

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. 83. MARCH/APRIL 1981

FORTHCOMING GREEN LANE RIDES

Bristol	<i>Twice monthly...</i>	Contact Russ McDermid – Bath 31 Tony Jefferies – Chipping S311257.
Bournemouth and Poole	<i>Monthly...</i>	Run in Dorset, Wilts and South West Hampshire. S.A.E. please to Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset. Also Treasure Hunt, March, and others later in the year, write to Stephen Russell, address above.
Cumbria	<i>March 22nd... April 5th... June 14th...</i>	Yorkshire Dales Salter Fell Yorkshire Moors All above, contact David Howe, 3, Greenfoot, Mealsgate, Carlisle, CA5 1DF
Cambridgeshire	<i>Monthly...</i>	Contact Hugh Mason, 0353/740534
Derbyshire and South Yorkshire	<i>April 19th... May 17th... June 2nd... June 21st...</i>	Totley, contact Ian Dunsire, Holmfirth – Barnsley 742475 Totley, evening ride. Monyash.
East Midlands	<i>April 12th... May 17th... June 14th... June 24th...</i>	Staffs Peak District, start Ashbourne Market Place, 9.30 a.m. Derbys. Start Stretton Reservoir-Carpark 9.30. a.m. South Leics. Start Syston Green 9.30. a.m. Evening Ride. From Flying Horse, Kegworth. 7.00 p.m.
East Yorkshire	<i>April 5th... April 19th...</i>	Salter Fell, contact Don Burt, tel: Hemsworth 612258 for start. North Wales Weekend, contact Don Burt above for details.
Lancashire and Greater Manchester Area		Frequent rides in the area. Lesley Windsor on details.
South East (Kent & Sussex)		Monthly rides, on Dartford
Sussex Group	<i>Bi-Monthly...</i>	On the Sun, where the

First Sunday...

...of each month – beginners ride, 9 a.m. at Carrefour's. Please advise Henry Wilson on Chandlers Ford 60838 if going.

Monthly...

Run leaders wanted, all to be arranged at monthly meeting.

Monthly...

...rides, the Sunday after monthly meeting. Contact John Bloomfield on Stockton 613840.

Thames Valley *Monthly...*

...only obtainable by attending the monthly meeting.

Loddon Vale *Monthly...*

...as 3rd Sunday of each month, tel – Wokingham 785995

EDITOR'S PREROGATIVE

Where I say what I like without fear or favour (especially the latter)!

It was not without some fear and trepidation that I volunteered for the editor's job, and with great relief that Nick Walker handed over the typewriter, duplicator etc. However, if you read this, then I have got it all together – at last.

I enjoyed Nick Walker's magazine and I think the Mix was almost right BUT there never were searching articles about the Bikes we ride. I hope to remedy this, starting this month with The Greeves Pathfinder, that Brian Crook rides and next issue to collate all your reports on that monster of the Trail the Yamaha XT500. Get your report forms from your group representative who will get them at the executive meeting, on April 11th.

We can put together something not done before, a USERS report on trail bikes, – 'a borrow the bike for an afternoon' road test, but a "I owned the bike for 3 years and 30,000 miles", test. Following the XT500 I hope to feature the DT175, and over a period of time most of the bikes that we pay our money for, buyers, who are also Fellowship members know which bikes

some of the cost of the production by finding someone or two of advertising but I haven't found anyone so far, if missing out on this opportunity to get to all you active, spending, people, put them in touch with me.

Important to this magazine, YOU, you write this group news, and I only arrange it and hopefully get it to paper, send a photo, NOW to John R. Higgin, Reading, RG7 1HG.

EXECUTIVE COMMITTEE MEETING 31st January 1981

Secretary Bruce Roberts reported that there are 27 accredited area groups in the Fellowship, although no one attends the Anglia group meetings, the Buckinghamshire group have 'Fallen apart' after Pete Plummer has left it and it seems to be a 'lack of definition' between the N. London & Herts groups and the North West London and Middlesex groups who meet at the same pub alternate weeks.

It was requested that membership renewal forms were to be published in the forthcoming and Sept./Oct. and Nov./December Bulletins. If I can, I will try and find space every month. Bruce had been told by our Honorary Solicitor that knobby tyres were legal on bikes as the law stood at present.

The Long Distance Horse Group had asked for Marshalling assistance on a ride of theirs on Sunday 26th April. Please deposit 50p with Bruce if you can assist.

Bruce had investigated forming the Fellowship into a Limited company. This move would cost £150 and could save our voluntary officials (and members) going into bankruptcy if the Fellowship were taken to court over the misdemeanors of its members or officials — in extreme circumstances. To be further looked into, for tax and V.A.T. implications.

The Treasurer reported a healthy balance in the bank, some earning good interest. He would like to take over the sale of all car stickers, badges — embroidered and paper, so that he can trace where the money comes from. This should be advertised elsewhere in the Bulletin.

