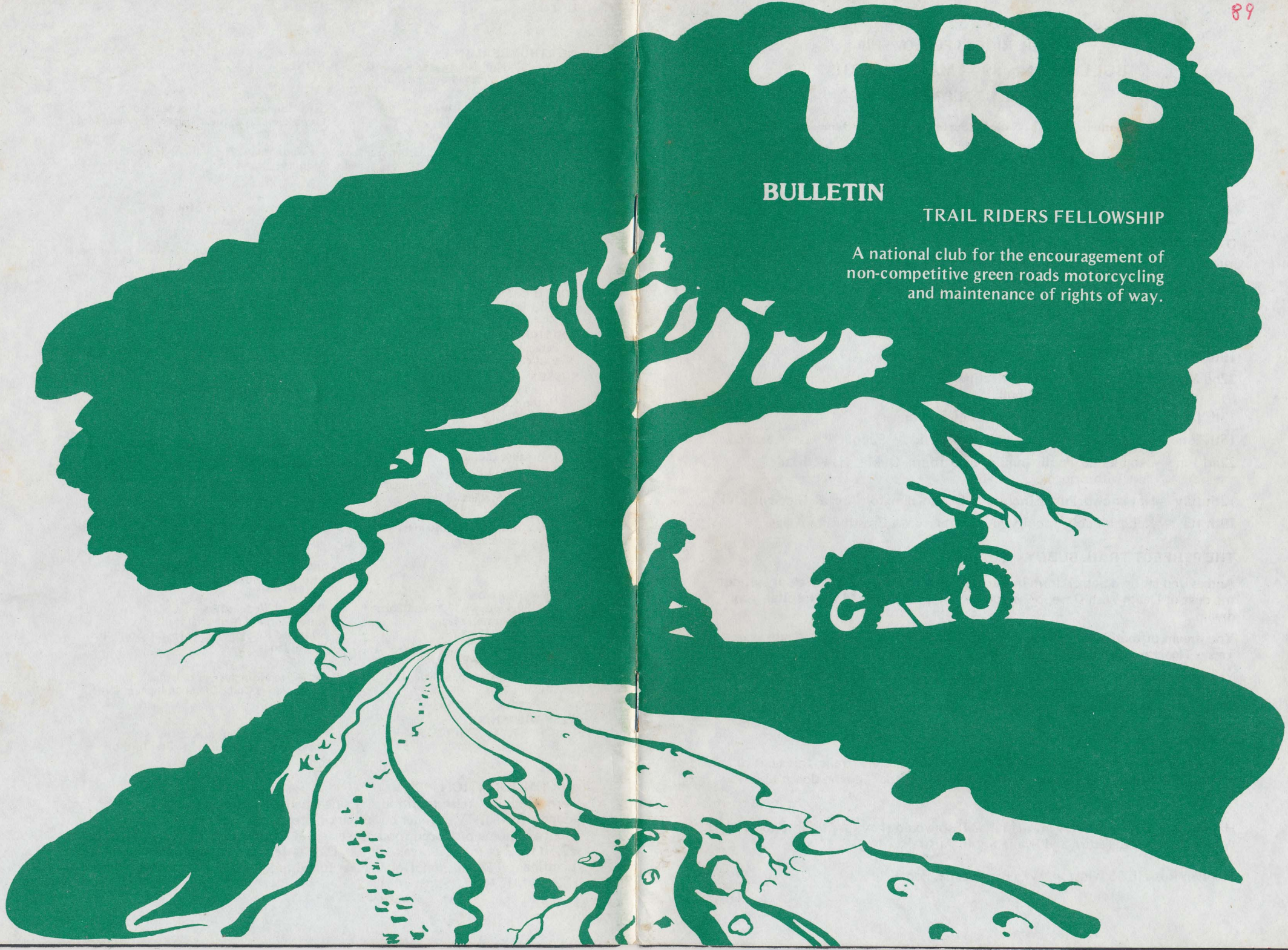


TRF

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. 89 — MARCH/APRIL 1982

LOCAL GROUP MEETINGS

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DATES FOR YOUR DIARY

- 4th April — Wye Valley Run. 10 a.m. Tel Chipping Sodbury 311257.
9th–18th April — International Motorcycle Show N.E.C., Birmingham.
18th April — Derbyshire. 9.30. Tel. Graham Chinnery. Derby 810059
16th May — South Leics. " " " " "
16th May — B.M.F. Rally. Peterborough.
22nd May — Executive Committee Meeting. King George Vth Memorial Hall,
Hockley Heath, Solihull, West Midlands.
13th June — Derbys Peaks — 9.30. Tel Graham Chinnery.
15th June — Staveley. Public Inquiry re Longsleddale, Sudolnyll, Gatesearth.
22nd June — Ambleside. Public Inquiry re Garburn, Dubbs, Hawkshead,
Skelwith Bridge.
12th July — Not known. Public Inquiry re Dent, Killington Area & Old Scottish Rd.
19th July — Kendal. Public Inquiry re Underbarron & Crosthwaite Areas.

THE PERFECT TRAIL BUDDY

And as you sit on a petrol drum in the shed of Won't Take Long Wal, or spit out the dust of Death Wish Dave, or as you drive First Time Fred to Hospital, you dream.

You dream of that Australian bush creature as elusive as the Yeti, as rare as the Tassie Tiger, as mythical as the Bunyip.

Yep, you dream of The Perfect Trail Buddy. A guy who gets up early, whose bike is reliable, who brings his own thermos, and buys his own petrol. He's the guy that rides your speed and mends his own punctures. Who doesn't steal your tie-downs and doesn't lean his bike against your new car. Who doesn't drink his six pack before the ride, and doesn't drink yours after it.

In short, you dream of this fabled creature of the firebreak trails, this saint of the Sunday morning set, this monarch of the mono brigade . . . who doesn't bloody exist.

Have we any TRF members in Australia? If so would they care to drop me a letter. We are planning to return and live in South Australia.

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

THE EDITOR'S BIT

