Recent group runs have been so well supported that, with only a few run leaders, the numbers are becoming unmanageable and, more important, the resulting large groups are causing too much disturbance in the countryside. It is therefore essential that more potential run leaders come forward, otherwise run numbers will have to be restricted.

Rights of Way: In May we cleared Connery Lane near Seagrave in Leicestershire. This lane had been blocked for many years by a large fallen tree and had become choked with undergrowth. Bill Moore of the Midland Classic Club brought along his chainsaw to make short work of the tree, whilst seven of us, suitably equipped with blunt instruments (no XT 500's though), soon cleared a way through. Dave Martin timed his arrival well, as we'd just finished when he appeared!

Contrary to Brian Thompson's RoW Bit in June, all is not yet lost in Derbyshire. I have been assured by the County Solicitor dealing with highways that they have not been influenced by the Peak Park or the Ramblers Association and that no decision has yet been made as to the Draft status of the 300 lanes we claimed as byways. The Footpaths Officer has only recently completed his notes after walking all the lanes and the Clerks Department is now considering all the evidence, including historical, before making a decision. I had an hour long telephone conversation with the solicitor and clarified points with him over circular 44/68, and the original intentions of the review and finally that if they failed to upgrade footpaths to byway which had conclusive vehicular rights over them, e.g. handed over 1929 Local Government Act District Roads, which we cannot use because of the Marsh Lane case judgement, then we would not hesitate to appeal.

In parallel I have contacted several County Councillors who are on the Highways Committee, including the Vice-Chairman, and put them in the picture and they have all said they will be 'asking questions' and have promised to contact me when the Review appears on the agenda, so I think we should get a fair deal.

Nottinghamshire has at last started detailed research into the byway claims we made in 1977 and has promised to notify the DOE and us of their findings.

Leicestershire is pressing ahead with its draft reviews and has contacted me for use evidence on several lanes. It appears where we claimed 'byway' and can provide use evidence of six or more riders over a period of years, in the absence of conflicting evidence, they will uphold our claim. Furthermore, the Footpaths Officer has asked us to help him when he comes to do the next review, as he found quite a few footpaths which should be unclassified roads and wants to delete them from the Definitive Map. It's a shame a few more Councils can't be this helpful.

* * * * *

IMPROVE YOUR SP 370 - by P. J. Wildsmith.

TRF readers might be interested in my attempts to turn the Suzuki SP 370 into a better trail machine. I started by fitting Preston Petty's, a grab rail (refabricated Honda one), Renthal handlebars (stronger than originals) and a Tector tank cover which saves it getting scratched, but not dented. The seat needed attention as it is very uncomfortable; I had the middle cut out and replaced with softer foam. I found the steering much too heavy, as expected with 32° of rake; I dropped the fork yokes until the tubes touched under the handlebars. Next I fitted 15" Girling Gas Shocks, soft damping, twin spring set up with 120-lb. main springs (13-stone rider.) Doing this achieved three good things: it further steepens head angle, gives 7" of rear wheel movement and a much better ride. The seat height increases by about 1½"; doesn't bother me though - 34" inside leg, Ducky!

A Wassell chain tensioner takes care of the increased chain slack. With Belray SAE 10 fork oil the suspension is now very supple. Contrary to popular opinion, I find the IRC tyres as fitted are good (some come with Bridgestones); they wear well and are good on the road in the dry; I have had no trouble in the wet - I ride accordingly. They are good enough on the dirt, even in trail bike trials. This opinion comes from having three Suzukis, all fitted with IRC tyres and trials bikes with proper trials tyres (Pirellis, etc.). Finally, I fitted a Kawasaki KE chain guard and a modified KTM sump guard.

A good bike now, but could be better. The engine power is good and vibration is not too bad, cruising at 70/75 is easy enough. There is one big fault though which cannot be rectified - very bad transmission snatch, causing the bike to lurch when the throttle is rolled on and off. This is because of the excessively large dog engagement slots in the pinions - good for clutchless changes though.

I hope this might be of interest to readers and not put too many people off getting one for it is certainly a very enjoyable motorcycle to ride.

* * * * *

RUN REPORTS

LAKES WEEKEND - CUMBRIA GROUP - May 19th/20th.

The Cumbria Group played hosts to over 20 riders from all parts of England. From Elterwater four groups of 8 riders led by local members went out for two days exploring the green roads and old hill tracks of the Lake District. All the major trails were ridden, including Gatescarth, Garburn, Walna Scar, Tilberthwaite and Grizedale Forest. The riders were blessed with very fine weather both days and they found it good to get away from the bustle of the tarmac roads into some beautiful countryside. Many other outdoor activities were met up with, from marathon walkers and national orienteers to pony trekkers.