The Press Officer — Geoff Diamond reported that he had written to the Observer after their Ridgeway article, and reiterated that he will deal with national and technical press and local groups will deal with local press. Brian Thompson then gave his report mainly either covered or outdated by his separate report later in this issue. However Brian was to talk at a course to update all local Rights of Way representatives, on the new Wildlife & Countryside Act, in October in the Peak District, at a cost of £15 per head. The Countryside Commission had asked that we pay half the cost of a map of Green Lanes in Derbyshire & S. Yorkshire but the committee instructed Brian to decline the offer.

No group had volunteered to man a stand at the B.M.F. show at Peterborough, however Hugh Mason of the Cambridge Group would see what his group could manage. The Display at the Dirt Bike Show was not highly thought of, although the last minute rush was given as an excuse. The time of volunteers was limited but it was thought that we should NOT in future have a stand at a cycle show.

The West Midland Group — Ian Clark, Warwick 44095 in payment to find space for a stand at the N.E.C. so volunteers to man stand are required.

If was agreed that further meetings this year would be

- 11th April
- 11th July
- 19th September

ON the 18th OCTOBER 1981 SUNDAY

From groups or individuals must reach the Secretary by 11th September, so that the Executive Committee can discuss them. Please make it, make sure that your group Representative knows your views so that they can put them for you on APRIL 11th. and if by any chance he can't go, arrange to substitute.

From the Honorary Secretary

36 Rosemary Drive,
Bromham,
Bedford, MK43 8PP.

9 February, 1981.

I am hoping to soon be in a position to advise of an additional monthly venue for the West Anglia Group. In the meantime trail riders meet at the Swan, Salford, near Cranfield, Newport Pagnall, and Woburn Sands, just off Junction 13 of the M1, on the second Thursday of each month.

From the enclosed list we can see that we no longer have anyone representing the TRF in Cornwall & Devon, Lincolnshire, Norfolk, and north Suffolk. Could anyone come forward from each area and assist. Geoff Burt holds maps, etc. for Cornwall & Devon.

The Fighting Fund gratefully received this week from the Motor Cycle Club.

off-white (cream?) bearing the TRF logo in green as in the past, obtainable from Hugh Mason, the Cambridgeshire

GROUP NEWS

Bristol Group News: Sec. — Russ McDermid

The Bristol Group held its A.G.M. in January, the Committee remaining except for the Treasurers position, which is now held by Rich Tallon. I would like to thank Dave Towers for all his help as Treasurer over the previous year.

The Group is operating with renewed enthusiasm, holding regular runs, and several lane clearances. We also now have a scheme whereby Bristol Group members can pay £1.50 and receive a Newsletter with runs etc. printed on it, posted to them. Any members who would like to be in this scheme. Please send £1.50 to the secretary, along with your name, address, and phone no.

Dirt Bike Show

After numerous setbacks, the Bristol Group eventually managed to represent the T.R.F., and we extend our greatest thanks to The Welsh Trail Riders Association, who accommodated us on their stand.

The show went very well, with almost £100 being taken in national T.R.F. memberships, and many more who took membership forms away with them.

I would like to thank all Bristol group members who helped, and manned the stand during the show, and in particular Rich Tallon, who organised it all (in under a week), and manned the stand continuously.

★★★

Thames Valley News: Rep. — Brian Crook

SUNDAY 15th February saw 31 members assembled at -6° c. in a car park which was also being used as a start point for a ramble. 'Ho ho' I hear you say, — not so, as I have become convinced. The presence of **responsible** motorcyclists causes no "aggro" with fair minded ramblers and allowed us the opportunity of leaving quietly in four groups, separated by at least 15 minutes, with a clear leader and backmarker. The only exchanges were friendly, with some unspoken doubts as to which group were the maddest!

The February meeting was given over to Champion Spark Plugs, whose representatives put on an interesting and informative show.

March 8th is the date selected for our first organised, exploratory WALK. Our enthusiastic Rights of Way Officer — Kate Clow — has done the preliminary research and now we need the information from observation, to set out on ten Lanes.

★★★

Shropshire: Rep. — Mike Dutton

After running this small group on an informal basis for some time, we have decided to hold regular monthly meetings on the 1st of each month at the Bell Inn Cross Houses. I have decided

I am hoping the meetings will bring forth others to organise

the proposed changes in "Wildlife Bill" Shropshire C.C. have dropped their review until they received a Commencement Order from Sec. of State and are now concentrating on reclassification of R.U.P.P.'s. All this in a letter to myself also offering to keep us in touch and offering to meet and discuss general principles with us in near future.

We hope to have more than the 6 members of last year. There are lots of lanes here worth riding and saving.

★★★

East Midlands: Rep. — Richard Marshall

During August (80) we spent a weekend clearing Mill Lane, Cotgrave in Nottinghamshire. Although a 40ft. wide Enclosure awarded Public Carriage Road, the lane had become overgrown to footpath width, so the weekend's efforts increased the width to about 12 feet. Some further work is required to clear through to the Fosse Way, and the continuation — Merrywell Lane. March 29th is the planned date, so volunteers with implements will be welcome.