Summer is at least in sight, after our cold wet winter and having fettled the bike I hope that we can all get out along the leafy lanes to enjoy the sunshine we all deserve.

There are other dates to enjoy, such as the B.M.F. Rally. The International Bike Show at the N.E.C. and sporting fixtures to watch like the Welsh Two Day Trial or even the Banbury Run for Vintage Motorcycles.

Don't forget the work. Brian Thompson and Dave Howe have both sent me a list of dates of Public Inquiries in the Lake District and you are recommended to spare a day (at least) to attend, because even if you haven't ridden the lanes in question, then moral support for those that have can be a deciding factor. You will also see the working of a small part of that great mystery "the British System of Justice", which may open your eyes a little. Not all the Public Inquiries are in Cumbria and your local Rights of Way man can probably name a few, not least is Bill Riley of Wiltshire, who fought thirteen in 1981.

You can expect to get another issue of this magazine around the first week of June, but this depends almost entirely on the contributions received from YOU — the readers, so don't let your pens rust up. Any news from your part of the country is welcome, if you don't tell us it may go untold!

I am trying to gather 'misquotes' to lighten some of the more serious parts of the magazine. One I heard Kate Clow say was "that should put the ball in their lap" which should read "ball in their court", or the motorcycle named "Sir Walter Raleigh" as it lay down for each puddle it came across. Anyway, for the best one a prize to be treasured — An L.P. of Bernard Manning Singing. I am tempted to say that the second prize is TWO L.P.s of Bernard Manning, but I only have one — unplayed, of course!

The next Riders Report could be the hard-up riders bike — CZ175 trail, if anyone rides it, let me know, but if not we will try the Suzuki 250cc. Then in the Autumn I hope to find out if Honda have got it right at last with the XR200. Report forms from your group Rep. or me.

