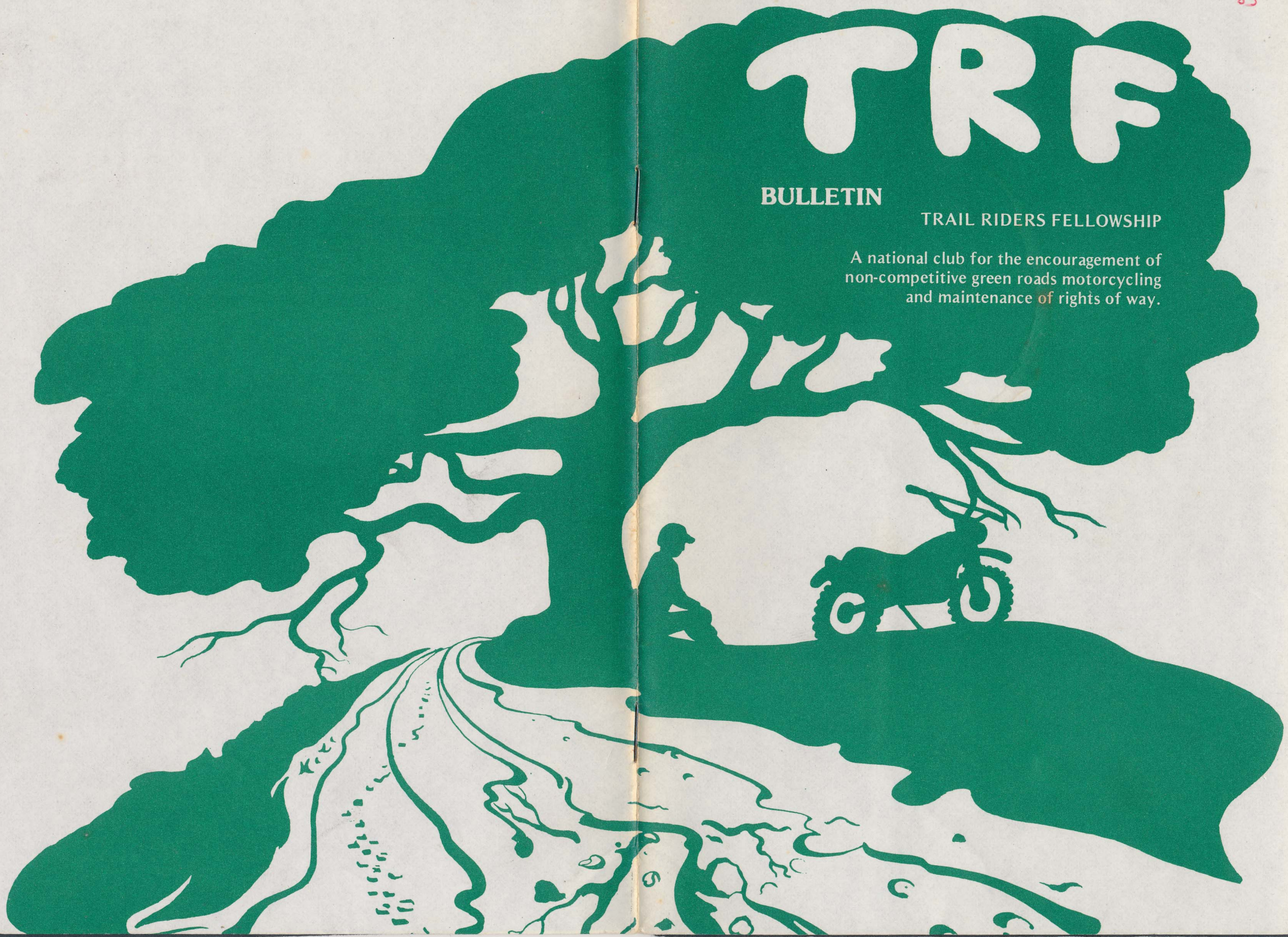


# TRF

BULLETIN

TRAIL RIDERS FELLOWSHIP

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



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**The EDITOR'S Part**

This is the part of the magazine where I can say what I like (almost) and upset most of you. It is also the part where I can eat humble pie. I will start with the latter and then insult you! I apologise for leaving out the list of group meetings and places from the last Bulletin, it was in the rush to get it printed that the omission occurred. As someone once told me, "the man who never made mistakes, never made anything" and I think that is a very good proverb. I think mainly of Brian Thompson when I say that, because I think that I disagree with either the way he does it, or the thing he does in about one in five of his energetic efforts — but thank goodness I can disagree with so much that he does, because it means that he does SO MUCH. Would that the rest of you had so much to disagree with — and consequently so much more to admire. One thing that has amazed me about the editors job, is the lack of response from readers, you must either be such a satisfied lot of readers that I have the perfect formula or such a docile lot that I can feed you any old junk! Let me know, we might even run to a "letters to the Editor" page. Seriously though, although your subscription entitles you to a years' issue of magazines, it also gives you the duty to contribute something from time to time. Let me and the other members know — a) why you joined, b) what you dislike about the Fellowship as it is, c) what is the perfect trail bike and why you haven't got it, or any other snippet of useful information. The big mystery to any ex membership secretary is the "one year member". One who joins, never goes to a meeting and then does not renew, are YOU one? do you know one? What do we do wrong, do we oversell ourselves? Are you too forgetful to go to meetings or on rides? Has a dotting parent or friend paid for membership that you do not want? or are we so repulsive that when you meet us you are put off for life?? Please, someone out there, let me know, and the rest of the members?

I hope that you are all enjoying your trail bikes to the full in this traditional holiday season and wringing the most out of the beautiful countryside that so many take for granted, before we are into a colourful Autumn.

Now a serious enquiry, does anyone know anyone who can mend MOTOPLAT electronic ignition, or even a solvent for the resin that it is "potted" in, as they come pretty dear to replace and I am convinced that the defective component is relatively cheap. Let the editor know. This month I want the postman to work overtime, and your next magazine to be full of interesting letters and articles.

John R. Higgin.

## IRISH TRAIL RIDING SAFARI.

SEPT. 5th – 13th 1981

Mick MacEoin's annual non-competitive off-road junket for trail, trials and enduro riders enjoys a unique place among motorcycle events. Many British and a growing number of Continental riders, together with their Irish friends, are well and truly hooked on the event and keep coming back year after year. Mick knows that details of the 1981 event in Kerry – the 14th in the series – are eagerly awaited: he would like to apologise for the slight lateness of this announcement.

Experimentally, a completely new format is being tried out this year. Instead of spending a whole week in the same spot, the entire circus will move in mid-week from one end of Kerry (Dingle in the north) to the opposite end of the County (Kenmare in the south). This will enable us to complete an intensive three day programme of riding in the Dingle Peninsula which in the past has been too far from our base to explore in comfort. The second half of the week will be spent in more familiar territory.

