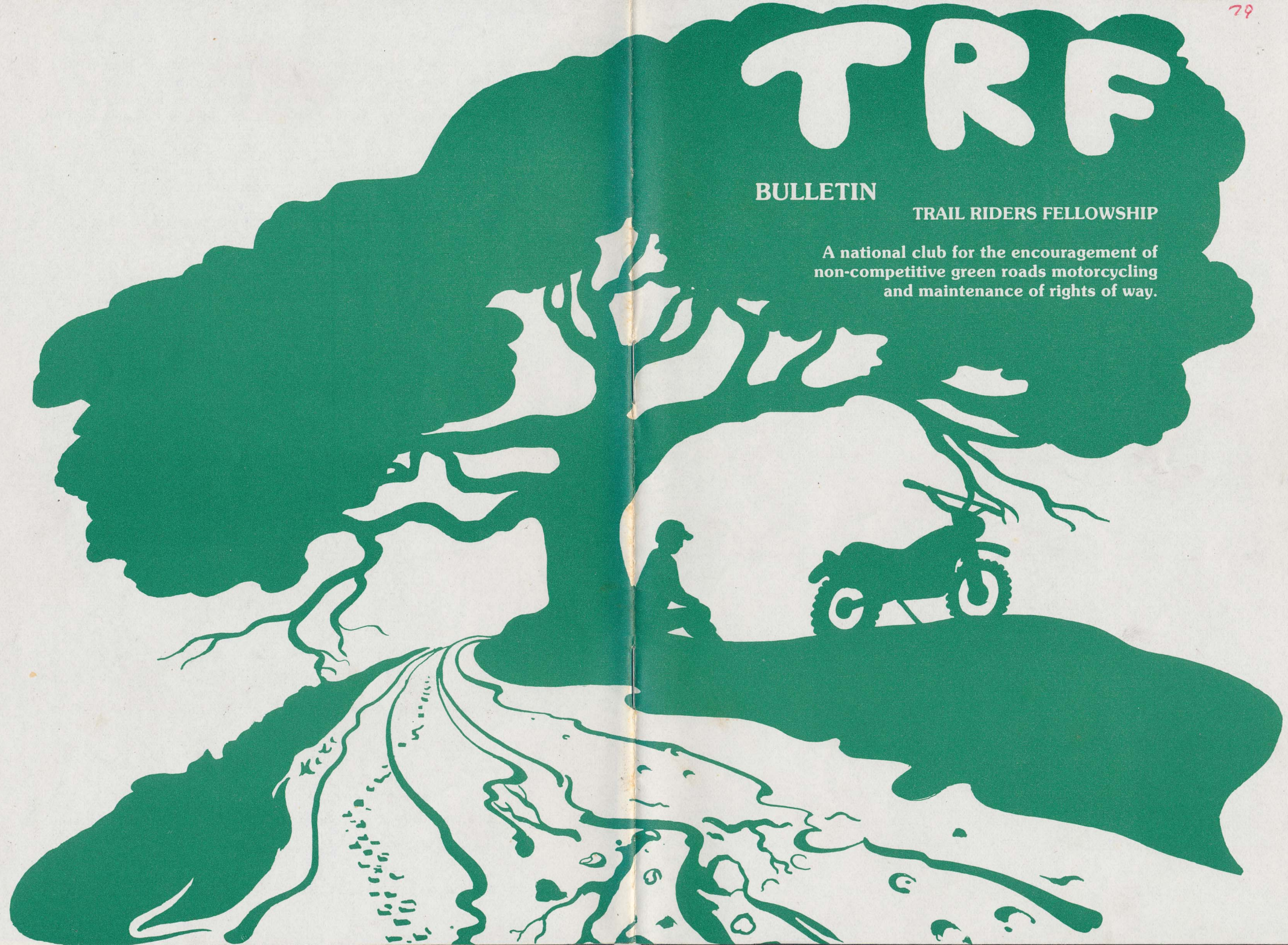


# TRF

BULLETIN

TRAIL RIDERS FELLOWSHIP

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



# TRAIL RIDERS FELLOWSHIP BULLETIN No. 79 JULY 1980

## FORTHCOMING GREEN LANE RUNS

- |                                       |                        |   |
|---------------------------------------|------------------------|---|
| <b>Bristol</b>                        | <i>July 13</i>         | 10 am at the Tredegar Arms, Bassaleg for the Newport area. Contact Simon Northeast on Bristol 35668.                              |
|                                       | <i>August 10</i>       | 10 am at the Talbot Inn car park, Keynsham. Contact Geoff Butler on Keynsham 5644.  |
|                                       | <i>August 24</i>       | 10 am at the A4/A46 Gloucester road junction with London road east of Bath. Contact Russ McDermid on Bath 311216.                 |
|                                       | <i>September 7</i>     | 10 am at Spaxton reservoir for a Quantocks/ Exmoor run. Contact Kieth Payne via Russ McDermid.                                    |
| <b>Bournemouth &amp; Poole:</b>       | <i>Monthly...</i>      | ...runs in Dorset, Wiltshire and south west Hampshire. SAE please, to Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset. |
| <b>Cheshire:</b>                      | <i>August 10</i>       | Contact John Ward on 061 427 4745.  |
|                                       | <i>September 7</i>     | Contact John Ward.  |
|                                       | <i>October 5</i>       | Contact John Ward.  |
|                                       | <i>November 9</i>      | Contact John Ward.  |
| <b>Derbyshire &amp; S. Yorkshire:</b> | <i>August 17</i>       | 10 am at Deepcar, contact Ian Dunsire on Barnsley 742475.   |
|                                       | <i>September 21</i>    | 10 am at Totley, contact Ian Dunsire.   |
|                                       | <i>October 19</i>      | 10 am at Baslow, contact Ian Dunsire.   |
|                                       | <i>November 16</i>     | 10 am at Whiston, contact Ian Dunsire.  |
| <b>East Midlands:</b>                 | <i>August 17</i>       | To be decided, contact Richard Marshall on Draycott 3416.   |
|                                       | <i>September 13/14</i> | Yorkshire Dales weekend, contact Richard Marshall.  |
|                                       | <i>October 12</i>      | Contact Richard Marshall.   |
|                                       | <i>November 16</i>     | Contact Richard Marshall.   |
| <b>East Yorkshire:</b>                | <i>August 9</i>        | Contact Howard Wadsworth on Knottingley 83400.  |
|                                       | <i>August 24</i>       | Contact Don Burt on Hemsworth 612258.   |
|                                       | <i>September 13</i>    | 10 am at Settle, contact Howard Wadsworth.  |