I am getting a little news from abroad, mainly Australia or U.S.A. and if any members ride their bikes in foreign climates then drop us a line about conditions, physical, mechanical and legal. If you do emigrate or work abroad on a temporary basis then spend some of that lonely free time telling us what you find — we might join you!

John R. Higgin.

Just a line to let you know how good I think the Bulletin has been this last year or so.

There seems to be a well balanced amount of material, R.O.W. general interest items, news from groups and the type face is good, jolly good.

Yours sincerely, P. Wildsmith, 5, Meynell Close, Eastleigh, Hants. SO5 4DZ.
Southern Group

I don't blush often, but it is nice to have some thanks, and all contributors share in this — anyone like to join us?

RIGHTS OF WAY NEWS AT 22nd FEBRUARY 1982

SURREY

Are planning a draft Special Review Map under the 1968 Act very soon. With the much better 1981 Act already on the statute book this is silly and there is simply no need to reclassify 250 RUPPs at one go when they could save themselves the trouble and deal with those that need to be reclassified. Write to the Chief Executive at Kingston upon Thames and voice your opinion. Kate Jolley is looking after our Byway claims for Surrey. (49 Herondale, Addlestone, Surrey).

RIDGEWAY

On February 20th the TRF Committee agreed to accept a period of voluntary restraint from May to October 1982. (1.5.82 to 31.10.82). This means the TRF asks you to avoid using the Ridgeway on Sundays and Bank Holidays during this period. Travel in groups of about 3 and generally follow the TRF code of conduct at all times. Local groups are meeting with the Ridgeway Officer Joe Burgon who is based at County Hall, Oxford. If you want to help get in touch. Voluntary Wardens will be needed from our ranks. Leaflets will be issued and notice boards erected at all junctions. There are no restrictions on the 22 green lanes that cross the Ridgeway and it is OK to use the Ridgeway on Sundays to gain access.

Please give it a try. If no-one makes any effort we may find it closed for good when a bit of restraint will keep it open 6 days a week for most of the year, and anyway the Ridgeway is less interesting in summer.

Loddon Vale TRF Groups have volunteered for warden duties. The ACU/BMF decide on March 8th but it is expected that they will also agree. The Ramblers Assoc. will (I believe) hold their fire and allow this summer a chance to see if the scheme works.

Let us show the RA that it is **not** the organised trail riders but the casual careless non club members often under age and on unlicensed bikes that give cause for complaints. A problem very difficult to control.

VISIT TO BRISTOL

The TRF Bristol Group have invited me to give a Rights of Way talk on Saturday 7th August and I will be happy to meet any trail rider ACU/BMF/TRF etc. for a question and answer session on rights of way. Details of venue later. The Bristol group are just about the most enthusiastic green laners in the TRF.

DORSET

The RA have withdrawn certain Byway claims and replaced them with footpath claims in some areas. Some RA officials are not interested in the true status.

SORENSEN CASE

Following the 1979 Sorensen v Cheshire County Council case when Mr. P. Sorensen successfully proved to the court using pre 1835 map evidence that certain ancient highways were carriageways maintainable at public expense, on 9.3.81 Cheshire County Council in order to avoid maintenance successfully applied to local Magistrates under Section 116 Highways Act 1980 to downgrade the green lanes to footpath and bridleway status. This is sad but does not affect the important principle of the case which compliments Section 32 Highways Act 1980 concerning the value of old maps etc. as evidence to determine the status of highways.

USA

Their high powered Motorcycle Industry Council spends a lot of time educating trail riders and has recruited film star Charles Bronson in a campaign. 'RIDE AWARE SHOW YOU CARE'. — My kids and I really enjoy off road motor cycling, but we're also aware of our responsibilities. We stick to off road parks and approved trails; use the right mufflers; and ride safely". With 35,000 trail bikes sold last year and many likely to get into mischief how about the MCA doing a similar campaign here?

TRF MEMBERSHIP IS TOO CHEAP?