### DETAILS:

Saturday, 5th Sept.	Arrive Dingle.
Sun/Mon/Tue. 6/7/8th	3 days riding in Dingle Peninsula.
Wednesday, 9th	Travel from Dingle to Kenmare.
Thurs/Fri/Sat. 10/11/12th	3 days riding in South Kerry/West Cork.
Sunday, 13th Sept.	Depart.

In accordance with long-standing Safari tradition – “only the best is good enough!” – Headquarters in both places will be at top class Grade A hotels, the Scellig in Dingle and the Kenmare Bay, the latter well known to riders from former years. Special package deals have been negotiated at these hotels for riders and their friends. As usual however riders will be free to make their own arrangements regarding accommodation, making use of the local tourist office to find digs or camping sites if necessary. They will also of course be free to come for the full period or for any part thereof.

Mick will be sending detailed information and booking forms to all on his mailing list within the next week or so; that includes anyone who rode or even wrote to him for information in the past. Others who may be interested should write for brochures (No need for stamped addressed envelope) to: –

Mick MacEoin, 1 John Street, Limerick, Republic of Ireland.

### SOUTHERN GROUP NEWS

Peat Glead is no longer the Secretary of our group. Peat has served the group well for the last few years for which he deserves and gets our grateful thanks.

ATTENTION! The August monthly meeting will be the last of our group – unless members turn up. They would be welcome to take on the social side of things, put on trail rides etc. the same few cannot be expected to do it all the time. On the other hand the Rights of Way Committee is thriving, with everything seemingly under control. The committee consists of Nick Chalk, Pete Cureden, Brian Boden and myself. . .

Peter Wildsmith, 5, Meynell Close, Eastleigh, Hants, SO5 4DZ.

## QUARTERLY EXECUTIVE MEETING

11th July 1981

Present; Chairman-Seymour Moss, Secretary – Bruce Roberts, Membership Secretary – Colin Patient, Editor – John R. Higgin. Group Representatives – John Holloway, Hugh Mason, Harry Ball, Sheila Lewis, Brian Crook.

Apologies for absence from Brian Thompson (seeing an M.P.) Treasurer-Keith Waddon, Jeff Diamond, Frank Diamond, Mike Rowley, Richard Marshall, Ian Dunsire, Dave Andrews and Roger Newark.

Minutes of the last meeting as reported in the Bulletin were approved.

The Secretary reported a quiet quarter although several enquiries had been received. A firm date of OCTOBER 11th was agreed for the A.G.M. (this had been changed from the original provisional date). The Venue is WOODLEY PAVILION, Woodford Park, Haddon Drive Woodley, Reading, Berkshire. All members to show valid membership cards on entry. The start is to be at the usual time of 11 a.m. All motions to be discussed must be notified to the Secretary by the 14th September.

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### PLEASE TAKE THE ABOVE AS FORMAL NOTICE OF THE 1981 ANNUAL GENERAL MEETING

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The Treasurer had sent in a report which showed the situation at the year end of 30th June 1981. A credit of £1111.15p in the current account, the Fighting fund held £3025.00 and other balances were held in the deposit account and Post Office which I do not propose to reveal as they could be used by those not in favour. We had commitments of £500 for the Somerset Inquiry and £900 for Cumbria. Since August 1981 expenditure of £1285 had been paid on the Cumbria Public Inquiry, The B. & B. Trust, and Bulletins. It was agreed that the money for the Public Inquiries in Cumbria and Somerset should be allocated from the Fighting Fund.

The Fellowship had been asked to make £50 available for the expenses of the Central Rights of Way Committee in the House of Commons at the present time and a further sum not to exceed £50 may be asked for in the future. It was agreed to pay. A revised list of members was now available from the treasurer on request – only group representatives should require the full list, otherwise please ask ONLY for the County or area that you require. The address of our hard working Treasurer is: – Dr. Keith Waddon, 2, Burlington Close, Breaston, Derbyshire, DE7 2UB, tel: Draycott 4431.

Membership Secretary reported that we had 223 new members this year (so far). Colin requested some more copies of the constitution that was being sent to all new members. Could R. Marshall send them when printed? Headed notepaper was still available from Howard Wadsworth. The “Bike” magazine article about trail riding in the July issue had produced about 39 enquiries, many of them asking where the nearest Trail Park was.

The Editor reported a lack of contributions by members and asked for a better response for the next issue. The closing date for any contributions, adverts, run dates, group news, support articles for your motion to the A.G.M. the 5th SEPTEMBER (at the latest!) The Press Officer had nothing to report. No one had sent him any adverse press notices.

The Rights of Way Officers Report is given separately in this Bulletin.

Mike Rowley, our Honorary Solicitor, had looked into the forming of the T.R.F. as a limited company and said that it would be advisable. This would be discussed at the next committee meeting.

The representatives from the local groups then made their reports, Harry Ball started for the West Midlands by telling us that 60 green lanes had been claimed at Worcestershire County Council. Some claims had been made for north Oxfordshire — in the lack of any other groups interest in this county — and he had been helping Mike Dutton in Shropshire.

There was a T.R.O. on King John's Lane, at Radway in Warwickshire which he had objected too. They had put in 270 objections to the Warks review in 1977 but heard nothing since.

Brian Crook reported for the Thames Valley Group that at the evening meetings they had had two film shows and a talk by the Surrey Countryside Warden, Jim Storer. The last meeting had been a bring and buy sale which had made £20 commission (at 10%). Albie Bebbington had brought most of the goods along for auction and was thanked. They had claimed 7 byways in Surrey and to date had been granted 2. They had also objected to the T.R.O. near Basingstoke, on Mort Lane, where hooligans had caused objections.

Hugh Mason reported that the Cambridgeshire group was settling down, run fees had been fixed at 50p for members and £1 for non-members. They had put on the display at the B.M.F. show and the committee thanked the organisers and the group for their efforts. They had been approached by both the Ramblers and the Horseriders to work together against the hooligan element on countryside rights of way.

John Holloway reported for the Loddon Vale Group, see elsewhere in the Bulletin. Bruce Roberts reported for the West Anglia Group, some claims had been made for Graffham Water, but difficulty was expected.

Seymour Moss reported for Dave Andrews who had had a bereavement (our sympathy to you). Surface conditions were rock hard in Essex at present. They were checking old lanes against a Chapman & Andre Map of 1768 (reprint from the Essex Archives) and hoped to claim some lanes when the evidence was gathered.

In any other business, someone had brought a map no. 119 that had been left at the Hollowford Training Centre at the Rights of Way weekend, please apply to John Holloway, 25, Pheasant Close, Winnersh, Berks, with s.a.e. for its return.