Perhaps as a result of my publicity the roads at Grizedale (Parkmoor bog, through the gate to the Forest road) and the RUPP part of Gatescarth Pass are very rutted and I feel it would be best if they were left alone over the summer to drain and dry out.

David Howe.

* * * * *

BOURNEMOUTH & POOLE RUN - May 1979

Turned out for me to be rather costly - just as I reached the meeting point with Paul Shearer, my piston decided to hole itself and seize my main bearings.

After leaving the Yam at a pub I rode pillion with Paul and his XL 250; Bob Sheperd rode his trusty Suzuki 185. Never again will I ride pillion on green lanes. Being 6' 3", my legs and Paul's seemed forever wrapped up, apart from my bum being mostly off the seat. Never mind, Paul, one day soon you will be able to have a full day out as I think I am interested in a 370 SP.

Bob had a longer day as Paul and I cut short after my pleading for mercy.

Stephen Russell.

* * * * *

SETTLE RUN, CUMBRIA GROUP - June 24th, 1979.

A dozen riders left Langcliffe and took the green lane by Langcliffe Scar to Malham Tarn. Still heading eastwards, the famous Mastiles Lane brought the riders to Kilnsey with its impressive overhanging crag. The riders headed up the dale to Kettlewell and over Cam Head Road. The group returned to Settle for lunch via the Arncliffe to Malham Tarn green lane.

After the necessary break for lunch and petrol the riders headed north to Catrigg and the Moor Head Lane to Helwith Bridge. From Horton the lane to Sell Gill and Beckermunds led to Dodd Fell where several hang gliders were seen soaring. The Roman Road now led to Burtsett and Hawes. The longest lane of the day was Dodd Fell and Cam Fell roads southwards to Horton. Rain was felt on this stretch in an otherwise hot day.

From Helwith Bridge Long Lane brought the group back to Settle. The riders were well pleased with their day out when it had included some of the best, longest and most ancient of the green tracks in the Dales.

David Howe.

* * * * *

LEADING TRAIL RIDES - some notes by David Howe.

Part I - Leadership.

More often than not the leader of a trail ride is the eldest rider, the chap with the fastest bike or the one with the maps. But there is a lot more to it than that. Leadership is a personal thing - either you have it or you haven't. It can be developed if it is latent. Here are two quotations from Jerry Wright, the founder of mountaineering training in this country:-

"A leader must remember that the standard he sets in efficiency, self-discipline and enthusiasm will be the standard adopted by the party."

"Leadership is latent in every man who will take the trouble to master a technique and demonstrate the ability to demonstrate that mastery in the presence of others. Personality, aptitude, assimilation, humility, courage and consideration for others are the attributes which are important in leadership. Those who possess these qualities come from every walk of life."

It is hoped that most members are quite interested in leadership and in helping others to enjoy the countryside from a motorcycle. Some points to note:

- a) Leaders must be proficient map readers - this is the basis of all countryside exploration.
- b) Leaders must be reasonably competent motorcyclists.
- c) Leaders must be au fait with the legal status of the roads used and be able to put up a convincing case for using them to anyone who asks, e.g. a National Park Warden.

- d) Leaders should be beyond reproach when it comes to machine maintenance and mechanical condition.
- e) Leaders should be reasonably competent mechanics and be prepared to help/advise other riders in this direction, e.g. mending a puncture.
- f) Above all, leaders should have self-confidence so that they can give the rest of the party an enjoyable day out. They should instil confidence in novices and experienced riders alike.

Part II - Riding in parties.

The Leader:

Chooses route, sets speed and is responsible for the party. He appoints someone to bring up the rear to ensure that no-one is left behind. The leader should never let anyone get ahead (unless pre-arranged). If he does so, even when it seems safe to do so, he is giving up control and cannot fulfil his responsibility.

Leaves word with a responsible person of intended route and expected time of return.

Maintains a speed suitable for the slowest rider.

Waits after obstacles to re-form the party and ensures that the party never separates.

Rear Man (Back Marker):

Brings up the rear and warns the leader if the party is becoming strung out.

Ensures that nobody is left behind.

Closes gates.

Individuals in the party:

Follow the leader and avoid crowding each other.

Do not go ahead of the leader or break away from the party at any time - unless pre-arranged.

One common cause of accidents with groups is that individuals separate and either get themselves lost or come to grief on difficult ground.

Always take an intelligent interest in your surroundings and in the route. Not only is the journey far more enjoyable if you are alert and observant rather than just watching the road, but you may have to share or take over the job of leading the party at some time. The success of a run stands or falls on the behaviour of the party members.

Individuals, whilst keeping their eyes on the man in front for direction, also keep looking behind to see that the next rider is following on. If he is not, stop and wait and retrace route (slowly), if necessary.