New Mills Round Table have asked us to help them repair a lane with a Traffic Regulation Order on it in New Mills (No. 45). This group had already planned to clear Mill Lane — see above — on this date, but any members local to New Mills who wish to assist should contact Mr. D. Howell, 2, Branken Close, Marple Bridge, Stockport to improve our image in this area.

The Derbyshire and Leicestershire Limited Special Reviews have been held late in 1980. In Derbyshire we objected to 18 proposals and made 54 claims for upgrading, mostly dual status BR/UCR & FP/UCR. Leics being a more "enlightened" authority, held a more balanced view, which resulted in only 7 objections and 8 upgrade claims (4 Rutland).

In Leics at Ibstock, RUPP 041 has been closed for about ten years to enable opencast coalmining to go on. After representation to the N.C.B. and D.O.E. an alternative way is to be provided across the northern edge of the site.

★★★

Sussex: Rep. — John Penfold, Marriners, Nyton Road, Aldingbourne, Chichester, West Sussex.

In my report in the last issue on one of the rides in 1980, here are some details for others.

The & Pony Society held a 100 mile ride in 24 hours on the 21st of August. It followed the South Downs Way from Plumpton in East Sussex through the country Park on the Hampshire Border, a distance of 50 miles (Ed!), the competitors then rode the route in reverse. Brighton were providing radio posts along the route and I was to run between these with information on the progress. I was also "swept up" behind (no pun intended!)

Everything should have gone smoothly with the first horses away so!! Lloyd and Dudley, our first two men got up at 3 a.m. to patrol a section of the Adur Valley. Lloyd had a puncture near a farm and even of the farmers workshop it took almost four hours to get mobile again!! It was found that half the radio posts of the T.A. couldn't contact each other for the next war! So, hooray for the T.R.F. they couldn't do without Martin Christie and I finally saw the last competitors home at 11 p.m. using headlights to show them the way down the steep and loose track to Plumpton village.

We attended the prizegiving on the Sunday and the organisers were delighted with our help — they gave us a cheque for £50 which I put into the Fighting Fund.

Some other groups have helped with these events, also with great success and it can only help cement a good relationship with another section of path users.

Virtually all the landowners with bridleways which were used, gave consent willingly for us to ride on them on the days of these events. It makes a pleasant change to experience paths and tracks which we cannot legally ride normally.

The other unusual day we had was on the Isle of Wight in October. A small group of us took the ferry to Fishbourne at 10 a.m.

We made for Carisbrooke Castle for the beginning of The Tennyson Trail (good name!) and here met resistance in the shape of an elderly gent, waving his stick and refusing to let us pass. After a long discussion he let us pass by. After this incident we had a very pleasant ride in the beautiful autumn weather down to Freshwater Bay with the Needles beyond. It was rather unfortunate that we had not taken this trail earlier in the day as there were very many walkers out (just families, dogs, etc., not Ramblers) hence numerous scowls and disapproving looks as we passed. We had a lunch at a very nice little pub at Mottistone, with real ale!

In the afternoon we rode several very pleasant and even challenging lanes, in a circular route back to Newport. Apart from one irate farmer who shouted after we had passed we met no more problems. There are quite a number of excellent green lanes on the I. of W. and it would be a great shame if these are lost to trail riders for ever. How about an I. of W. group? There must be bikes over there. We could assist them and offer them runs in Sussex and Hants in return for the odd visit to the island.

I hope to get someone else for the job this year, someone who takes part in all the rides throughout the year. Our group is getting good value from T.R.F. membership and in order for us to continue we must have some help. Rights of Way officers, so that the huge task of researching agricultural and vehicular rights of way can be made easier in the next vital year. Bevis and Simon have already done sterling work for us but the work of researching titles and records in County Hall is a very exhausting project. A team of members — so we will be looking for volunteers.

RIGHTS OF WAY NEWS AT 30.1.81.

Public Inquiries into Byway claims took place on Tuesday Feb. 10 at Littleton Village Hall and on Tuesday 24th Feb. at Fittleton Village Hall. Both start at 10 a.m. Any trail rider with an interest should have turned up and supported our local rights of way officer Nick Chalk (44 Shakespeare Rd., Eastleigh, Hants), Nick though only 19 is an experienced Inquiry fighter on our behalf. Assisting is researcher Bill Riley (11 Bath Rd., Bradford on Avon, Wilts.) The ACU Southern Centre have donated £100 towards these and other inquiries. It is known that the 1971 Wiltshire RUPP review is to be completed despite the nearness of the new legislation. But Wilts are a fair minded authority and with 491 Byways this county is safe for green laning for the future.

Dorset: In contrast has only 25 Byways but nearly 600 other green lanes with the wrong status. Thankfully 85 County Roads exist and are not affected. Dorset has the largest number of green lanes in the UK (835). Public Inquiries continue into Byways on 24th Feb. and 3rd March. Anyone able to help with use evidence will be welcome by Steven Russell, 56 Winston Ave., Branksome, Poole, Dorset.

Lake District: Regrettably Public Inquiries continue and the Government are to complete the 1976 RUPP review which is bad news for trail riders.