Colin Patient had looked into the question of plastic membership cards of credit card size but the cost was three times as much as the present membership card and it was decided that if the membership card was reduced in size, this was more effective. Malcolm Bullen had written to the secretary asking if in this year of the disabled, it was possible to allow free membership for some disabled people he had met riding Hondon A.T.C. vehicles. The meeting was not really in favour of free or cheap membership for anyone, but asked Malcolm for further details in view of the reported opinion that these vehicles were not road legal at present.

THE NEXT MEETING IS ON SEPTEMBER 11th at 1.30 to discuss motion for the A.G.M.

### EXMOOR REPORT

There is no TRF Exmoor Group but there are many TRF members riding in the area. Groups from other parts of the country are beginning to realise what the area has to offer and to organise Exmoor camping weekends. This is great. I am willing to mark up maps and offer some local advice if required to any intending visitors.

Lane clearing waits for the winter months, so our main public relations exercise in the summer is marshalling the annual Quantock horse ride. Although we cannot get permission to ride bridleways on the route and so must act as stationary marshals. Our two year involvement has already provided us with much local support.

Two R.U.P.P.s on either side of the new Wimbleball reservoir have been closed to us under Section 116 of the 1980 Act at Minehead magistrates court. The T.R.F. solicitor was supported by Trevor Compton and myself on behalf of the T.R.F. by Mrs. Lonsdale, who organised the Quantock horse ride, on behalf of the West Somerset Bridleways Association and the British Horse Society, and by Colonel Croysdale on behalf of the Byways and Bridleways Trust. Despite all this support, the magistrates decided against us. Surely the strength of our support showed that the lane WAS 'necessary'? We are now to appeal to the High Court in London to over-rule the magistrates' decision.

We have also lost a R.U.P.P. on the Quantocks — Stout Lane at West Bagborough. This has been closed by a Traffic Regulation Order despite a large number of individual objections. The Council have plans to apply T.R.O.s to all R.U.P.P.s on the Quantocks so we must continue to kick up as much fuss as possible about this first one. If you have used it, write and protest. (Copy letter to me please).

On a brighter note, I would like to say thank you to Mick Comber and Martin Darch for an excellent day's ride on County Roads in North Devon. I now have a large number of lanes to add to my existing collection of routes on and around Exmoor, and there are still more that I have yet to ride!

I have collected ex Devon and Cornwall rep. Geoff Burt's maps and documents, which I shall pass on to Trevor Compton, 7 Bouchier Close, Bampton, Devon after I have had a good look at them. Since there is no longer a Devon & Cornwall Group Trevor has agreed to look after the maps until a new Group starts up.

Somerset and Exmoor trail riders are a scattered community. Many see little point in joining the T.R.F. even though they support its aims, but we are slowly getting together. It's the quality of the riders not the quantity that is important. I am always keen to hear from local riders to compare notes and to go on informal trail rides (i.e. not official advertised Group Runs). Contact with new riders in the area is especially welcome. My phone number is Burnham 786263.

A final piece of information, is the Bristol Group's Exmoor Camping Weekend on 8th and 9th of August. All TRF members will be most welcome. Contact me or Russell McDermid for details of campsite and run starting times.

Ian Thompson, Rights of Way Officer, Bristol Group.

17, St. Michael's Road, Burnham on Sea, Somerset. 24.6.81.



Trevor Compton and Colin Gosling acting as marshals on the Quantock Horse Ride.

## THE CONTINUING ERMIN STREET SAGA

During recent discussions with one of the landowners in the dispute I came across the most blatant objector I have ever met. Not only was she anti bike but anti, walkers, horses, farmers, tractors, aircraft and porn.

I couldn't believe that the conversation was actually happening to me. The woman had moved into a little bungalow 25 years ago as a country retreat from the noise, etc. in London. She knew at that time 'a path' ran through her land. In the 25 years she has been there, technology has, of course, moved into her area in the form of mechanised farming, cars and the growth of air traffic. She will not accept that this is necessary for existence. I did point out that she had two cars in her garage alongside the large "sit on and drive away" Atco motor mower.

One of her arguments was that people (not just us) had no right to make noise so as to annoy other people. I retaliated by saying she, in effect had no right to demand peace and quiet at the expense of other people's pleasure. STALEMATE. She actually laughed, so I scored one point there.

The argument continued, by her saying that there were too many horses for too few bridlepaths, this made the ones in use unsuitable for many riders, 'But you have just closed one yourself' I said 'Ah you noticed the stile did you?' (5 points to me). 'Well they used to sh-- all over the grass and that's not nice is it', 'It's good for the garden' she was not amused.

Finding she was getting nowhere with me she retorted 'and what about the aircraft noise?'

At this point, I gave up (I'm not into flying and I don't like Murray Mints) I said 'can we have our lane back please?', 'You will have to speak to Mr. Barry Sapsford of The Countryside Management Scheme, he is on my side and agrees with me that motor bikes have no place in the countryside.

My back was now up so I left before my frustration and anger showed. We parted friends but the gloves are off.

Whilst on the subject of Ermin St., where's the evidence I asked for?

Members don't seem to realise the value of written use evidence. If we are to secure a future we MUST have written evidence of use for every lane. It's not much to ask, consider it an insurance policy for 12p per week 'cause that's all it costs to post it.

## KNOBBLIES

I am informed by the Herts constabulary that they will prosecute any one found to be using knobblies on a metalled road. I have said that a precedent has already been set on this; but they have, I understand, already reversed the last years case ruling.

The Herts police have written to all the tyre manufacturers asking them if in their opinion these tyres should be used on the open road. I don't know what the answers were from the tyre manufacturers but the police are 'doing' people.

Malcolm Bullen, ROW Officer, Herts. 38 Briars Lane, Hatfield, Herts.

## TRF RIGHTS OF WAY NEWS – 1st JULY 1981

from BRIAN THOMPSON, RoW Officer.

### WILDLIFE AND COUNTRYSIDE BILL

By the time you read this the Wildlife and Countryside Bill may have received the Royal Assent and is expected to take effect in September.

This Bill is a very good one for us and preserves and protects green lane riding for the future. The Mason case is repealed and the test for Byway is "do vehicular rights exist?" Vehicular rights can exist on all footpaths and bridleways if good evidence exists. We can all feel very pleased and relieved in view of the strong opposition to trail riding expressed in the Lords.

The most serious threats came in amendments first in the Lords moved by Lord Avebury and later in the Commons by Liberal Party spokesman, Stephen Ross, MP to close the Ridgeway and up to 1000 miles of 'greenways'. Fortunately the Spicer Committee (I am a member) rejected these amendments and the Minister gave the Govts. assurance that the Bill would not discriminate against motor cyclists. The Liberal Party is opposed to trail riding it seems! If you feel strongly about your right to ride remember this at election time.