- September 28** 10 am at Horton in Ribblesdale, contact Don Burt.
- October 11** 10 am at Helmsley for North Yorkshire Moors, contact Howard Wadsworth.
- October 26** 09.30 at Pateley Bridge, contact Don Burt.
- Lancashire:** *Runs...* ...most weekends, contact Lesley Windsor on Farnsworth 792743.
- Cumbria:** **September 14** 10 am in White Moss car park, Rydal. Contact David Howe, 3 Greenfoot, Mealsgate, Carlisle CA5 1DF.
- October 19** 10 am at Settle Market Place. Contact David Howe.
- November 16** 10 am at Kendal railway station for the South Lakes. Contact David Howe.
- North Wales:** **September 7** Treasure Hunt, contact Alan Jones on Ruabon 821715.
- October 12** Llangollen run, contact Alan Jones.
- November 2** Clwyd run, contact Stan Whittaker on 0352 712343.
- South East:** *Monthly...* ...runs in Kent, Surrey or East Sussex. Phone Alan Jackson after monthly meetings on 01-660 5648 (home) or 01-357 2487 (work).
- Teesside:** **August 10** 10 am at Slaidburn for Salter Fell, contact John Law on Middlesborough 592696.
- September 7** 10 am at Ruston for Wykeham Forest, contact John Law.
- October 5** 10 am at Pateley Bridge for the Yorkshire Dales, contact John Law.
- November 9** 9.30 am at Birk Brow for the East North Yorkshire Moors, contact John Law.
- Southern:** *1st Sunday...* ...of every month—Beginners Run. 9 am at Carrafors, please phone Henry Wilson on Chandlers Ford 60838 before turning up.
- West Midlands:** *Runs...* ...most weekends, contact H. Ball on Stratford on Avon 841340.
- Shropshire:** *Runs...* ...most weekends, contact Mike Dutton on Cross Houses 317.

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## PINT AND A PIE EVENING MEETINGS

- Anglia:** *Last Thursday* — White Lion, Sible Hedingham.
- Bournemouth & Poole:** *1st Tuesday* — Dorset Soldier, Corfe Mullen.
- Bristol:** *2nd Monday & 4th Thursday* — Stanshawes Court Hotel, Yate.
- Cheshire:** *1st Thursday* — Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
- Derbyshire & South Yorkshire:** *2nd & 4th Tuesdays* — Victoria Hotel, Neepsend Lane, Sheffield.
- Devon & Cornwall:** *Every Friday* — Pig & Whistle, Little Hempstone, near Totnes.
- East Midlands:** *2nd Wednesday* — Flying Horse, Kegworth, on A6.
- East Yorkshire:** *2nd Wednesday* — Kellingley Social Centre.
- East Yorkshire:** *4th Tuesday* — Prince of Wales, Starbeck, Harrogate.
- Essex:** *Every Tuesday* — Warley Sports Centre, Warley Gap, near Brentwood.
- Lancashire:** *1st Tuesday* — Eagle & Child, Church Road, Leyland.
- North Midlands:** *3rd Tuesday* — Jervis Arms, Onecote, Leek.
- North Wales:** *1st Wednesday* — Fox & Grapes, on the A55 at Hawarden, Clwyd.
- West Anglia:** *3rd Thursday* — Scott Bader Clubhouse, Woolaston (near church).
- South East:** *2nd Tuesday* — White Swan, Crayford, Kent.
- Southern:** *3rd Tuesday* — Grosvenor Hotel, High St., Stockbridge.
- South Midlands:** *1st Thursday* — Lions Den, Hockliffe, on A5.
- Sussex:** *Last Wednesday in August, Oct, Dec* — Hassocks Hotel.
- Teesside:** *1st and 3rd Wednesdays* — Station Hotel, Stokesley, ¾ mile south on the Kirby road.
- Thames Valley:** *3rd Monday* — District Arms, Woodthorpe Road, Ashford, Middx.
- West Midlands:** *1st and 3rd Wednesdays* — King George V Memorial Hall, Hockley Heath, Solihull.

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## EDITORIAL GUBBINS

I hope you prefer the new Bulletin, no half printed pages or inky thumb prints. Now it is being professionally printed I can put photos and drawings in so if you want a piccy in the mag please send it to me, preferably black and white and pin sharp. Colour photos do reproduce but they are not as clear.

Thank you very much those of you that send in contributions type written, it helps a lot.

I am going to change the content of the Bulletin slightly and put more emphasis on information and interest which means that there will be fewer run reports and more articles, stories, cartoons and photos. If you have anything, even only loosely connected with trail riding, to say to all the membership please drop me a line. Serious or jokey, I'm not proud I'll consider anything!

The Annual General Meeting is not that far away now. Everybody welcome, turn up to beat up your favourite committee member. It is at the Manchester Arms, Needingworth Rd., St. Ives, Huntingdon, Cambridgeshire at 11 am on Sunday 19th October 1980.

Did you read Ian Thompson's letter in the last issue? As a result of his Group's lane clearing exercise the Fighting Fund is richer by £103.18p. Thanks very much Ian and the Bristol Group. Volunteer green lane maintenance can pay us in more ways than one, it make local authorities realise that we are willing to put our backs as well as our wheels into saving rights of way. Wiltshire County Council have a scheme that pays £25 per mile to voluntary societies for clearing lanes and Staffordshire CC have something similar. Bridges can be rebuilt to reinstate impassable rights of way, though most councils are worried about being legally liable if somebody falls off a bridge so they plan structures far in excess of the need and then cannot afford to put them up!