I shall be attending on behalf of the TRF at Council Chamber at Holmewood in Cockermonth on Thursday 5th March. Our evidence is first class thanks to David Howe.

The test for Byway is so hard that we usually lose and in areas like National Parks we face increased opposition from the farmers, ramblers and Park officials. Worse still as we saw in September 1980 the County Council do not support their own Byways! They dither and fail to back their own decisions.

Unless we can obtain amendments to the new Bill to allow common law rights the long term future for trail riding in Lakeland is bleak.

Ridgeway: Never a week goes by without a letter or call about the Ridgeway and it's future. The Ramblers Association have as usual grabbed the headlines. 'Voluntary traffic on Ridgeway not working' and 'Hikers collide over code' are just a few. Only 'our' Bill Riley gets a word in our defence in one local paper by saying that clubs are co operating with the agreement which has received no publicity from the Commission and ramblers wrongly think we must not use the Ridgeway at all! Actually we are asked to avoid on Sundays and Bank Holidays from May to October only, NOT for 365 days per year.

Perhaps the Ridgeway may be extended along it's old route to Devizes. Guess who is negotiating exclusive rights?

The Yorks Group was formed recently with 60 members. A rights of way officer was elected and paid me a visit to set about researching the lanes. The group meets every 1st and 3rd Monday at the Frizinghall in York. Group rights of way officer is Jim Soutar, 111 York Rd., Bradford. I was most impressed with the work of the rights of way team. The Tykes MCC of Leeds and the Yorks MCC of York. The Yorks MCC of Leeds with Yorks, Bud Lane, Bradfield is to be closed by

Fortunate Southern Riders: Southern and Midlands trail riders are in many ways than northern members. Compare the number of lawful green lanes in Derbyshire's High Peak all the lanes are bridleway. In the Yorkshire Dales only ONE RUPP.

In the Lakes only a handful are the correct status. Unless the new Bill is changed trail riding will cease and trail riding die in 1988. Not so in the south and midlands. For example Wiltshire has 491 Byways. Kent has 250 Byways. Cornwall 370 Byways, and Oxon, Herts and Berks provide ample Byways.

Of course the Ridgeway is important to everyone but if it is closed Wiltshire riders alone, have 491 others. In the north entire counties are in danger of closure. No Byways at all with little prospect of getting any. The situation is simply chaotic with Definitive Maps very inaccurate and out of date.

Wales: The WTRA accuse me of neglecting Welsh matters a charge to which I plead guilty due to the efficient manner in which the WTRA conduct themselves. But I do keep in close touch and am always ready to help and advise. The Welsh Office are members of the Spicer Committee.

Appeal for Help: Very successful mainly thanks to Trials & Moto X News. Among other areas riders from Lincs and Northumberland have offered their services. Please let me have items of news, press clips etc., state of reviews and especially how spending cut backs hit rights of way administration. This helps me to represent you on the House of Commons Rights of Way Review Committee.

Restrictions on Horses and Ramblers: Traffic orders are to be extended to include horse riders and will later include walkers too.

The trail riders have accepted under protest a policy of voluntary restraint that is a sensible compromise to avoid closure. The horse riders have already screeched their objections and resistance, and I look forward to similar discomfort in the ramblers camp! In the end all users will have to accept that occasionally a way can become over used and some regulation is necessary. The pressure for this power comes of course from the farmers and landowners with Government acceptance.

ADVERTISEMENTS £1 each — maximum 4 lines

TRIUMPH/SBA 250 Machine — would make smashing pre-1970 transplants. Better looking than any machine seen at TA. Contact me IMMEDIATELY — Nigel Sacree, Andover 53877.

ACCOMMODATION — TRAIL RIDING WEEK
Mid Wales. Mike and Jill Dutton, Phone Cross

JOINT NEWS RELEASE — ISSUED 16th FEBRUARY 1981

WILDLIFE AND COUNTRYSIDE BILL 1981 — THREATS LIFTED BY HOUSE OF LORDS

This Bill now in its final days in the House of Lords will go into the Commons soon. It makes sweeping changes in the law effecting green lanes many of them for the better. For instance the notoriously unfair test for Byway in the current 1968 Act for 'suitability' and 'hardship' has been abolished.

This new Bill introduced after two Green Papers into the House of Lords in December 1980 contained a threat to close half the green lanes in 1988 by removing all common law rights. But on February 8th in the Lords our supporters defeated the Government in an amendment that lifted those threats and repealed the Mason case. (The Mason case closed 500 green lanes in 1978).

Minister Lord Bellwin accepted defeat for the Government in view of the strong opposition from the ACU/BMF/TRF and 10 other organisations including the Byways & Bridleways Trust who led the lobby against the Bill.

Apart from minor matters of concern we have no serious worries about this Bill and are advised that its passage through the Commons should be without difficulty especially as the Government now support the changed Bill.

In view of this excellent news we advise trail riders to contact their MP's if they wish to ask them to support the Government Bill in its changed form.

Naturally we shall be keeping a close watch on the Bill as it makes its way through Parliament, and the writer's membership of the House of Commons Rights of Way Review Committee who have been closely involved with the Bill, is very useful at this time. We thank the three Peers who moved the amendments and the other organisations involved.