Ironically I have been an active Liberal and I have resigned as local Liberal Party Chairman in view of this. Lord Moyne during an anti-trail riding debate in the Lords in February, tried to impose a 7 mph speed limit on all green lanes. We heard many wild unfounded accusations and allegations not supported by evidence.

The Labour Party say they will introduce another W & C Bill if they take office in 1984. As the 1968 Labour Act was very anti motor cycling this may not be in our best interests. The real success of this Bill has been the united approach of the 14 user bodies. Many Peers said how impressed they were by the briefing and how well organised they thought the users were. The TRF, ACU and BMF joined with the BB Trust, British Horse Society, Commons Socy, CTC and so on.

### TRF GOES TO HIGH COURT TO SAVE LANES

Together with the Byways and Bridleways Trust we are appealing against Minehead (Somerset) Magistrates decision to close 2 RUPPs at Wimbleball. The TRF were represented in court by a Solr. The County Council said they had the interests of walkers uppermost although admitting they had received no complaints. This is the first time that the TRF has gone to a higher court in its 11 years history and this case is not only locally important but hopefully will prove to be a precedent of national importance to stop JP's closing green lanes without good reason.

Trevor Compton is the TRF member whose name will be used in court together with Col. Croysdale of the BBT and no doubt Somerset County Council versus Compton and Croysdale will make legal history. I am sure this is the way members want to see the TRF going; fighting to keep open green lanes and unafraid to risk a lot of money to do so. It will be October before we have a result.

### TRAINING COURSE SUCCESS

The TRF weekend rights of way course at Castleton was able to attract 24 with 19 staying at the centre. Four members took the trouble to send me a letter of thanks afterwards. Thanks to Richard Marshall for assisting and we again found the Hollowford Centre ideal. The TRF generously paid £2.50 subsidy for each student although 9 were not members of the TRF.

I plan to repeat the course in 1983.

## RIDGEWAY OFFICER APPOINTED

The Countryside Commission tell me this news and say they will not press for a TRO until there has been a fair chance for the voluntary restraint code to work. His authority does not extend into that part of the Ridgeway in Wiltshire because of the opposition to the appointment by Wilts County Council.

Meanwhile please co-operate with the new officer. A TRO threat still hangs over the Ridgeway and in view of the next item we should try and make the code work.

## SETBACK TO APPEAL FOR TRAFFIC ORDERS

The Spicer Committee recommended a change in the law to allow a right of appeal to Public Inquiry when a TRO is proposed. Regrettably the Minister thinks that 'highway authorities can be expected to act reasonably' (a view that NONE of the users agree with especially the motor cyclists) and sees no need to amend the present law. Rough justice indeed! If the Spicer (House of Commons) Committee fail, plus sustained pressure from the BBT and horse and motor cycle bodies fail, is this the end of the road and do we just have to resign ourselves to this unfairness? New hope for a change of heart, Mr. A. Bennet MP for Stockport has agreed to move an amendment at report stage of the bill: Let us hope the Govt. will give way.

## STATE OF RUPP REVIEWS

Still undecided is the fate of 15,000 outstanding objections many of them RUP downgrades. The Govt. want to sweep them all under the carpet which suits us because Byway tests under the 1968 Act are almost impossible to satisfy. The Lake District has had no more P. Inquiries since March so hopefully it will be abandoned along with Derbyshire, West Yorks and Somerset.

## SIGNPOSTS

An amendment to the new Bill is Clause 59 amending Section 27 of the 1968 Act requiring a proper Byway sign for Byways open to all traffic. So far most RUPPs and Byways have Bridleway or Footpath signposts leading to confusion and conflict with other users.

## SUSSEX

After 3 months RUPP 2673 at Rackham Banks is still blocked.

I suggest that Sussex Group TRF consider a Section 121 prosecution. This worked in Yorks on Moor Bottom Lane blocked for FIVE years until I on behalf of the BBT went to court. Don't let farmers deny proper lawful use of a public highway! An unknown TRF member is held in high regard by West Sussex horse riders for clearing all by himself, Folly Lane at Duncton near Sutton.

Two TRF members joined forces with horse riders to clear Willetts Lane at Tillington between A272 and Upperton of fallen branches and timber and all burnt on two large bonfires. Well done lads!

## NOTTINGHAMSHIRE

I am struggling to keep open some RUPPs in north Notts with little success due to lack of time. At Clayworth and Everton RUPPs are ploughed out. One was awarded a Public Carriage Road by Parliament in 1792 but I defy anyone to discover it's whereabouts now.

At Hayton Castles Farm, horse riders have been asking permission from the farmer to use a RUPP! Naughty! This helps the farmers claim that the RUPP is a mistake and wants it closed. The number of bridleways and footpaths ploughed away runs into hundreds. The 1976 Spec. Review is like others, a non starter. Dick Marshall looks after South Notts but with Leics. and S. Derbys also he is fully stretched.

## PHOTOGRAPHS AS EVIDENCE

Are very useful at Public Inquiries and court proceedings.

Arguments about width and suitability can often be resolved with the aid of a few good pictures of the green lane disputed. So don't forget the value of photographs preferably in black and white and do three copies, one for the Inspector and one for the County Council.

## MARKING UP OF MAPS

Wife Jean is still willing to copy out all the lawful lanes on to your 1" O.S. maps for £1 each for Derbyshire, whole of Yorkshire, Lake District and N. Wales.

B.G. Thompson, 39 Warren Road, Thorne, Doncaster, S. Yorks.

## LODDON VALE GROUP REPORT

The Loddon Vale Group has now been in existence since the beginning of the year when we "broke away" from our neighbours at Thames Valley. During that time we have gone from strength to strength, usually we have some 20-30 members turn up on the second Thursday of each month for a pint (or three) and a chat. Despite these numbers, it appears that only a dozen or so regularly turn up on the third Sunday for a run. Come on the rest of you, get some mud on those shiny bikes.

We are very fortunate in as much as we poached both John Higgin and Colin Patient from the T.V. Group. John being both our R.O.W. Officer and Bulletin Editor, (at least I won't have any problems getting this published). Colin of course is National Membership Secretary.

We have a wide choice of lanes to ride in the counties surrounding us, ranging from the glorious mud of Berkshire to the dust of Salisbury Plain. We also have the Ridgeway right on our doorstep.

Amongst our members we have some very good map readers and I would publicly like to thank Chris Thomas who seems to be "lumbered" on so many occasions as run-leader.

We entertained some 8 riders from the Nottingham Area over the May Day Bank Holiday weekend and hope to visit their part of the world in September to try our skills (or lack of them) in Derbyshire.