Howard Wadsworth is carrying on with the job of Treasurer until the AGM so will any member who wishes to take on this important office please let Bruce Roberts know.

Anybody interested in rights of way problems who wishes to be kept up to date with ongoing information please get in touch with Richard Marshall, 1 Burlington Close, Breaston, South Derbyshire.

**TRF Supersticker, Wonderbadge, etc.** TRF stickers can be got from Howard Wadsworth, 7 Hammond Road, Knottingley, Yorkshire provided you send him a SAE and 25p A beautifully embroidered cloth badge (hand sewn by Bruce Roberts' 103 year old great great grannie who's mutt and jeff and only got one leg to boot—maybe) can be yours if you send ten bob (or 50p) to Mike Kirby, 11 Hazel Grove, Hockley Heath, Solihull, West Midlands. If he's got any left. Don't forget the SAE. Car window stickers are 25p and a SAE (stickers are 8" long so send a suitable envelope) from Big Ed Walker, 13 Central Ave., Hounslow, Middlesex TW3 2QJ.

Nick Walker.

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## GROUP NEWS

**Bournemouth & Poole:** Rep — Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset.

This Group has now formed a Rights of Way committee to cover Dorset. The three are Keith Cockerill, Tim Shaw and myself. Duties will be researching, checking records, offices, etc. It was essential this committee be formed as District County Hall plead absolute ignorance to old evidence. No RUPPs exist in Dorset but very many bridleways were once public carriageways. This was all brought to a head when our Group was stopped and obstructed passage of a BR at Turnerspudde farm near Bere Regis. We have a map by Isaac Taylor (1765) which clearly shows this route as a road. The county solicitor wishes to know by what evidence we use this "sandy lane" (BR 5). On the 16th May our three man team will visit the district County Hall archives for Enclosure Awards, etc. and speak to the county solicitor.

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**Teesside:** Rep — John Bloomfield, 31 Thames Ave., Thornaby, Cleveland TS17 8HT.

As John Law is standing down as Group Rep for the Teesside area, I would like to take this opportunity of thanking him for his efforts over the last six years. We have covered many happy miles together and I know we will keep in contact. I have volunteered to carry on with the duties of Group Rep and all future enquiries should be sent to the above address.

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**Bristol:** Sec — Russ McDermid, 1 Woodlands Park, Lower Swainswick, Bath, Avon. Tel: 311216.

The Group is running very strongly, and we have decided to hold another club night each month (the 4th Thursday), to cater for the social side of the group. Runs are being organised about twice a month, which attract a very good turnout (we had almost 30 on one fine day in February), and now most runs require several leaders as we split into smaller parties.

We had an informative and enjoyable talk, in May, from Mr. R. Jung-Burton, of Silkolene Oils, who showed us the important, and humerous side of lubrication, or the lack of it, in some of our members bikes.

The end of May saw some of our group descend on Watchet, in Somerset, for a camping weekend, with runs over Exmoor and the Quantocks on the two days. It was an extremely enjoyable weekend, and many thanks go to Ian Thompson who organised the weekend, and provided us with some excellent routes.

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## LETTERS TO THE EDITOR

50 Summerhill Drive  
Aberdeen  
AB2 6EP.

Dear Nick,

I have been a member of the TRF for some time now and so far Scotland has not had a mention in the Bulletin. I understand that there are not very many members in this part of Britain but surely we deserve a mention.

A friend of mine, Bruce Wells (also a TRF member), and myself took our bikes on a long weekend trip to Lagan Bridge, not far from Newtonmore. The mileage for the trip was 300 miles (from Aberdeen). The reason for this little jaunt was to cross the old General Wade road to Fort Augustus and boy it's a nice bumpy track, 14 miles long with plenty of reasonable places to camp. We spent two nights camped at the start of the track and two days of great trail riding.

Bruce and I are planning on making this an annual event. If any other TRF members — Scots, English, Welsh or Irish wish to join this little outing which involves roughing it in a tent for two nights with no shops, houses or pubs anywhere near the track, please write to the above address. The outing will take place in late May 1981.

Colin A. Marsh.

P.S. What about an annual TRF meet in say, the north of England. Could be great fun and boost funds and interest in the club.

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Pine Rigg  
Loughrigg  
Ambleside  
Cumbria.

Dear Nick,

Some time ago I wrote, half-jokingly, to the 'mag' suggesting a 'geriatrics' run in the Lakes. The response surprised me. Within a month of the issue appearing thro' the letter boxes the run was fully booked with 16 riders including two leaders and six members of the fair sex, four of whom were riding solo and the other two pillion. Margery Price please note!

By the time April 13th had arrived there had been the usual cancellations bringing the numbers down to 11 bikes, so we split into two parties, David Howe taking three and myself taking six including the three women. I had chosen the start point very carefully. Coniston lies at the hub of a series of lovely lanes and it is possible to travel a number of good 'horseshoe' routes. Our mornings ride took us over Tilberthwaite to Fell Foot, round and over Owlet's Nest to Elterwater, a loop along the tarmac to Little Langdale ford, ('cleaned' by Kathy Howe for the first time), then up to Hodge Close for a coffee stop and a chat in

the warm sunshine. The road to Oxen Fell was followed by Arnside Intake to Jenkins Fold and there only remained a delightful little lane to the east of Hawkeshead before the lunch stop at the Outgate Inn. Hartleys Real Ale and bar snacks.

Bodies and machines replenished, we set off over Silurian Way to Grisedale then over the road through the forest to the dreaded Parkamoor Bog. We had the usual 'heave ho's' in the bog but anyone who has sweated through this vast glutinous mass knows that the road on the other side is sheer delight. The atmosphere was a little hazy but another coffee stop was called and we sat looking over the Coniston fells and contemplating the forthcoming world speed record attempt on Coniston Water in full view below us. A long gentle descent brought us to High Nibthwaite then on to Nibthwaite Grange for the double loop over Arklid Intake and the Riggs to Oxen Park. Taking in the two wooded lanes in the Force Forge area we arrived back at Grisedale for the run over Monk Coniston Moor to our starting point at Coniston.