A factor important in the trail riders lobby was the adoption in 1979 by the ACU/BMF/TRF of a 'Code of Conduct' for trail riders and policy of voluntary restraint on problem lanes such as the Ridgeway.

When the Bill is completed in Parliament, we can safely say that trail riding is safeguarded for many years to come. The Bill is a vast improvement on the Labour Government's 1968 Countryside Act which was anti trail riding. In view of public

concern over the future of the 15,000 backlog of claims (50% of them are now out of date) we are pressing the Government to cancel these.

The current Definitive Maps will continue to be out of date and inaccurate especially in the case of green lanes. It is hoped to use lanes with the wrong status for many years to come. The Lane Study (DART Report 1979) concluded that the current status of green lanes was 'remarkably unsatisfactory'. The need to claim all green lanes has been dropped.

CHESHIRE GROUP RUN 9.12.79.

A group of 15 riders turned up at Marple Bridge car park at the approx. 10 a.m. Due to the expected large numbers it had been previously decided into 3 groups, these being ably led by Phil Rosson DT175MX, John Ward 1 Day Wonder (He thinks so anyway), John Boothroyd 500 Triumph.

The idea was for all 3 groups to meet at Stoney Middleton for lunch. I took group of 4 over Mellor Golf Course and then up the 'short but sweet' Donkey Passage where the first victim of the slippery conditions was claimed. Rob Burnham's excuse for not reaching the top was that it was first outing for nearly 12 months. We then proceeded over past Mellor Cross then down into Hayfield where it was discovered that Rob's KE175 did not like the heights of Roych Clough and decided to stop with a lack of sparks 2½ miles from the nearest tarmac road.

Much scratching of heads and the manufacture of a temporary plug cap by Nick Morgan still did not produce any life. Suddenly in a flash of inspiration John Hutchinson XL250S (confirmed 2-stroke hater) suggested cutting the wires to the kill-button and hey presto life was restored. Lack of time forced us to give Chapelgate a miss (sighs of relief from John Hutchinson) and we proceeded over Eldon Hill along the Portway into Little Hucklow and then onto Burrs Mount at Great Hucklow. The group then slithered sideways down Highcliffe into Eyam and the lunch stop in Stone Middleton. We were beaten to the pub by John Boothroyds group who seemed to be downing their fifth pint already. The landlady seemed perturbed by all these muddy motorcyclists but immediately became very friendly at the sight of Brian Gough going to the bar with his trousers round his knees (over trousers that is). She remarked that never had so many men dropped their trousers for her all at once.

For the afternoon session Dave Eaton PE175 joined my group and soon wished he hadn't as he tried to go up Excelsior on his back — something to do with the Pollards Real Ale I believe. Doubling back through Stone Middleton we then headed through Birchill Bank Wood to Pilsley with Dave Eaton having more trouble with his vertical hold, (anyone knowing of a mod for PE175's to lower the seat height or leg stretching exercises contact Dave Eaton). As it was getting darker by the minute we made our way through Edensor, Monsal Dale, Brushfield, and Sough Top to Chelmorton where it was decided it would be safer to ride back by road with the ailing Kawasaki. Dave Eaton continued for a further 20 miles of green lanes in pitch darkness — brave lad.

A most enjoyable day despite the weather — rained all day and thanks to Nick Morgan. DT175MX, who came all the way with us, thoroughly enjoying himself, and threatening to bring us next time!!!!

...ted out consisted of Phil Rosson — DT175MX, John Ward — Works
Boothroyd — 500 Triumph, Peter.Potts — SP370, Don Smalley —
Mary Oliver — DT175, Bob "Doc Martins" Findlow — DT175MX, Brian
— XL250, Graham Gough — XL250, John Hutchinson — XL250, Dave
PE175, Rob Burnham — KE175, Nick Morgan — DT175MX, P. Waterfield
00, T. Clark — XL250.

A TRAINING COURSE

Will be held in June 1981 dealing with the rights of way law and practice on lanes with an emphasis on the new Wildlife and Countryside Bill that will take effect this summer. The course will take place at the Hollowford Training and Conference Centre, Castleton, in the heart of the Peak District on Sat/Sun 6th/7th June, 1981. Cost for the weekend will be £15 for bed breakfast and evening meal which represents a subsidy from the TRF to encourage members to involve themselves in rights of way matters.

The course will be aimed at those with some experience but is open to anyone interested in saving green lanes who are members of the TRF or ACU/BMF or Byways & Bridleways Trust. Instruction will be given at the Centre and legal notes and background papers will be made available at no charge.

Opportunities for trail riding from the centre will be available at the end of the afternoon session but those who just want to go trail riding should not apply. A maximum of 30 can be taken with 20 staying at the centre and 10 non resident but those numbers can be increased if demand is shown.

Instruction will be given by the organiser assisted by TRF Asst Rights of Way Officer Richard Marshall and TRF Solicitor Mike Rowley.