We have contested one lane closure, in Magistrates Court, with the Aldermaston Nomads, organisers of the Pathfinder Trial. Regrettably we were unsuccessful but if nothing else, we gained valuable experience in court proceedings.

Finally as a comment on our erstwhile editors bit about trailers. Whilst I agree with his remarks about our bikes being "street legal" my view is that to have the trailer nearby, ensures that anyone who breaks down beyond local repair, won't be faced with a long walk home. In the final analysis isn't it a question of personal choice — mine is to use a trailer.

John Holloway, 25 Pheasant Close, Winnersh, Wokingham, Berks.

### West Wiltshire TRF Group.

Bill Riley, Allin Motorcycles, Seymour Road, Trowbridge. Tel: Trowbridge 64580.  
Pie & Pint Night on First Tuesday in month.  
Cross Guns, Avoncliff, nr. Bradford-on-Avon, Wiltshire.

The former East Yorkshire Group, Starbeck branch has decided to form a North Yorkshire Group. The venue will still be The Prince of Wales, Starbeck, Harrogate on the 2nd and 4th Tuesdays in each month.

Runs will be decided each meeting for the following Sunday. Anyone requiring information contact:—

M. Drury, Sec., 21, The Avenue, Starbeck, Harrogate. Harrogate 885410.

### THOUGHTS

I've been a trail rider for quite a few years now. Though I only profess to being a youngster still, my seasons of trail riding have equipped me with an abundance of tales to tell my contemporaries. Many's the time I have sat in the pub, surrounded by my friends after a day on the trail, swapping stories (making a few just a little bit more colourful) talking about bikes we had had, will have, would have liked to have had and those we have tried out when friends have brought them round for us to look at.

I have ridden large bikes and small bikes; I have ridden in Enduros and Trials, through mud and through the heat of a spring day, when I have had to discard clothing along the way because of the heat. I have ridden down ravines; along mountains which would have put a better man off for life; and along river beds, not knowing whether I would be able to get out because of the steep banks. I have had my fill of accidents though, who hasn't? but I have overcome them all and gone back to my bike like a long lost lover.

All these thoughts go through my mind as I lie here in this ditch.

I get to thinking — it's wonderful how close to nature you can get when you are lying in a ditch, listening to the gentle slurping of the mud as you watch your bike disappear down a great hole, feeling the damp slowly seeping through your socks to create a whole new range of colourful toes.

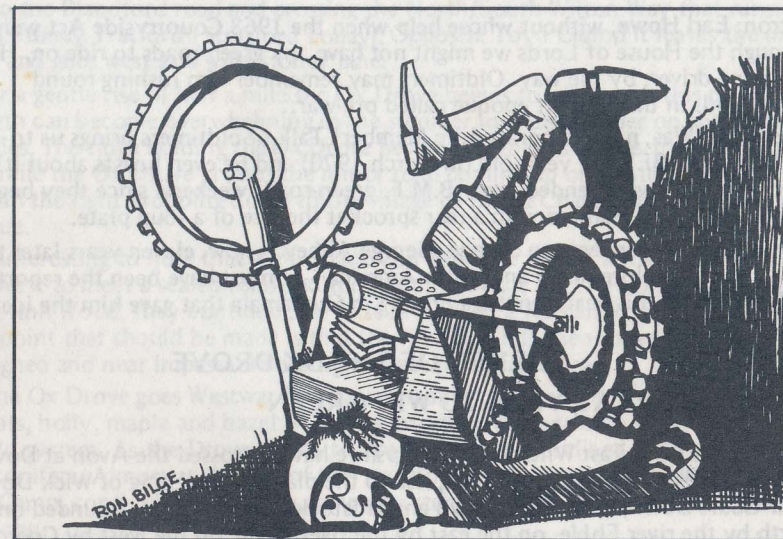
Alternatively, if you chose a dry day, then it's wonderful how close you can get to nature when you are lying in a ditch, with only the pain of the bike on your legs and the comforting warmth of the exhaust gently heating your skin, keeping you company.

I can hear the rest of the run now, they are not too far away. If only they could keep up with me, I wouldn't be lying here — they would have pulled me out by now. They really must try to keep up with me a little better.

As I lie here, I can see a whole new vista. From this position I can see upwards, through the hedges and trees I would much prefer to be passing at speed, towards the sky with its peaceful clouds. I can see berries, such pretty colours; and birds which look totally different when they are viewed from the underside. I can hear a cow gently munching something in the field behind me. I can see how the grass grows — now really is the time for me to study nature at close hand. I pick a blade of grass, I look at it; feel its texture. I can see tiny hairs on the back of the grass which insects climb up . . . insects . . . and . . . spiders . . . SPIDERS!!!

I really think it's time I said something . . . help . . . Help . . .HELP . . . H E L P !!!

Mrs Hazel Kirby, 11 Hazel Grove, Hockley Heath.



### HOW IT ALL BEGAN TRAIL RIDERS FELLOWSHIP

It all began gradually, perhaps almost as long ago as 1900, when motorcycles were used on cart tracks and unmade roads, but up until the 50s no one objected to motorcycles using these roads "If they are mad enough, that's their affair" was the common attitude. In the 1960s legislation such as the 1965 Rallies Act. and the 1968 Countryside Act began to restrict our freedom and people such as Norman Smith and Jack Wiley started to agitate against this. When they were joined by John Ebbrell of Motor Cycle and Ralph Venables, then they got some publicity and a meeting was organised by the Berko (Berkhampstead) Club at Aldbury Village Hall. Ernie Wrigley was in the chair and Norman Smith spoke at some length about the effects of legislation. This meeting followed a green lane run along the Icknield Way that had, as far as I can ascertain, been organised by the Croydon Motor Cycle Club as the Chiltern Venture Run.

Later on, in January 1970 a further meeting was held at the Valiant Trooper at Aldbury, near Tring. If you want to picture the scene then think of the houses and countryside from 'The Shillingbury Tales' which is made there. However, the room was packed tighter than a sardine tin with some of the leading green road fanatics in England. John Ebbrell insisted that it be a Fellowship instead of a club and was probably responsible for the whole name. The object of the meeting was to form an association to look after green roads and followed a ride organised by Dick and Jean Sutton. Ernie Wrigley took the chair and was elected 'Director' for his troubles. John Ebbrell was forbidden to hold any club post by his job conditions but Colin Salmon was elected Secretary and he lived next door to John Ebbrell. Two decisions are recorded from this meeting, one was to affiliate to the British Motorcyclists Federation and the second was that the highest honour that the Fellowship could award was that of HONORARY MEMBER and the first person to be offered this was Norman C. Smith, Rights of Way agent for the B.M.F. The first magazine of the T.R.F. was known as the "BIG - T" and had a potted biography of some officials, to quote. . .