The British Horse Society charge £10 a year, £15 for the first year. They have 30,000 members that's £300,000 a year. The Cyclists Touring Club has 40,000 members at £10 a year (£400,000 a year). Why can't the motor cyclists equal these impressive figures? Hopefully the BMF will eventually grow this way. When it does, think how many full time experts we can employ! Governments do not threaten horse riders and cyclists, do they?

FARMER FINED £50

The Herts Mercury of 25 September 1981 reported the prosecution by Hertfordshire CC of farmer Captain Jeremy James for the obstruction of a RUPP at Cottered by growing a cereal crop over it. The CC's solicitor said that the Council did not take action in such cases lightly and gave every opportunity for the matter to be remedied before action was taken. In this case, however, it was a long-standing matter going back over a number of years. Captain James admitted the offence by letter to the Court and pleaded in mitigation that the offence had occurred without his knowledge while he was away. He was fined £50.

BRITISH RAIL BILL

To enable them to close RUPPs etc. in Lincs is being promoted.

The RA and BHS in Lincs have asked for our help and Mike Rowley has arranged for me to be a Parliamentary Agent in order to Petition Parliament against the Bill.

SOMERSET

Under the leadership of former County Rights of Way Officer Ray Dixon, a Rights of Way Council similar to the excellent Kent Council is being set up. The RA, BHS and TRF plus local bridleways groups and BBT are getting together to act as a pressure group against County Council inertia. Somerset now have just one part time girl assistant looking after all rights of way problems and reviews. Somerset recently sacked most RoW staff including Mr. Dixon. Their dreadful 1978 Special Review (350 RUPPs closed) is as good as dead if only because the council have no staff to deal with it.

GUARDIAN TRIP

Assistant Editor, Jean Stead has invited me and Yamaha star Steve Parrish out for a day trail riding in Derbyshire for a feature article to appear early April. 'The Guardian' have so far done two first class features showing motor cyclists on green lanes in a most responsible manner and we owe them a lot of thanks. Most of the media do their best to show us in the worst light, and prejudice and bias is the norm.

Brian G. Thompson, 39 Warren Road, Thorne, Doncaster, DN8 5PP.

Tel: Thorne (0405) 814388

BEGINNER'S LUCK

I suspect most TRF members will clearly remember their first intentional excursion off the road. I remember mine not particularly fondly, but as a good memorial to the exuberant follies of youth. Fate, in the form of a civil service transfer, had moved my parents from the quiet civilisation of Harrogate to a temporary sojourn in what Mother called "the bloody sticks" of Newbury. I, being seventeen, spotty and impecunious, naturally tagged along on the only move of my post-childhood life not accompanied by rusty motorbikes and box loads of "Ripe for rebuilds". In the usual pattern of mid-sixties youth I had worked my way up from a 150cc James with open megaphone, dearly beloved of the neighbours, through a Honda 50 Sport that gave spirited resistance through 5000 flat-out miles, to a Velocette Valiant that shed a pot three days after purchase from a supposedly reputable dealer. Spineless I may have been, but in those days before consumer laws, I was most impressed with the way Father recovered the money from my dealer friend who obviously regarded me as the mug I very probably was. Anyway, move I did and quickly lapsed into black depression through lack of friends and interests.

Although my parents were not particularly keen on my two-wheeled interest, they would at least allow me to go to hell in my own way, as long as I did it in a quiet and civilised manner. In a rare flash of brilliance I decided that the answer to my problems lay in the friendly combat of the tarmac race track, and the impact of a tremendous days racing at Thruxton led to the search for a suitable machine for production racing. I despatched Father to bid on my behalf at a County Court auction wherein lay my ideal steed — a cherry red Norton Atlas. He came home in stunned amazement, it having just dawned on him that motorcycles were actually made as big as 750cc. "Big as a bloody Mini." (Swear a lot, my parents), "Find something smaller". The Nortons' lot-mate at the sale, incidentally, was a most immaculate Velo MSS - went for £15. Not bad, even in '67.