The new Bill makes sweeping changes in the law affecting green lanes and having secured vital changes to the Bill the future is safeguarded, though much depends on well informed representatives in every county.

... be required and all enquiries should be made to . . .

Brian G. Thompson

Warren Road, Thorne, Doncaster DN8 5PP, S. Yorks.

Thorne (0405) 814388

AN ACCOUNT OF LANCASHIRE GROUP'S RUN, HELDON 8 FEBRUARY, 1981

Five of us met up at Slaidburn car park, machines of interest, were, Barrie Maico framed, Honda XL 185 special, Dave Eaton's much modified Honda, Dave Griffiths Can-Am 250, Lesley was on her faithful Yam. 175, I was on my B.S.A. B40. As the West Yorkshire group was meeting up at the same time we departed dead on 10 a.m. to put some space between the groups.

The first lane was the famous Salter Fell/Hard top road, conditions on the top of this lane was very muddy, with the B40 showing its weight, but sheer plonk got me through the worst of it, the rest of the group having it easy, on their super light machines. After dropping off the lane into Wray, we headed to Melling for the 1 3/4 mile green lane there, the last lane in Lancashire, we used is called green lane, this lane runs, from Fellside Barn to Ireby, down this lane Lesley fell off, with Barrie and Dave trying all they knew, in an attempt to miss her, which they did, unfortunately whilst missing Lesley they hit each other, but no damage was done, at the end of this lane a new sign has been put up saying, "Public Footpath, Green Lane", a footpath it is not, a green lane it is, a complaint will be sent to the County. After this lane we moved over the border into North Yorkshire, heading for Ingleton via Lonsdale Lane, which was very muddy, through the Kingsdale beck ford, which was very deep, everybody got through, except myself, due to the B40 giving up, some 6ft. from dry land, 10 seconds and two wellie's full of water later, I got through, and so to Ingleton, and dinner at the Craven Heifer.

Up to this time the weather had been dry and mild, but the weather turned to being wet, and very cold. After filling with petrol, Barrie left us, the rest of the group headed to Ingleborough and Thwaite Lane, which was very wet, dozens of push bikes were seen on this lane, who turned out to be friendly. The next lane took us through Austwick Beck, and another wellie full of water (my feet were getting cold, but clean), Dave unfortunately dropped the Can-Am, sucking in a lot of water, after taking the spark plug out, a furious 10 m. was spent kicking the motor over, without effect, so the machine was turned upside down, and the silencer drained of water, two kicks and the engine started. We then headed for Long Preston, via Moor Head Lane, Goat Scar Lane, and the lane from Settle to Long Preston, where, due to the terrible weather conditions, we called it a day, with myself going home via the main roads, the rest of the group heading on a 10 mile ride back to Slaidburn. No conflict with walkers at all, because we did not meet any.

John P Gillett, 18 Hilton Avenue, Ansdell, Lytham St. Annes

★ ★ ★

EAST YORKS report from M. Drury, 21

On a freezing foggy Saturday morning January 21st, I was joined by Robin Robinson, Michael Oldridge, Trevor Thornell and within 7 miles we arrived at our first lane and take you through to Horsehouses. The gr

upwards the banks have slipped and boulders are strewn along the lane. I hope technique needed here. Onwards to the bog which we've been on many times and know what to avoid. Then to Deadmans. Lane very icy so I stayed on the grass. No bother with my XL250S, Trevor's Suzi 185 ERN or Michael's Honda with knobbles on but Brians XL500S with trail tyres had several attempts at going up and ended up being pushed which goes to show that there's less chewing on the surface with knobbles on.

We had lunch at the Thwaites Arms at Horsehouses. Good cheap lunch and bikers were made very welcome. Road upwards from pub to Bradley Moor not recommended. Brian wanted to sell his bike for 3 half crowns, Michael needed a pressure valve in the top of his helmet he was so hot and Trevor just wanted to die. I saw the funny side of it all. Back over Carlton Moor to Carlton village where petrol is available at any time. (just ring and wait for service) Over Witton Moor and home. We saw only two people walking and no other trail riders at all. Spoke to one farmer who only wanted a fag. Shame no one smoked!

★ ★ ★

The Cumbria Area Group Trail Riders Fellowship's January motorcycle run started from Penrith on Sunday 25th. Twelve riders covered eighty miles in the remote Northern Pennines in cool weather.

The first lane was to old Pooley Bridge to Helton Road over Moor Dovock subject of a recent Public Enquiry to determine its true status. The riders took minor roads via Lowther and Culgaith to the old Roman Road - The Maiden Way - from Kirkland to Alston. The group ran into mist at over 2,000' but the road was easily followed onto lower ground. Several patches of snow littered the fells.

After lunch at Alston with Marstons real ale at the Blue Bell, and a petrol stop the trail riders went south to Garrigill and Tyne Head and over to Harwood in Upper Teesdale. The Coldberry End road led over into Upper Weardale. Heading west now via the famous Killhope Wheel the riders dropped down to Nenthead for the steep climb out to Black Hill and a descent into Allendale. From Limestone Brae the group cut over towards Ninebanks and the Long Cross road to Alston which has been the old Newcastle to Alston Road in former times.