We had a good day. We rode quietly and gently, annoying no one, sustaining no damage to ourselves or machines and left the countryside through which we passed with only a faint impression of our presence.

Several points emerged from this run which I think ought to be said.

1. For a seemingly hare-brained idea like a 'geriatrics' run you need friends. A friend, should the run idea prove popular, to lead another party; like Cumbria Group Rep., David Howe. You also need two friends who can fill the most difficult task of all. Back-up/gate-shutters. These people are the unsung heroes of T.R.F. runs. They have to possess the patience of Job, the riding ability of Sammy Miller, a universal mechanical knowledge to enable them to mend punctures, broken levers, snapped cables, missing gear levers, bent forks, misfires, seized pistons, fuel blockages, snapped chains and the thousand and one things that can and do happen on a run. They need these skills purely because they see the problems first whilst their leader is still at the front of the party in euphoric isolation.

Two of this rare breed were present on the run. Roger Harris and Ted Chapman, both from Kendal. A public and heartfelt 'thank-you gentlemen' to all three.

2. There was universal, 100% enjoyment by everyone on the run. I have my own personal formula for trail riding.

viz. 
$$\frac{\text{Minimum Intrusion} \times \text{Minimum Damage}}{\text{Consideration for other lane users}} = \text{Maximum Enjoyment}$$

or, put another way,

$$\frac{\text{Ride a quiet bike} \times \text{Use trials tyres only}}{\text{Common Sense}} = \text{Our continued use of green lanes}$$

3. I was both surprised and saddened by the vehemence of the views expressed by those who wrote or 'phoned me regarding the run. All of them welcomed the idea of a gentle run as a change from the 'enduro' type runs that seem to predominate in their particular area. It would appear that in certain parts of the country T.R.F. members are no longer going on runs because of the 'blast around' element. When questioned further it was apparent that it wasn't just the speed that was upsetting them but the **circumstances** in which speed

was used. It was an actual embarrassment to be a member of the party because of the obvious annoyance they were causing to other lane users.

Surely this sort of behaviour is sheer unadulterated lunacy. These lanes are very precious and whilst each one has a character and 'feel' all its own they are not, to my mind, there to be enjoyed purely for their own sake, but rather as a tool with which to enter the countryside. To traverse Walna Scar, Gatescarth and Garburn in the same day is exhilarating. The roads are superb, but so is the country through which they pass. The lanes are there for everyone to use and enjoy and I think that you will find that when walkers are asked about their views on motor cycles on green roads it is not just the fact that they are there but that they were not **expected** to be there. The lanes are legal roads, as we all know, but give the walkers etc., time to realise the fact. Our stickers say 'T.R.F. Saving Green Roads' Why not do as that legend urges and save green roads.

3. Ride a quiet bike. Noise is one of the main targets for the opposition and let's be honest about this, it **is** offensive. Most trail bikes are quiet. Unfortunately, most enduro bikes are not, leaving aside the XT's, DT's and Honda XLS's. Even Howard Wadsworth has sold his PE 175 because it was too noisy! I know that it is treading on the thin ice of personal choice of machine but I firmly believe that a quiet bike is of vital importance to our image. But what, you may ask, is the K.T.M. or Maico owning enduro man to do? I don't know. To have the ability and motivation to compete in enduros must be great but riding green lanes is a totally different situation and it is unforgivable to regard a run as practise for the next competitive event and it must be extremely difficult to ride a full blown enduro bike quietly and slowly.

4. Use trials tyres. The motocross knobbly is totally out of place on a green road. Do I hear howls of protest? Then come on a Cumbria Group run. One of our members, (not me!) owns an 'N' reg., TS 125 Suzuki. It is fitted with a 3.50 section rear tyre that to my certain knowledge has done over 7000 miles! Yet this man can outride everybody. He never gets bogged down, never gets stuck on a steep slope and we reckon that he could 'clean' Walna Scar, two-up on an inner tube. So maybe we do not all possess this kind of riding skill but it is no excuse to fit a rubberised rotavator to the back wheel. You do not **need** knobbles.

5. Public relations. Once upon a run I listened whilst a long standing member of the T.R.F. (no erotic pun intended), promised the next Park Warden he saw a knuckle sandwich! This remark threw those present into speechless incredulity. Believe it or not. We have a friend in the Lakes Wardens service. A man I have known and respected for 18 years who knows what trail riding is about and does not condemn it. Had this man been the recipient of this idiots maniacal culinary creation I would have been very upset and the T.R.F. would have lost an ally. The point being, Wardens are not all alike, just as we are not all alike but our 'friend' fell into the same trap into which our critics so often fall. viz; sweeping generalisations about a particular group of people. All motorcyclists are not ill-behaved, self-centered mindless morons that our detractors would have the public believe. Just as all Park Wardens are not self-important prejudiced demagogues. There is good and bad on both sides but take time to judge each case on its merits.

The vast majority of lane users are there for one purpose only. A quiet day in the country. So are we. There should be no conflict. The main problem is ignorance. Ignorance on their side of what our 'thing' is all about and ignorance on our side of what their 'thing' is all about. Learn about their side of the problem. Try to understand that a group of 6 or 8 motorcyclists is quite a forbidding sight if **not expected**. Say 'thank you' if people step to one side for you. Pass the time of day. Allow time for people to pass up or down a narrow track before proceeding. And ride slowly around blind bends because walkers often have children or dogs with them. If people scowl at you, don't blame them. Stop to let them by or smile and say 'good morning' etc., they are out to enjoy the lanes and countryside just as we are. We **do** have the right to be there but then again, so do they.

Time is running out and we are fast approaching 'overkill'. In our area the mountain footpaths are, quite literally, wearing out. We do not have much time left in which to preserve the wonderful lanes we all enjoy so much.