Perusal of the small ads. revealed the location, at a suitable asking price, of one of Redditch's baby-boy racers, a Royal Enfield Continental GT in all its red and alloy glory. Now, to cut a potential "Lord of the Rings" down to the length of a list of Alan Mattingleys' likeable qualities — nonsense, how can you have a story half a line long? — the machine was dragged home and lovingly played with.

The bike never made it to the race track. A couple of practice sessions helping a friend to run in a five ported Arrow on the Brands short circuit suggested to me that racers live in a somewhat different world where the threshold between life and the hereafter is too damn near. At one session fellow runners-in were Pat Mahoney and Ray Pickrell on big Nortons. The experience of having these gentlemen pass on each side and converging rapidly while I teetered round Bottom Bend must be tried to be appreciated. So with my racing aspirations squashed the obvious future for the RE was on its' natural territory, Newbury Bypass, blowing off mods.

What a beautiful machine to ride! Excellent dynamic qualities notwithstanding the undamped front fork, good brakes and light controls. The biggest gripe was the need to readjust the gear selectors every week, finally cured by reverting to the older fourspeed cluster. By this time I was working for a living again and had started to get out more as embryo hooligans everywhere will. Bill, a workmate, had recently acquired a big standard Velo Viper, lovingly rebuilt by an ex-BSA mechanic. They probably sacked him for being too good. Around this time (1968) articles were appearing in the bike press introducing riders to the forgotten world of green lanes. The pieces that stick in my mind were in the series by John Ebbrell in Motorcycle.

Trips down Highway, Monks Trod and Ridgeway on such as Mountain Cub, T100C, and Bantam Bushman provided temptation too great to bear and a trip down the Ridgeway for Bill on Velo and self on RE was scheduled. Neither of us was noted for careful machine preparation. Indeed, Bill habitually rode with a finger tight spark plug until the time on the A4 when there came a flash, bang and small dark object describing a parabola into the hedge. That was plug, lead and cap. Bill's preparation was limited to fitting a pair of Vincent pattern bars and swivelling the redundant clip-ons into the Headlight shell. Tyres were standard road tread Avons front and rear, rests were rearset, and racing tank and seat stayed in place. Luckily, we had chosen a warm summer's evening for our adventure and spirits were high as we set off for the Ridgeway Cafe, coke and hot dogs. Bill assured me that, as a local, he knew all about green laning, and would proceed to demonstrate as soon as we started down the track. He did demonstrate indeed; how to bury a large black motorbike up to the damper collets in mud. I could not have believed mud holes could be so deep and wet while looking firm and crusty on top. As soon as Bill stopped rolling on the ground clutching his vitals, we pressed on eastwards. Now you fortunate souls with XR200's and PE175's can doubtless see little difficulty in switching from rut to rut on a track like the Ridgeway. Just blip the grip and apply body lean while wondering whether your Foster Grants make you look just a little bit like Geraint Jones. You should try it on a narrow barred, overgeared, gutless cafe racer. The only way short of stopping and bodily lifting the front wheel was to steer gently up against the rut and try to persuade the tyre to slowly climb the grassy strip. The back wheel would then try its best to follow, within its limitations in diagonal hops for miles on end. Footing was only possible in the style of a 1930's speedway rider, point of application being level with the rear spindle. Not a lot of good when the front wheel breaks away. Several miles of this left me and machine recumbent in the bushes, too tired to do anything but quietly die. Bill, having the advantage of a more upright riding position and a superior physique (mm, those biceps sweet!) had to park up and start the RE for me on more than one occasion. Fortunately, the track got wider and easier as we neared Waylands Smithy. The sun was just about down now and Bill was keen to press on in case his dynamo should play up again.