When on rough ground:

Avoid crowding each other on the rock sections, e.g. Garburn and Walna Scar. Avoid knocking rocks down on those below. If a stone is knocked down, shout "below" as loudly as possible to warn other riders.

Two methods of running a party.

- 1 a) Leader rides in front and opens gates. Continues on.
- b) Second person stops, sees party through, closes gate, joins tail end of party.
- c) At next gate a different person is 'second person'.

No Back Marker is needed and everyone takes a share in helping run the party. Every rider must know number in party and be a proficient Back Marker.

- 2 a) As in 1 (a) above.
- b) Party rides on after leader.
- c) Back Marker brings up rear and shuts gate.

The only disadvantage is that the Back Marker may not know if a gate was open/closed to start with.

There are combinations of the above, but whichever method is used - stick to it.

More of these notes in the next issue - Route Planning, Weather, Accidents, etc.

* * * * *

INFORMATION APPEAL NO. 6.

Being subtitled - "I bet yours ain't legal either."

Ever wondered whether your standard/modded trial/trail/enduro beast is road legal? I'd mulled it over a few times, until one dark night (why dark night? - it's always dark at night) when I was stopped for a minor traffic offence (sorry Mum). The PC was very friendly, as of course was I, and he proceeded to point out several unlawful attributes belonging to my pride and joy. The outcome was:

- a) He let me off. Praise be to Allah, Bike magazine and Brian Thompson.
- b) I carried out some further investigations and learnt the following:
 1. Brake Light: All bikes fitted with lights must have a stop lamp.
 2. Hooter: If your bike was manufactured after August 1st, 1973, a hooter must be "continuous, uniform, not strident." Strident means vibrating, grating. Passages in quotes are word for word extracts from the traffic regulations. The problem word here is "continuous" as a push bike/bulbous hooter does not emit a continuous sound.
 3. Lighting: Direct lighting is perfectly legal unless:
 - a) You want to park at night in an area where lighting is essential, or:
 - b) You stall (a TRF member stall his bike!) Only applicable at night, wise guy.
 4. Tax Disc: Must be readable and in waterproof holder. New plastic types are OK, but must be displayed anywhere on the nearside and in front of the driving seat.
 5. Number plate: Must be vertical. Each number must be 2 $\frac{1}{2}$ " high by 3/8" wide.

6. Speedometer: "Must be so constructed and in such a position as at all times readily to indicate to the driver the speed of the vehicle." Which interprets as:
- a) A speedo mounted on the fork leg is not "in such a position as at all times readily to indicate"... etc.
 - b) If driving at night and your speedo is not illuminated, then it is not "at all times readily to indicate".... etc.
7. Tyres: Tricky one this. Tyres must not be "unsuitable having regard to the use which the motorcycle is being put". Which interprets for knobbly tyres as:-
- a) Competing in enduro with very limited road work - probably OK 'cos they are suitable "having regard to the use which the motorcycle is being put."
 - b) Trail runs - debatable. Suspect on continuous trails OK. For runs with lots of road work, don't know. If in doubt, the police contact the manufacturer, so if you're worried about this, I can only suggest you do the same.

That's it, most trail bike owners should score 7 out of 7? Enduro bikes and trials bikes - I don't believe you.

All information supplied by Traffic Division, Sheffield. Very helpful they were too.

Next article back to normal format.

John Shearer, 21 Woodfoot Road, Rotherham, Yorkshire.

* * * * *

ADVERTISEMENTS (Free to members)

FOR SALE: Green Lane special - C.B. Triumph, 1967, 500 cc, low mileage since major re-build, MoT'd. £375. Phone Fred Chandler on Luton 840557.

FOR SALE: Towing bracket for Viva HC. Brand new, boxed. £15.
40-hole, 21" front rim, used.
Would exchange either or both for DT 175 dual seat for 1977 model. S. Moss, 47 Long Deacon Road, London, E.4.
Tel: 01-529 0620.

ENGINEERING: Norris Bomford, The Orchards, Salford Priors, Evesham, tel: Bidford-on-Avon 3333.
For crank grinding, cylinder boring, heads and blocks skimmed, bearings and pistons supplied. valve seats cut, etc. A single motorcycle bore costs £3.50. Quick service.

WANTED: Flywheel alternator wanted for Bultaco Matador, 1973. Is it possible to repair it? Can anybody help? My friendly Bultaco dealer can't. John Shearer, tel. Rotherham (0709) 79078.

* * * * *

EDITOR & DISTRIBUTOR

Nick Walker,
13 Central Avenue,
Hounslow,
Middx.

SECRETARY

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

MEMBERSHIP SECRETARY (For changes of address)

Colin Patient,
14 Ryecroft Close,
Woodley,
Reading, Berks.
Tel: Reading 696783.

* * * * *