Brian Thompson reckons that there is a vast majority, all silent, within the T.R.F. To them I would like to say that this letter is **not** intended to be divisive. It is a plea for common sense. If you agree either partially or totally, write or 'phone your group rep., committee members, your local paper, the motorcycling press, the mag, me, David Howe, Brian Thompson, The Queen, anybody. At least it might go some way toward convincing the R.A. and others that the T.R.F. are a reasonable group of people.

If, as seems likely in the light of recent information, this letter is read by someone from the Ramblers Association I would like to point out to them that in addition to being an enthusiastic green road motorcyclist and member of the T.R.F. I was, for six years, a professional Mountain Guide with a certificate from the British Mountaineering Council. I was co-partner in the Lakeland Mountaineering School and a founder member of the Langdale Mountain Rescue Team. I know your side intimately. **Please** try to understand ours.

Best wishes,

*Pete Deeley*  
Pete Deeley

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

**Ridgeway...**The six month May to October voluntary restraint of use on Sundays and Bank Holidays having been accepted by the TRF should now be under way. The Countryside Commission are still dithering about the details of the warden scheme and this has still to be worked out. Regretably the Commission have already applied to the Minister of Transport for a traffic order with a proviso that if the voluntary scheme works it will not be operated. I think this is an act of bad faith. It certainly doesn't help! If the Minister approves the order then we shall have to mount an intense objection campaign and I would recommend that the voluntary agreement be called off. Another example of Commission bungling was

an attempt to impose further restrictions not agreed at the January London meeting. They wanted a 10 mph limit and all riders off by 10 am. Both are of course ridiculous and amount to a virtual ban. Both have been dropped. The Ramblers Association who pull the strings at the Commission, announced in their journal that 'the trail riders had been tamed on the Ridgeway.' Sorry Alan Mattingly, just a bit premature! We meet the Commission again on July 9th to finalise details.



Graham Chinnery on a RUPP near Walton on the Wolds which is due for re-classification as a bridleway. Damage to surface caused by tractors.

**Wildlife and Countryside Bill...** Another consultation paper is to be issued soon. Mr Leavett, Permanent Under Secretary of State at the D of E responsible for the Bill has asked us to provide details of the Mason case affect. Thanks to BBT approaches mainly, the Government are prepared to make a concession. They will allow a 12 month 'grace and favour' after the Bill becomes law. The BBT and TRF have asked for 10 years, better still total repeal of the abominable Mason case. 12 months is useless! To help fight against the threats Trials and MotoCross News, Victoria Street, Morecambe, Lancs., are organising a 50,000 signature petition. Blank forms are available free of charge from T & MNX. I recommend as many signatures as possible. Every bit helps.

**Leicestershire...** Have published a draft special review map. You have until 30.8.80 to object to any lane wrongly shown on this map available at County Hall, Glenfield, Leicester, and District Council offices. Objections/claims go direct to Dept. of Environment, Room 509, Cranbrook House, Nottingham NG1 1EX. Our man most involved is Richard Marshall, 1 Burlington Close, Breaston, S. Derbys who has worked hard preparing for this review and reports they have provided some Byways. Appx 50 out of 200. This is your chance to preserve green lanes. Reviews come up once every 25 years on average though in law they should be done every 5. (Sect. 33.49 Act).

**Wales...** The Gap Road from Myrthur to Brecon is threatened with a traffic ban. Powys C Council and the Brecon Beacons National Park are consulting. "Walkers in favour", say Powys CC. This Roman Road is well loved by all train riders, not just Welsh riders. Apparently the authorities have held a survey of trail use and come up with closure as the result! The WTRA are very concerned.

**Lincolnshire...** Have come up with a novel scheme. They ask for volunteers to adopt a green lane. Duties of a 'green lane warden' would be to protect it from ploughing, obstruction and hedge removal. They should use the lane regularly and encourage others to do so. If you are willing to adopt a green lane in Lincs, write to Mr Chapman, Legal Services Dept, County Hall, Lincoln. This is an idea worth suggesting to other authorities.

**Donations...** A certain millionaire recognising the pressing need to employ a full time rights of way officer has offered to finance such a person for a period of five years. Frankly I am not prepared to give up my secure job with the National Coal Board for just five years security unless the ACU or BMF can offer something. This is unlikely. Still it might be possible to engage someone retired, and this is the best offer of help ever received. We are enormously grateful.

**Lakes...** Public Inquiries due May have now been postponed due Government staff cuts. Countryside matters always have had a low priority on Government expenditure. 20 years user evidence is still needed on the popular RUPPs, and appeal for help from the old timers and trials riders who used these lanes in the forties and fifties. Details to David Howe.

**House of Commons Spicer Committee...** I have been invited to join this working party looking into rights of way legislation. Chance to make changes in the Government Bill and put our views. The Spicer Committee also wants me to look after **all** vehicular interests. This is good news and a step forward. A clear indication that we are at last being recognised and properly consulted at Westminster. It is interesting to note that the Secretary of the Committee Alan Mattingly (RA Sec also) has written and complained to me regarding my comments re the Spicer Committee in May's TRF Journal. He says I was unfair. I do apologise!

**Ramblers step up their 'Walkers versus The Rest' Campaign...** Following their highly successful press campaign 'Noise invasion'... calling for a complete ban on trail riding which went largely unanswered by the m/cycle organisations, they have told many areas of the RA that they must withdraw all Byways and Bridleway claims. This has led to some internal conflict within the RA.

**Lane Clearing...** Very pleased to see the good work of the Bristol Group last journal, who earned £53 for their group by clearing a green lane taking just 4 hours. The Spicer Committee is looking into ways of Government encouragement on a wider scale of voluntary self help schemes. Wiltshire and Staffordshire are the only Councils apart from Avon to pay for lane clearing.

In 1978 the Derbyshire TRF Group repaired a bridge over a RUPP (Hassop No 10) at a cost of £10 and 5 hours work. The Council refused to make any payment although they estimated saving the ratepayers £1200!

Very worthwhile asking County Councils to allow Groups to undertake 'do it yourself' schemes whether they pay or not.

The report of the Bristol Group has been circulated to all members of the Spicer Committee that include the Association of County Councils.