As we proceeded, helmetless in deference to heat expanded skulls, we were suddenly conscious of a strange, ethereal singing coming, apparently, from nowhere. We looked at each other in total disbelief. Was the world ending with heavenly choirs as Cecil B. de Mille had prophesied? Was the angel Gabriel about to descend with our assessments! Possibly, if he owned the CD175 tucked inside the entrance to the smithy. The prosaic explanation lay with the Honda's owner and his fellow freaks, boogying quietly in the gloom behind the trees. Wish I knew where they got the dope! The rapidly fading light dictated an early turn back to Ramsbury for Bill, so I suggested following a lane branching south from the Ridgeway. This lane was similar in width and surface and we eased along without the need for lights. As we rounded a bend the track widened to reveal a parked Aston Martin DB with active occupants. Now an Aston is scarcely equipped for green laning, but it had evidently been worthwhile struggling the half mile from the nearest tarmac. All fascinating stuff and doubtless another two recruits for the RA. Back onto the tarmac and home to bed, totally knackered. I ached for a week, about the length of time it took to clean the RE.

Life is definitely too easy now, my Kawa KL yet to be defeated by a lane, but I have just spotted a rusty Ural 650 twin for sale at a local garage. The basis for a poor man's GS80 perhaps?

I am currently engaged in correspondence with the Ordnance Survey about the absence of identification for County roads on OS maps. Can you find space, please, to publish a short note to the effect that I need to know which local authorities maintain an up-to-date map or schedule of County roads, and if area reps can supply local details it will help greatly.

Best wishes

A.D. Kind 1, West Blackdene, Wearhead, Co. Durham. Tel: Wearhead (095 63) 455

FIVE NEW HONDA TITLES FROM HAYNES

Honda owners will be especially pleased to see the five latest Motorcycle Owners Workshop Manuals available from the Haynes Publishing Group.

For Trail riders, two entirely new manuals for owners of the new generation of XL/XR models. One title covers the 80, 100, 125, 185 and 200 cc. machines (566) and the other the 250 and 500 cc. models (567).

Priced at £4.50, Haynes Motorcycle Owners Workshop Manuals represent good value for money and now contain a pull-out Routine Maintenance Chart in addition to the use of coloured wiring diagrams. They can be obtained from most accessory stockists, dealers showroom and similar outlets and also direct from Carbooks, Sparkford, Nr. Yeovil, Somerset, at the recommended retail price, post free, where difficulty in obtaining a specific title is experienced.

BRISTOL GROUP A.G.M.

The A.G.M. which was eventually held on Monday 6/2/82, went very well, but suffered from poor attendance, (with only 11 Bristol group members, and apologies were taken from Dave Mayo, and Ian Thompson).

The Minutes were as follows:—

- 1) 4th Monday night meeting — This was officially cancelled, but any members are more than welcome to meet at any time for a drink, at the Stanshaws Court Hotel.
- 2) Club/Run fees — As we have to pay for the room, it was decided to institute club night fees, at 20p each, and run fees would be set at 30p (50p for Non-members). It is the run leaders responsibility to collect the fees.
- 3) Newsletter — This was to continue, but due to increasing postage costs, the cost would have to be increased to £2.00.
- 4) R.o.W. records — It was decided that Run leaders should endeavour to complete usage forms after runs; these should all be handed to Rich Tallon or myself.
- 5) Meeting place — This was discussed and at present we will continue to use the Stanshaws Court Hotel, although if a cheaper (or free) venue could be found, then after consultation with members, then we might move.
- 6) Ian Thomsons expenses — Ian had requested that his expenses over the last years be reimbursed, a proposal followed that the amount be increased to £20. This was unanimously agreed.

Election of Officers:—

Group Leader Ron Carter
Secretary/Treasurer Russ McDermid
R.o.W. Tony Jefferies and Rich Tallon

SWEATSHIRTS

Still three left, (all size 42'')see Russ.