After another petrol stop the lanes at Bayles and Hartside brought the group to Hartside summit in mist and the long descent on main roads to Penrith.

David H

★ ★ ★

ALLEY 1st JANUARY (COBWEBS RUN) 1980

The 1st January run is intended to sort out all the ails and problems of Christmas and New Year. To my astonishment it was a relatively hardy lot for at 10 o'clock I was surrounded by members clustered round my car wanting to know what I was doing. I explain that at the time I was asleep hoping to wake me again.

However what could I do in the face of such enthusiasm? Well to decided in view of the numbers to split into two groups, and our new (note the title lads, posh ain't it?) Big Dave Stewart, took one group, and with a sense of humour we called that the fast group, bearing in mind of the 25 m.p.h., and I took the slow group which suited me on New Year's having only got to bed at 3 o'clock the night before. Trying to recall the that memorable day is not too easy as it is mainly a blur. I seem to remember ground was extremely hard, being frozen solid, and my suspension being a little the firm side I saw everything in double vision for most of the day. The best part of the day was having a 'hair of the dog' at the Windmill at Pitch Hill where mine host, Dutch Holland, made us very welcome supplying us with hot shepherd's pie two veg. etc. The afternoon saw us climbing the gully approaching Coldharbour — always an interesting one this — being liberally sprinkled with tree trunks, corrugated iron, etc. to assist wheel grip. To add to the fun and merriment there is usually a gathering of some 20—30 rambles at the top, who seem to be amused at the way TRF members spend their New Year's Day. For the record we most definitely did not exceed 25 m.p.h. at the gully: in fact we would have been lucky to exceed 25 yards an hour. Such is our keenness to comply with the TRF recommendations. The rest of the afternoon was without incident, except for a puncture requiring not the statutory 4 mins. but more like 40, and a very definite case of frozen fingers. My timing as usual was superb and we emerged from the last lane just as dusk was falling, having unanimously voted the First of January Run was definitely to be repeated, but New Year's Eve would have to be postponed.

Dave Rickard

★ ★ ★

SHROPSHIRE LANE RUN

We're beginning to get it together up her in Shropshire when the nucleus of our group met in time for the first run of the new year. Sharp clear and sunny the day looked promising, as taking in a few farm lanes immediately we headed south west towards the Clur Forest. In order to save Mike for the more taxing afternoon (after the pub?) I led, the heavy CZ cracking the icy crust over the puddles of mud and slurry, the day too good to hurry we meandered to climax an hour later at the top of the Stiperstones.

A veneer of snow sparkling in a low winter sun, the country East and West. Coffee and sandwiches and peace, but grub flat front (tyre!), whose traumas last year on the Wayfare of spare tubes.

Later the creep down the very steep stony rupp Gill much happier at the bottom, so too her T dash along the tarmac, through forest mud we skirted the Stone Circle finding some to 4 wheels rather than 2. But we didn't

weren't to make the Three Tuns at Bishops Castle we'd cut too taking in an excellent old winding if short green lane we dropped A489 to Church Stoke Sunday Market offering Petrol, Coffee and and us amusement for the locals!

May cooling fast Mike and Lena on the outfit led up and down a long now tted track where Brian tickled his DT175A little, with Stuart and Phil on 175's close behind with Pete much out of character — usually the enigmatic tender. Waiting on the tarmac at the end they calmly watched my spill and thrill as I dropped my bike on the black ice, bruising us both a little!

Riding gently now over Linley Hill past the Stiperstones again now to our left, through Ratlinghope and over Latten and quickly along the old county road to Pulverbatch. Somehow the day had gone and now in the near dark, lights ablaze, throwing caution aside, through three muddy hollows with water splashes to Wilderly Hall, to Coppice Farm with slurry flying. And finally to emerge at the end of Smethcott Dingle.

We all seemed to agree on the important things in life; how it had been a 'good run' (despite the shortfall of our starting objectives) and to meet again we named 'The Bell'.

The excitement easing as our engines cooling ticked, we stood our contented chatter a friendly circle in the dark.

★ ★ ★

AN ACCOUNT OF THE LANCASHIRE GROUP T.R.F. RUN HELD 18 JANUARY, 1980.

We met up at Sheila's and Eddie Whitinghams house, in Rochdale, Greater Manchester, the main object being to ride some lanes in Greater Manchester, prior to putting in our Byway claims to the County. Machines of interest were, Dave Griffiths, super quiet Can-am, Eddie's 42 b.h.p. I.S.D.T. Cheney 650 Triumph, my own B.S.A. B40, the rest of the group being mounted on Japanese machines.