Patron; **Earl Howe**, without whose help when the 1968 Countryside Act went through the House of Lords we might not have any green roads to ride on. He's an ex racing driver, by the way. Oldtimers may remember him rushing round Brooklands in that distant epoque called pre-war.

President; (Was, now Honorary Life Member) Talk of oldtimers brings us to **GEORGE ABBEY**, 67 years old (in March 1970) and he even boasts about it! George must have attended every B.M.F. green-roads weekend since they began, riding an antique Bantam with a rear sprocket the size of a soup plate.

(Some things never seem to change, George Abbey is now, eleven years later taking a year off to explore north and south America – it must have been the report in the Bulletin earlier this year about trail riding in Guatamala that gave him the idea!)

## SURVEY OF THE OX DROVE

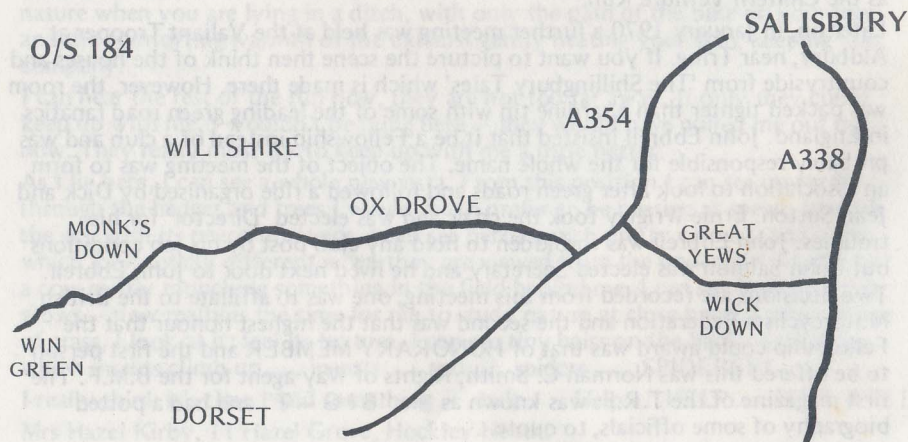
### O/S 184 – GREAT YEWS TO WIN GREEN

Green lanes from East Wiltshire & Hampshire having crossed the Avon at Downton and the fords north and south of it, rise to the plateau consisting of Wick Down, New Court Down, Whitsbury Down and Odstock Down which is bounded on the north by the river Ebble, on the east by the river Avon, on the west by Coombe Bissett and Rockbourne Down's, and on the south by the river Allen flowing through Damerham to Fording bridge.

#### From the eastward direction

Several green lanes meet the Great Yews and continue North/West as one lane to become the Ox Drove, which is the name given to the R.U.P.P. which follows the fourteen miles of the ridge on the South side of the Ebble from between Little Toyd Down and Coombe Bissett Down to Win Green on the Wiltshire/Dorset border.

From the Great Yews the green road heads North/West as an open track for half a mile before crossing a stretch of Grim's Ditch, and in another mile crosses the angle formed by the forks of the Rockbourne road from the Salisbury – Blandford road (A354). This short section has several gypsy caravans residing down it. A deep earth trench has been dug at the eastward side. In 1978 I asked for it to be filled back in, but as yet it remains (ride around the side).



On to the Blandford road and crossing the North/South Wilton Way that runs down from Stoney Stratford (Stratford Toney). Opposite Toyd Clump it leaves the main road and goes west as a wide stoney lane.

After a gentle rise of half a mile the Ox Drove begins to narrow, at this point, the growth can become overwhelming in the summer months, further on the vegetation recedes. The ridge holding the Ox Drove becomes higher as it goes from east to west. In a mile the Ox Drove crosses the minor road coming up on the left from Martin and on the right dropping down to the village of Broad Chalke through a beech avenue.

It is interesting to note that a mile back you will have passed a R.U.P.P. running Sth Sth West to meet a sealed road and the junction of the R.U.P.P. that runs through Knighton Wood, they continue Sth West as B.R. on a Roman Road to Wood Yates. The point that should be made is that the first R.U.P.P. mentioned above is always ploughed and near impassable during the wet part of the year.

As the Ox Drove goes Westward it is accompanied on the right by a narrow coppice of oats, holly, maple and hazel. It comes into the open again on Cow Down passing a field system. As the Drove comes to Trow Down it is outlined for a mile or so by tall conifers. Almost at the end of this tree-line a B.R. runs north to Winterbury Hill and Camp, continuing below the camp as a steep winding hollow way to Berwick St. John.

Still rising, the Ox Drove goes on along Monks Down, where it has been metalled, but as it nears Ashcombe the metalled road swings steeply down hill to the valley and the Shaftesbury road, while the Drove becomes a green lane again and curves round the rim of the great coomb, with the downs on each side falling away. On Monks Down it reaches 839 feet but after rounding Ashcombe to come to Win Green the height is nearer 900 feet. At this point it has such an extent of downs and valleys spread before it that one feels the whole of Wiltshire and Dorset can be viewed on a clear day. Dorset lies only a few yards westward, but the Ox Drove and the Great Ridgeway come together on the Wiltshire side of the border.

Stephen Russell, Sandy Top, 56 Winston Ave, Branksome, Poole.

## BOOK REVIEW

### WHATEVER HAPPENED TO THE BRITISH MOTORCYCLE INDUSTRY?

H. B. HOPWOOD Haynes Publishing Group £8.95

Firstly, a misleading title, this is really an autobiography of a living motorcycle designer and although it covers Norton, B.S.A. and Triumph little or no mention is made of the rest of the industry.

Secondly, it is a bitter, biased, bombastic book and the author came through to me as a man who makes 'Albert Tatlock' of Coronation Street a picture of bonhomie. The author has developed his masterplan for the design of motorcycles by 1938 (in a modular design) and for the rest of his working life he fails to get it accepted and hence the failure of the British motorcycle industry. BUT . . .

For it's few faults it is still an important history of one man's career at the height of the industry. His training at Ariel's under Val Page & Edward Turner, his transfer to Triumph when Jack Sangster bought them for a bargain price, and his short spells at Norton and B.S.A. all combine to give a fascinating picture of the premises and personalities involved. At Norton's for example, Jack Moore the head of design had



not even been told that a change was being contemplated when Bert Hopwood arrived as Chief Designer. They shared an office eight feet square but this did not seem quite so bad when he contemplated the 'slummy shambles sandwiched with machines and parts and men and vermin, in a noisy conglomeration, after all, it was reasonably quiet and did not let in that much rain!"