SUZUKI SP/370 RIDERS REPORT

In the beginning all the major British Motorcycle manufacturers made large four-stroke single cylinder machines. In the late sixties Royal Enfield closed, then Velocette, Matchless/AJS sort of faded away and BSA got involved in the Norton Villiers Triumph struggle and closed down. The cause of all this commercial havoc was the sophisticated, smooth and advanced engineering of the Japanese manufacturers. Honda were the principle cause but they had their rivals snapping at their heels and as far as road bikes were concerned the 2 stroke twin had the performance and the 4 stroke twin had the reliability. The Spanish had the cross country bikes and no one could beat their rugged single cylinder two strokes until the Japanese realised that even if they made bikes that looked like cross country machines there was a large market for "trail" bikes. After a time buyers of these by now high performance two strokes were offered the amazingly quiet but relatively gutless SL125 Honda and then the first (still quiet) XL250 at an astronomical weight. The latter weighed nearly as much as the Triumph Adventurer for less power. Then the Americans got worried about exhaust emissions and the 'other' Japanese manufacturers decided that the way to go was four stroke, so they introduced SINGLE cylinder bikes again to a public that had barely forgotten the first lot. After Honda there was the Yamaha XT500, the machine that caused more hernias than (put your own answer in here!) Great power, great weight, great silence but what should the nine stone weakling do? What should the average rider do when stuck irretrievably in a hole of his own digging? Send for a tractor?

The trade-off was between increased power and increased weight. The more power the more weight, the less power the less weight but any rider knows that there is a time when you ALWAYS need more power and all keen riders know that in this country with its wet weather some of the fastest bikes in mud are the hot fifties that glide over the top and don't sink in. The Bike that this report should be about is in many ways a competent road bike. Indeed I suspect that it is sold as a road bike in the majority of markets but that in the U.K. it was sold only in trail bike guise. Since its introduction it has been regularly improved through the SP380 to the DR400 and it would seem that the importers (at least) if not Suzuki themselves listen to riders criticism.

I did not have the same quantity of reports to work on as some other bikes but the geographical location of owners was well spread, from Sunderland to Slough including Staffs. All riders were satisfied if not over the moon, particularly with the petrol economy of this big four stroke bike. The average is about 60mpg on the trail and 70 on the (fast) road, some riders even claim as much as 90m.p.gallon on quiet road use and few manufacturers claim more than this. All reports were from owners of SP370 machines and few were very old. Most owners bought them secondhand, a few months old at bargain prices. The first problem to them was starting the brute and those owners old enough to remember the knack had no trouble. Ease it gently over compression, let the kickstart rise to the top again and give a long swinging kick. "Starts first time, except when hot", says Neil Gamble, who has obviously mastered the technique. The kick-start mechanism obviously has a lot of work to do and there are reports of parts failing in the ratchet and idler gear, but Suzuki are reputed to have modified this and cured it with later models.

Once the machine is moving, and the clutch is very smooth, it pulls well from exceptionally low revs, it rides well. The tyres are reported to let it down as the trials pattern supplied do not allow it to climb out of ruts, but new knobbles

always cure this. The motor is quiet except for some piston slap that develops from 8000 miles onwards. It handles well on our testing surfaces and can be relied upon to pull itself out of the Essex mud – in third, claims Neil Gamble. The cycle parts wear and N. Pitts says that his swinging arm bearings suffer from ‘brinellin’ after 7000 miles. My engineering friends tell me that this means that the rollers sit in a pit of their own making in the ballrace and fail to revolve around their channel, causing premature failure.

Chains are (as always) a source of contention. The standard chain can wear out in 1000 miles of trail riding and owners have replaced the 510 side with 525, – when they can get the wider sprockets to match, but these can take some time to obtain. Jeremy Nicholls of Slough replaced his with those off a TS250 which he suspects are different ratios, but standard replacements are the silencer spark arrester or leaving it off altogether which gives more m.p.h. and makes no more noise claims Colin Patient. Others have been replaced by a J&R and Fresco units, and Jeremy Nicholls had a unit made up by Specialist Exhausts of Twickenham for £15 which was more than satisfactory.