**Derbyshire...** Glyn Davis and I had a meeting with the Peak Park recently. They told us that the Peak Park Committee 'do not approve of motor cycles on green lanes.' Still these regular meetings are a good idea and clear the air.

**Peddars Way, Norfolk Long Distance Path...** As predicted a closure order is proposed on the RUPP at Stiffkey Greens. All part of the Commission's plans to turn the way into a "footpath" though most of it is green lane.

Brian Thompson, 39 Warren Road, Thorne, Doncaster, DN8 5PP, South Yorkshire. Tel: 0405 814388.



## LEADING TRAIL RIDES

### some notes by David Howe

*(This is the second half of these notes, the first being in issue No. 73, July 79. Thanks for reminding me, David! – Nick.)*

#### Part III — Route Planning

Plan your route beforehand and always leave word of your intended route and destination with a responsible person, as well as a reasonable time of arrival. In choosing a route do not over-estimate your capabilities and knowledge of terrain. Decide on the awkward parts of the journey beforehand from the map e.g. Walna Scar. Make a note of these so you are prepared. If you should be caught in the mist take full opportunity of any clearance to check your position and possibly take any bearings.

If lost—or in doubt—stop, keep calm, think back to your last **known** position and work out a plan before committing yourself (and the group) to a line of action. Don't be afraid to turn back if it seems wisest to do so.

On a trail ride it is difficult to estimate the time to be taken for a particular route. This comes with experience over the terrain but something like 10 m.p.h. overall seems suitable. Never have a day out (unless it cannot be avoided e.g. an exploration run) where you have (a) not been over the route beforehand or (b) where there is overall more tarmac than trails. Remember to stop occasionally for a rest or to map read, or to look at the views.

#### Part IV — Weather

Remember that because of the close proximity to the sea, and particularly along the west coast, British weather in country areas is far less predictable than in most other areas of the world. Years of local knowledge gained from very careful observation can often provide an accurate weather pattern in the country **but** 'red skies at night' and creaking bone believers are in for many pleasant and unpleasant surprises!!

**Additional hazards** — heavy rain will cause flooding and make streams rise into dangerous torrents, often washing away bridges and parts of tracks. Do not attempt to cross such streams in spate. Often a detour upstream will produce a

narrower part to be crossed, or re-trace the route to safety. If there is any doubt make a detour or wait until the flood subsides.

The worst of all conditions met with in our hilly countryside is a combination of wind and snow or hard rain. Blizzards can be of great ferocity. This is the time to turn back for lower land and shelter by the quickest and safest way. Exposure can easily overtake riders because of the cold/speed factor.

**Weather Forecasts** — The Meteorological Office provides free information on request. Forecasts are as accurate as possible but there may be local disturbances, and in any event the forecast describes the **overall** pattern. Their application to British countryside and mountains should be made with discretion. Local weather can be very different from that forecast. Local Information Centres e.g. National Park, can give weather conditions.

#### Part V — Procedure in the Event of an Accident

- 1) Do any immediate First Aid that is necessary. Stop any bleeding by applying clean dressings and bandaging firmly.
- 2) Make the patient as comfortable as possible and treat for shock. Keep him warm and put any spare clothing underneath as insulation. Normal motorcycling clothing should give enough insulation.
- 3) One, or two if possible, of the party should go and contact the nearest Mountain Rescue Post or Police Station. The leader should be conversant with their location. Ride **carefully**. The messenger(s) must carry and give the following information:-

Exact position of accident (6 fig. grid ref.)

Time of accident

How many are injured

Nature of the injuries.

- 4) Remember that it may be possible to move some casualties but only do so if it **doesn't** aggravate the situation.
- 5) Many councils have Land Rover ambulances and Mountain Rescue Teams can reach anywhere with their specialist equipment.

#### Part VI — Conventional Signs

Features other than relief features are shown by a series of symbols which are identical on all maps of the same scale. They are given on a key at the foot or side of a map, but to save time "in the field" it is better to be familiar with the ones you are most likely to need to know:-

Roads of all kinds; Rights of Way of all kinds; boundaries of all kinds; marsh; woodland; orchards; rocks; National Trust land; bridges; fords; churches; mills; pylons; footpaths; rough pasture; how fences are shown.

#### Useful facts

There is no substitute for experience, which has brought forward the following hints:

The boundary of National Trust property is always a fence or a wall.

The boundary of rough pastureland will be an "intake" wall.

Where a track crosses a fence or a wall, there will be a gate.



Rights of Way are not shown as being fenced or unfenced, so it is better to look at old maps for this.

Field boundaries are shown on maps of scale 1:25000—but not on 1:50000.

A ford is often (though not always) accompanied by a footbridge.

Unfenced boundaries of roads and woods are shown by dotted lines.

Don't confuse the County Boundary and footpath (non RoW) signs—both are pecked lines and easy to distinguish when seen together, but not when seen apart.

Contours are not shown unless the land rises and falls 50 feet, but a road may run in a groove less than 50 feet deep (eg. Cut Gate, Clennel Street) which will not be shown on the map—so look for a groove, if you see one it may well be your road.

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Howard Wadsworth checking the coal content of the topsoil on a Yorkshire green lane.

## THE TRF TEN YEARS ON, AND OTHER NOTES

— by the Membership Secretary

By the time a child reaches 10 years old its character, development and attitudes are fixed — all that is required is the polishing and understanding that we call maturity. The TRF is of such an age, but still lacks conviction and reaction along well defined lines — the main reason our adversaries are scoring bigger and better victories in our diminishing scene.

The inaugural meeting was held on 18th January 1970 and sad to say that of those who attended only a small handful are still members.

Membership reached an all time high last year, but very few of those newer members and few of the “old uns” have so far renewed. I urge Group Reps to chase them up to discover the reasons — perhaps we do not offer what was expected?

May I also suggest that at formal meetings 1980 cards are occasionally shown — particularly when electing officers.

I would very much like to offer membership lists as in the past but without help at my home this is just not possible — over 2000 names and addresses are now on file! I have been looking into electronic aids but the real cost is frightening, even buying surplus, I would appreciate any constructive advice along these lines. I understand the Staffs. Group use a word processor for some of their records — do any other Groups?