Some of the details of the management of the great (at that time) B.S.A./Triumph group are despairing enough in the detail lavished on them — the manager "who came to us from the consultant's short lists with fine management records, simply did not realise that they had entered an industry with a high specialisation factor"

So here is a book at nearly nine pounds of fascinating interest to anyone interested in the history of bikes, copiously illustrated, although some of the early photographs are inevitably a little less than sharp on the paper quality. Worth reading but in my view a trifle overpriced, so well worth borrowing.

### RIDERS REPORT No. 3 YAMAHA D.T. 175

This bike must now be the best selling and most popular trail bike ever produced since manufacturers began to produce compromise road and trail bikes in the late sixties. This was not Yamaha's first attempt at a trail bike but who remembers their first? This must be one of the most successful stories of product development over a period of years.

The first models of this bike had lots of competition from SL125 Honda's, from Suzukies, from KL175 Kawasakis and many others, but over the years this is the bike that TRAIL riders bought in preference and it has repaid them well with faithful service. The test reports that I have received have spoken of high mileage (for trail bikes) and retiring them from road use to use them only on the trail. HANDLING is the main benefit of owning a D.T. and all reports agree that the bike handles really well on tarmac, on grass and in the mud, however reports are not quite so enthusiastic on rocky going. Standard trail riders modifications have been applied to almost all our members bikes, I hardly need to list larger mudguards front and rear fitted, rubber number plate and smaller rear light, removed indicators, fitted direct ignition, these are so standard I wonder that the manufacturers bother to fit them!

REPLACEMENTS of other parts that wear out as a matter of course fortunately present few problems and come up with reasonable gaps. Tyres can last for 9000 miles if you can stand the original ones but most members fit a knobbly tyre and get a shorter life (and a less exciting one) and Ron Rickarby replaced 4 sets of chains and sprockets in 3000 miles, even after uprating it to a 520 with a larger chain guard, but then Ron doesn't go to work on his bike, he uses it for TRAIL riding only. (Mutterings about Trade's Description Act and fitness for "purpose for which it was sold" at this point!) but then trail riding is a hard life for any bike. I sometimes think that a four or six hour trail ride takes far more out of a bike than a blast round a scrambles course for half an hour, then home to the heated workshop.

The ENGINE is the part of the bike taken totally for granted and without question by all reports, sufficient power in almost all conditions. Of course there are times we could all use more power, but this engine is a little jewel, giving untroubled service for long periods until new rings are required, at 6000+ miles. However, some tickover problems have been noted on new bikes, mainly because the cautious dealers are giving too much oil in the mixture for running in. Clive Rawson of

Bournemouth went into great detail about setting up the carburetter etc. — "by removing the seat you find a ½" hole drilled in the top of the airbox, drill another next to it". He recommends that the mixture screw be let 1¾ to 2 turns out and that a 135 main jet and '00' needle jet will improve carburation *but* fit these in conjunction with a cooler running plug such as a B9ES to lessen the chance of seizing up.

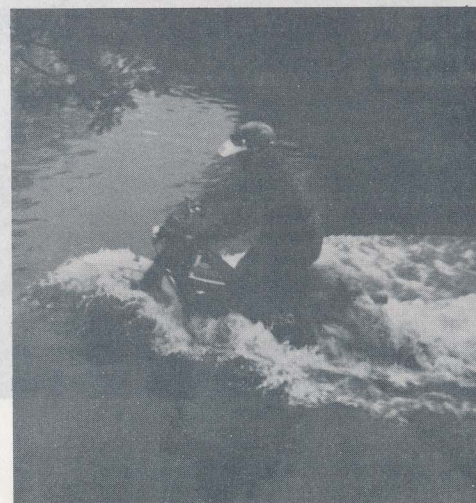
Early clutches tended to have a short life, depending on the rider, but later ones have been strengthened. On earlier models the clutch pushrod could get bent necessitating the splitting of the crankcase halves, a drastic remedy for a simple item.

"It is very IMPORTANT", says Clive Rawson again, "that you regularly remove the swinging arm pivot spindle and GREASE the bushes, since if neglected, water and muck can very shortly wear out the bushes and rust in the pin, making removal impossible". Very wise remarks Clive, I suspect these apply to many other models. SPARES for this current but constantly modified model are mercifully still easy to get. Some Dealers are highly recommended, such as D & A Rayner of Chadwell Heath, in Essex. (Don't forget we could fit your advert in the next Bulletin for a modest fee!) There are also dealers to avoid — Ron Rickarby paid cash for a super discount. He paid the penalty in inexperienced assembly with some loose bolts and minor parts incorrectly fitted and the dealer has now closed down.

OVERALL the picture is very bright — someone recently called the D.T.175 a "Girls" bike and if he meant reliable, clean, easy handling, lightweight and controllable, then for everyday trail riding what more could one want? A back-handed compliment is sometimes the best! I suspect that in twenty years time there won't be many examples of the DT175 around, because it is such a sensible bike to ride they will all be worn out, rather than kept in collections, by people who daren't ride them.

Our contributors have ridden over 100,000 miles on their bikes and many thanks, especially to G. Allison of Gloucester, Clive Rawson, Ron Rickarby and our illustrious chairman, Seymour Moss.

Next Riders Report is on the Honda XL185, please drop me a line by 3rd of September.



**WATERPROOFING  
CAN BE  
IMPORTANT!**



Keith Cockrell on his old XL 250, leading, passing a puddle, at Trowdown.

West Anglia TRF now has a second meeting in the month — Second Thursday of Month, The Swan, Cranfield, near Bedford and Milton Keynes.

★★★

The next bike for the RIDER'S REPORT is the HONDA XL185. If you send reports in. Get your easy form from me or your group rep; or just drop me a line with details of year, mileage, troubles, good points, etc. The more reports we have the better all round review, and the more accurately we can pinpoint faults etc.

Any more suggestions for bikes to be reported on will be welcome, have we any Triumph owners, or Kawasaki, DT400, SP360, you send me the details and I will try to print it.

★★★

### LAND CLEARANCE AND IMPROVEMENT AUGUST 16th

RUPP No. 14 (WEST END LANE) starting at Woodside Place OS 249069.

This beautiful lane is marked up for clearance and improvement by the Countryside Management Scheme in Herts and I have pledged our help. I require 8/10 able bodies male and female to assist in the days work. I see our role in this as both grafting and watchful as this lane is a really fun lane and does not warrant 'flattening' although some dead elms are a problem and do require taking out. The work party will meet at Bencroft Wood OS 327065 (car park) at 10 a.m. If this is not convenient. Just ride in during the day onto the side. Tools will be supplied by the CMS and NO payment for the work is available. The leader of the party is Mr. Barry Sapsford so contact him as soon as you arrive (or me Malcolm Bullen). See you there.