After we had coffee (ta Sheila) we set off, the first lane being known as "Lady House Lane", this turned out to be mainly roughly tarmaced, this brought us into Milnrow, we then headed east towards Denshaw (Junction), where we rode the R.U.P.P. from the A640 via Ogden, back onto the A640, down this lane Lesley had problems with her bike, and called it a day, the next lane, is in fact a combination of rough R.U.P.P. off from the A640 past Rough Bank, up a very steep incline, my the bottom, and, last at the top, much to the enjoyment of some with the said walkers, we carried on, with the lane getting rt we met up with some 20 or so walkers, we managed to (faster on foot?), a few how-do-you-do's, and no hassle, off this lane through a farmyard we were back on ded north some ¼ mile, to look at the lane, on Res'r to the A640, this lane was a path in 1964 (but still shown as a R.U.P.P. What happens if we get caught?, good

sense prevailed, via Dave, and we decided against using. The next day, with limited evidence for upgrade, the first part of the lane is very in most of the lane is definite, this lane took us back on the R.U.P.s we ridden, with Nigel taking the riders on the lane via the "Ford" into Milnrow and myself took the route which led us into Milnrow via the farm at Turf met up on the B6225, at this point we were going to have a look at the la Blackstone Edge, but as time was pressing on, we went on to Todmorden, green U.C.R. from Calderbrook via the Greater Manchester/West Yorkshire bo to Bottoms, we got to the Pub at 1.45 (too close for comfort), the lanes in the morning had been free of snow.

After dinner we followed the route of the old Todmorden to Bacup Road, via Flower Scar Lane, and Todmorden Moor Old Road, my B.S.A. suffered from water in the works due to the snow storms we encountered (my thanks to the Ossa riding farmer for the help he offered). Here Nigel, Peter and Fred left us, due to the chronic weather conditions, this left a Can-am, a Triumph and a B.S.A. left to ride the very slippery Rooley Moor Road, from Stacksteads via Top O Pike, via the ruins of the Moorcock inn down to Rochdale, dense fog was met on this lane, together with a snow covered surface, which convinced me to get a new tyre, here Dave left us, and Eddie and myself went to his house to effect some sort of repairs on my bike.

There will be another Lancashire group run in Lancashire next month (February), those interested, please ring the secretary, Lesley, for details, after the first Tuesday of the month.

John P. Gillett, 18 Hilton Avenue, Ansdell, Lytham St. Annes, Lancashire FY8 4AN

★★★

GREEVES PATHFINDER RIDERS REPORT

This series is compiled from your reports "Completely reliable — starts first time, no matter what condition. Such is my confidence that I am convinced *nothing* can match her in really difficult situations, all failures are down to my ability!"

The words of a skilled engineer who owns one, point to the enigma of a design that was a triumph on the road but not in the saleroom. What owner can match that?

The company, as most of you will know, was founded on the Invacar — Invalid carriage, and in the 1950s designed and made successful scramble bikes. They traded on this reputation and supplied a reasonable proportion of the limited market, during the sixties they gradually produced a line of road bikes.

selection of Villiers engines and these grew in popularity until Manganese Bronze Holdings decided that only members of the club (James, and A.J.S.) could buy engines. The scramble bikes were not economical engine/gearbox unit and D.O.T., Except for a few others did not find one. Cotton fitted the Minerva engine.

others did not find one. Cotton fitted the Minerva engine. Daimler Puch of Graz, in Austria, who had fitted a single two strokes, they had made since the late 1930s.

Daimler Puch of Graz, in Austria, who had fitted a single two strokes, they had made since the late 1930s. a motor in both 125 & 175 sizes. Greeves of

geometry was trials but the motor did not 'plonk' as all trials bikes do. days. Of course not — they had a high revving engine with bags of lead at the top end. So Greeves reasoned that if they increased the Flywheel they would give more lowspeed torque, so they poured printers lead into the wheel and got the desired result — almost.

The factory were in financial trouble at this time and any delay was disastrous. He demanded the engine back to check main bearing loading, and then passed it to the factory. Della who were worried that their magneto was in danger. All this took four months and the factory was desperate. The bulk of the machines made were produced in 1971 and it is doubtful if more than 250 were made altogether. It did not sell to the trials boys who wanted something Spanish and it was too light and not powerful for scrambling. Its true niche was in enduroes but by the time this was found the factory was closed. Hugely successful in the Welsh Two/Three Day Trial few machines survive. Our one owner in the club has 'Blueprinted' his bike to factory specification, made numerous modifications, including sump guard, chain oiler, q.d. seat and rear wheel and replaced bearings, seals, pistons etc. at reasonable cost — "more so than Honda" he says. Overall the bike is so light that it hardly uses tyres. Spares are available from Terry Silvester and there would appear to be only two snags to mar the perfect picture. One is finding neutral when on a hill and the other is LIGHTS, or rather lack of them. The glow worm MUST be fed daily on the correct diet because the flywheel generator gives out 15 watts, leaving 10 for the headlight which is nowhere near enough. Brake lights? — they require a separate dry battery.

Consumption of highest octane petrol is very modest, at worst 63 m.p.g. on green lanes and over 100 m.p.g. on tarmac. Handling on tarmac is "very comfortable" but on rocks "a bit lively". Very little more to say, if you see one buy it, there aren't many around — never were, and have one of the most potent, handling enduro bikes of the early seventies.

Many thanks to Brian Cook for his educated and educational comments.

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