The postal problems early in the year caused a considerable amount of mail to disappear, members who have not received 1980 cards but have paid their subs should write again. A few members (between no.'s 1920 & 1950) joining in November '79 have informed me that theirs have not arrived, but by now all should have them. Please let your Group Rep know if not — this saves postage! BMF affiliation cards are also available, will Group Reps please let me know how many are required. All NEW 1980 MEMBERS WILL RECEIVE ONE AUTOMATICALLY.

Any delay in new members receiving the next magazine seems “built in” to the system but I remind all that we are volunteers — constructive help is always appreciated.

A few members have been using “application to join” forms for renewing without marking them as such — if you receive two membership numbers our Treasurer (koff up lads) will require two renewals in 1981! Also forms are still being used bearing Colin Salmon's and John Higgin's non-current addresses! Please use only forms with my address.

**Finally.** A few new members have expressed their disillusionment in the club but have not attended Group meetings nor contacted their area Reps. I would like to remind members new and old that the TRF is what you make it — if you don't help organise or take office, don't knock those who do! Much time and effort is given, without charge, by the officers to make the FELLOWSHIP.

Colin Patient, 14 Ryecroft Close, Woodley, Reading RG5 3BP, Berks.

★ ★ ★



*Obviously an old road this packhorse bridge is on a track in Mid Wales.*



*Also on a track ridden on the same Welsh weekend this is less obviously a road!*

## **The 1979 Dalcassian MCC Kerry Safari — part 2 no less!**

We awoke to sunshine yet again. The committee met during breakfast and determined that today was Wednesday. Having fuelled both bodies and bikes we assembled at the KBH (Kenmare Bay Hotel). Today's route would take us along the north coast of the Kenmare River. Turning off the road at Sneem, we headed for the first trail, only to discover that the narrow bridge over a 30 feet deep gorge had been eroded away and was now strictly for the Eddie Kidd types.

We continued along the main drag for a couple of miles and met the trail again where it enters the forestry, climbs a hummocky firebreak onto open moorland then zig zags downhill over moss covered rock slabs, to a bog with ditches and a stream crossing with big rocks (knee high) and onto a gravel road. That was the easy bit.

From the bottom of the valley we could just make out the last of the first group climbing the hill ahead of us. Between us lay about a mile of open moorland, rising at one in ten onto the track cut into the side of the hill above. Here the strain was beginning to tell and some of us began sweating, however the rain clouds were forming and there was no time for resting. On the top of the hill the track was boggy with submerged rocks and several fives were recorded before we reached the stone wall which marks the descent. We removed the top stones then lifted the bikes over the rest while holding up the barbed wire. In Ireland friends are useful!

Descending over more rocks and through a tunnel of rhododendron bushes (3 feet of headroom) we reached Freddie's Food Store just as the rain started. Then we got the bad news — no sandwiches or pies due to a power cut. After a pint of Guinness and cake the trials riders arrived. By now it was persisting down and they were as drowned as rodents. Joy of joys! Chris Lavery declared that it was his birthday and bought drinks all round. Cheers Chris!

Slowly, most things happen slowly in Ireland, the rain cleared. John Dunn and Simon Northeast ventured towards Cahernageeha Mountain to see if the mist had cleared and reported back favourably.

A small group decided to risk the weather and after fuelling we began the climb from the farm up the hairpin bog road. From the top we headed east using the strong tail wind to keep us moving on the bogs until we reached "Micks Motorway", a bog road as straight as a die along the top of the mountain with no roads on to it but a sheep trail off to the south. I was lost but John led on down the sheep trail which proved to be right and a few miles on we met the tarmac and proceeded in a hasty manner for Kenmare and the evening nosebag.

On Thursday we headed east. A lengthy tarmac run out on the Cork road ended when we turned off across a field. Good teamwork was necessary to remove a "gate" and manhandle the bikes over a ditch, replacing the bracken as we found it. The trail seemed to disappear into a rock face but a hairpin left into the bushes revealed a narrow track which climbed very steeply in a succession of hairpin bends up the side of the hill. Midway up some rock steps were causing consternation to some riders and from below one could hear the melodic sonotations of two-strokes chain sawing through solid granite.

At the top the trail widened to Landrover width and with jackets unzipped we continued at a quicker pace. After a friendly chat with the farmer a brisk downhill descent returned us to the tarmac. This area was a maze of short tracks and narrow tarmac roads and the absence of our leader was beginning to show with some navigational indecision and a few wrong slots. By mid afternoon we decided to quicken the pace and after a lengthy but vairy (!) interesting tarmac thrash we followed the Coomhola River at a slower pace to Cooryleary where we turned north on the long Priests Leap trail to Drehidoughteragh (pronounced Drehidoughteragh!). With the sun setting to our left we climbed from 57 feet at the river to 313 feet over two miles of tarmac then onto fast loose trail with a succession of blind turns and yumps with rock outcrops on our right and a 900 foot drop into the Cooleenlemane River on our left. Well you would go with a splash! After three miles we crossed the high point at 1531 feet and changed up, then, when the wheels reached the ground we slid and scabbled with much decompressor (KTM) and brakes (Suzuki) for two miles then waited at the bridge (500 feet) for the others to catch up.

In excellent spirits we descended to Kenmare to partake once again of the excellent Irish hospitality. Mick decided we were having things too easy this year so Fridays route would be a little tougher.

The plan was to ride the tarmac to the Climbers Inn for elevenses but unfortunately coffee was off that day. The majority of us declined alcohol so early in the morning but Chris Lavery forced himself to down a pint of the porter while some were topping up their fuel tanks. As the first group disappeared Mick arrived and we stopped for a chat. He led us to the start of the Colly Road. A rusty farm gate led us into a field of rocks and we began to climb the hillside in a series of multiple zig zags as we searched vainly for the easiest route. After half an hour or so we had made about a mile and were looking across a valley about three miles wide with one narrow tarmac road meandering through the centre. No houses, no trees, just bog and rocks as far as you could see.