Malcolm Bullen, 38 Briars Lane, Hatfield, Herts.

**SMALL ADS: FOR SALE: WANTED: ACCOMMODATION:  
£1 TO MEMBERS:**

**FOR SALE**

**TRIUMPH TRAILBIKE** – Adventurer TYPE. T500 engine, Cheney exhaust. Tomaselli's and Preston Pettys. With or without TRIALS sidecar. Complete with extra rear wheel (Knobbly) and many odd bits(!) "T" reg, low mileage, reliable, £450 or very near offer. Colin Patient, Reading 696783.

★ ★ ★

1975 Maico 400 Rolling Chassis. Brand new front rim: Alloy Conical rear wheel. Good knobbles, £65. Howard Wadsworth. Tel: Knottingley 83400.

★ ★ ★

- |  |       |
|--|-------|
| (1) Honda 400T 1979 with touring fairing and panniers  | £590  |
| (2) Yamaha 175MX, 1978, used for trail riding but very good mechanically.  | £290  |
| (3) Datsun 180B Estate car, mechanically and structurally sound, some superficial rust, with two bar and 3-bike trailer 1977 'R' registration. | £1000 |

*Required in exchange, cash adjustment either way:*

- (A) Suzuki DR400, other 4 stroke trail/enduro bikes, 200cc, or over considered.  
(B) Honda 90 stepthrough, or similar.

CONTACT: G. Dalgarno, 33, Westfield Grove, Wigginton, York, YO3 8QJ

**TRAIL RIDERS FELLOWSHIP – LOCAL GROUP MEETINGS**

**Group & Group Rep.**

**Pie & Pint Night Venue**

**ANGLIA**

Bob Aley, 1 Aldersford Street,  
Sible Hedingham, Nr. Halstead.

NONE

**BOURNEMOUTH & POOLE**

Stephen Russell, Sandy Top,  
56 Winston Ave., Branksome,  
Poole, BH12 1PG.

1st Tuesday – Dorset Soldier,  
Corfe Mullen

**BRISTOL**

Russ McDermid, 1 Woodlands Park,  
Lower Swainswick, Bath,  
Avon, BA1 8BQ

2nd & 4th Mondays  
Stanshawes Court Hotel,  
Sundridge Park Road, Yate.

**CAMBRIDGESHIRE**

Hugh Mason, 3 The Green,  
Haddenham, Ely, Cambs.

1st Monday – Manchester Arms,  
Needingworth Road, St. Ives.

**CHESHIRE**

David Eaton, 125 Victoria Road,  
Northwich, CW9 6JH

1st Thursday – The Robin Hood,  
Buxton Road, High Lane, Hazel Grove,  
Stockport.

**CHRISTCHURCH**

Carl Nicolls, 30 Southey Road,  
Somerford, Nr. Christchurch.

1st Thursday – Ashley Hotel,  
Ashley, New Milton.

**CUMBRIA**

David Howe, 3 Greenfoot,  
Mealsgate, Carlisle, CA5 1DF

NONE

**DERBYSHIRE & SOUTH YORKSHIRE**

Ian Dunshire, 1 Lodge Drive,  
Harley, Rotherham, S. Yorks.

2nd & 4th Tuesdays –  
The Victoria Hotel, 248 Neepsend Lane,  
Sheffield.

**EAST MIDLANDS**

Graham Chinnery,  
28 The Woodcroft, Diseworth,  
Derbys.

2nd Wednesday – Flying Horse,  
Kegworth, Leics. (on A6).

**EAST YORKSHIRE**

Howard Wadsworth  
7 Hammond Road, Knottingley,  
WF11 OHL.

2nd Wednesday – Red Lion,  
Bramham, Nr. Wetherby.

**ESSEX**

Dave Andrews, 123 Burrow Road,  
Chigwell, Essex.

Last Tuesday – Warley Sports Centre,  
Holdens Wood, Warley Gap,  
Brentwood, Essex.

**GLOUCESTERSHIRE**

Fred Lord, 22 Glynrosa Road,  
Charlton Kings, Cheltenham.

1st Monday – Raglan Arms,  
Conduit Street, Gloucester.

**Group & Group Rep.**

**Pie & Pint Night Venue**

**HERTFORDSHIRE**

Frank Diamond, 42 Aldridge Ave.,  
Stanmore, Middlesex.

Saturday — LUNCH TIMES.  
Red Lion, Radlett.

**LANCASHIRE**

Keith Westley, 6 Briars Lane,  
Lathom, Ormskirk, Lancs.

1st Tuesday — The Bay Horse,  
Leyland, near Preston, Lancs.

**LODDON VALE**

John Holloway, 25 Pheasant Close,  
Winnersh, Reading.

2nd Thursday — The Lamb,  
Theale, near Reading, Berks.

**NORTH MIDLANDS**

Tony Davenport, Moortop,  
Onecote, Leek, Staffs.

3rd Tuesday — Jervis Arms,  
Onecote.

**NORTHUMBERLAND**

David Young, 9 Edwards Road,  
Whitley Bay, Northumberland.

NONE

**NORTH WALES**

Stan Whitaker, 15 Wedgewood  
Heights, Holywell, Clywd.

1st Wednesday — The Fox & Grapes,  
Hawarden, Clyd, (near Queensferry and  
Mold).

**NORTH WEST LONDON**

Roger Newark, 34 Highlea Close,  
Grahame Park, NW9.

Alternate Saturday LUNCH times,  
commencing with 24.1.81.  
Red Lion, Radlett, Herts.

**NORTH YORKSHIRE**

M. Drury, 21 The Avenue, Starbeck,  
Harrogate. Harrogate 885410

4th Tuesday — Prince of Wales,  
Starbeck, Harrogate.

**SHROPSHIRE**

Mike Dutton, Top Cottage,  
Eaton Mascott, Cross Houses,  
Shrewsbury.

Last Wednesday  
Bell Inn, Cross Houses.

**SOUTH EAST**

Mike Rich, 18 Way Volante,  
River View Park, Gravesend.

2nd Tuesday — The Westcourt Inn,  
St. Hildas Way, Gravesend.

**SOUTHERN**

Peter Wildsmith, 5, Meynell Close,  
Eastleigh, Hants, SO5 4DZ.

3rd Tuesday — Chamberlain Hotel,  
Eastleigh, Hants. (opp. Co-op).

**SUSSEX**

John Penfold, 'Marriners',  
Nyton Road, Aldingbourne,  
Chichester.

Contact John (every other month  
i.e. Feb, April, etc.)  
Hassocks Hotel, Hassocks.

**TEESIDE**

John Bloomfield, 31 Thames Ave.,  
Thornaby, Cleveland.

1st Wednesday — The Station Hotel,  
Kirby, near Stokesley.