The Bristol Group riders were struggling and elected to turn back. They were due to sail homeward early on Saturday morning and had hoped for an easier day on the Friday. Their 250 four-strokes were proving too big and heavy for this sort of going. Only Simon Northeast on his Suzuki 175 could cope with the going and to make things more interesting was borrowing the XL 250 for the difficult bits. As we reached the higher ground we found the original trail and then wished we hadn't! The cobblestones had been covered with about 8 ins of very soft wet bog which had been cut up by the first group who we could see disappearing over the skyline. Will Priestley pressed on in a vain attempt to catch them.

While Chris sweated on a 1 in 4 climb I tried the lower slopes only to be unseated on the huge rocks. I returned to the bottom and tried on the right, this time successfully and thinking Chris was ahead until I met Will coming back looking for the pair of us. While Will helped Chris I proceeded uphill through the rocks and heather until I found out why Will had stopped (It's not like him!). A short, sharp climb had been cut up by the first group and because of the rocks there was no way round it. Working three to a bike made life much easier and soon we were pottering downhill over huge but (thankfully) dry rocks to the next nasty climb. Here the leaders of the third wave, composed of experienced trials and enduro

riders, caught us up. Irish trials ace Arnold Acheson cleaned the hill. We then showed him how it would be tackled in England, as, with legs disappearing into a blur, we went round it!

Proceeding until we came to a drystone wall and wire fence, we followed a track down the hillside, through a farm to the tarmac below. At the tarmac who should be there but Mick, who had been watching our performance from the car, using binoculars. Mick explained that we should have removed the fence and wall to pass through and replaced them later, as the first group had done. However they had done so to such good effect that there was no sign of them having passed through, not even tyre tracks on the dry short grass at that point. I don't know which riders were responsible but such discipline should be an example to us all. We followed Mick to Kells Bay where the others were dining in the cafe, there being no pub in the vicinity. This area has now been declared a tourist black spot! Following lunch we rode the Kells Bay coast road. Being an old coach road it is fairly wide throughout most of its length but being cut into the side of the hill about 1000 feet above the sea it is most spectacular and no place for those without a head for heights. Returning to the tarmac a short ride led to the Climbers Inn where we made up for a teetotal lunch and made a late return to Kenmare.

For Saturday there was yet another influx of Irish riders taking the total for the week to sixty, which is a fair sized group of anybodies standards. We headed south to Glengarrif using Priests Leap again followed by Derrycreigh where the descent through the gorse bushes and hidden ruts and holes caused some consternation amongst the riders. So much so that several pints of the thick black stuff were required before further progress could be made. By this time all three groups were assembled in Glengarrif. Nick then decreed that the groups should reform and two groups were formed; those who had finished and those who were still drinking.

Having finished (it was my round next), we set off towards the Esk path and Dromoughty where the steep gravel descents proved too much for Hilary O'Daniel so she charged off cross country style until a very large boulder brought her TS 185 to an abrupt halt.

To finish the week in style the Old Kenmare Road was traversed once again and an early return to Kenmare ensured we had time to clean up the bikes for the long trip home.

On behalf of all the riders I would like to thank Mick MacEoin for a very good weeks riding and we look forward to seeing Mick **riding** again next year.

Dave Eaton.

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## RIDING TECHNIQUES — 1939 STYLE!

Some more notes from John Collins' copy of a military training pamphlet for motorcyclists issued in 1939.

### 9. Watersplashes

1. For watersplashes the first rule is that the rider travels really slowly. There must be no bow-wave from the front wheel. Bottom gear should be engaged before entering the splash and the machine inveigled through at a walking pace with the clutch partially disengaged and the engine turning over fast. If the exhaust outlet is above water there is no need for high revolutions. In the case of an under-water exhaust, however, it is necessary to counteract the back pressure caused by the water. Whether the outlet is above or below water level is obvious from the alteration in exhaust note. When it is under water the aim must be to keep the revolutions constant—which means that the deeper the water is the more throttle must be given.

2. Provided that the rider travels really slowly and that he adopts the method outlined, a machine will go through a splash in which the water level is only a few inches below the air intake.

What must be borne in mind is that water is next to incompressible, and thus if the engine induces a large "charge" of water via the carburettor intake it is nearly certain to be wrecked.

### 10 Snow and ice

1. Riding through snow and over ice is more a matter for experience than paper knowledge. Slushy snow, in general, can be treated as not-to-viscous mud, and can be negotiated by a series of continuous short bursts of throttle.

Dry virgin snow is simple almost in the extreme. The trouble comes when slushy snow freezes into icy ruts. Careful selection of path, crossing the ruts at as wide an angle as possible and gentle throttle-work are the main points to be borne in mind. Feet should be used for steadying purposes rather than the rider risk a fall.

2. Often it is very difficult to tell whether a road is "safe" or coated with ice. If ice is suspected, putting down one foot and allowing it to slide along the surface will generally provide an answer. This tip can be specially valuable at night.

When roads are covered with ice or hoar frost it often pays to ride in the gutter, since here as a rule there will be a certain amount of grit. The alternative is to keep to the crown of the road. Riding, say, half-way down the camber is almost sure to lead to difficulties. The only time that road camber can be helpful is on bends. By its use it is often possible to keep the machine at right angles to the road surface—the obvious aim on every yard of the going. The body-lean method of riding can be helpful in this direction, but more important than anything is that on all bends and corners the rider picks the path that enables the machine to be kept approximately vertical.

Gentle throttle-work is essential, and the same applies to the use of brakes and clutch. As on grease the front brake is more valuable than the rear one; it must be applied as gently as possible. All braking should be carried out with machine vertical. In the case of the back wheel it may well be that closing the throttle provides all the braking that the tyre adhesion will permit.

On the level and up-hill, top gear, or at all events one of the higher gears, must be used in order to obtain the maximum degree of wheel-grip. Even really steep ice-bound hills can be defeated by skilful throttle-work and the employment of top.

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*Copy for the next Bulletin (September) to be with the Editor by 15th August.*

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