Mudguards are replaced by plastic ones, not only less breakable but more efficient claim riders. Two further points of contention are the sump guard, just not sufficient for this low ground clearance bike, claim some owners – but improved out of all recognition on the DR400. – AND the front headlight that is regarded as substandard for a road used bike. David Vaughan changed his main bulb for a 40/45 watt instead of the 30/35 and another reader from Slough suffered from blown bulbs galore when the previous owner had removed the battery and hence (he claims) the regulating circuit. Some trouble was experienced with a batch of machines that had the de compressor on top of the handlebars, rather than under it. When used this flicked the headlight on and caused bulb failure, but this can be simply cured – if known. Jeremy Nicholls has also cured the low ground clearance problem by extra long spring/damper units, (he now carries a ladder round with him to remount!) A chain tensioner is fitted almost as a matter of fact by most riders – please, Suzuki can we have one as standard on the next model.

The transmission is reported to be “snatchy” and Neil Gamble reports that his machine would leap forward a few inches normally and TWO FEET in cold weather. You have the solution there Neil. The recommended oil is 10/50 – impossible to obtain – and most people use 20/50 but in cold weather this is too heavy and you should use 10/40 in winter.

You cannot free the clutch plates by kicking the kickstart with the clutch disengaged on this engine because the kickstarter is engaged with the engine in all gears, so the old “Triumph” method will not work.

After all that mechanical moaning, most owners are happy enough with their machines, particularly the excellent brakes. In the trade off between power and weight they have made their choice and its suits them. Not the excess of the XT but with more power than a DT and on the whole a very civilised bike. Plenty of slogging power when needed and not screaming its head off. As a dual purpose bike this is many owners choice of go to work and play at the weekend machine and it performs admirably, but stray to one side or the other of this line and modifications are required, either for better lights for a road bike or a better performance on the rough. Not the best bike but to many, quite a charmer.

John R. Higgin.

Answers to the quiz in the last issue, which was kindly sent in by John Shearer of 21 Woodfoot Road, Rotherham.

1	T	R	A	I	L	E	R
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	O		A		V		T
10	W	A	L	K	E	R	S

EXECUTIVE COMMITTEE MEETING – 20th FEBRUARY 1982

Seymour Moss opened the meeting at 2 p.m. with the report of the last meeting as reported in the Bulletin, there were no disagreements. Apologies for absence were received from The Treasurer, Keith Waddon, The Membership Secretary – Colin Patient, and The Press Officer – Jeff Diamond, and the South Yorkshire Group Representative – Mike Pemberton. Richard Marshall gave the Treasurer’s Report that about £1,000 had been received to date and approximately the same sum had still to be processed.

Bruce Roberts presented the Membership Secretaries Report in which he reported a steady and gratifying flow of renewals but he requested that where a Group Secretary sent in Bulk renewals there could be one cheque (or two if separate donations to be fighting fund were made) rather than cheques from individual members. Postage was making big inroads into his petty cash allowance. He passed on a letter from the Llandrindrod Wells Motorcycle Club about Affiliation to the T.R.F. and also mentioned that he had several enquiries from University groups interested in trail riding and where could they hire bikes? He queried our relationship with the Welsh Trail Riders Association and the view from the floor was that they were more interested in Enduros and competitive events although they looked after Rights of Way in South Wales to the best of their ability (somewhat limited by the lack of volunteers and legal knowledge) and that we should rely on our own efforts for rights of Way work in the rest of Wales.

Bruce Roberts then gave the Secretary’s Report which was that as he was working in Sheffield he would prefer membership enquiries by telephone at the weekend

DON'T RISK A BREAKDOWN ON THAT REMOTE MOUNTAIN TRACK!



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but matters should ease when he moved house to Sonwell House, Fountain Square, Youlgreave, Near Bakewell, Derbyshire on the 1st of May. He advised us that the B.M.F. affiliation fee had increased by 25% (to 28p per head) from the 1st of January and that we could have a free stand at the B.M.F. Rally on Sunday 16th May. The Cambridgeshire Group had once again volunteered to organise and man the Display and this was gratefully accepted.

Two groups had volunteered to host the National Members Conference (A.G.M.) The North Midlands Group put forward Stoke on Trent, and the Shropshire Group put forward Shrewsbury. The offer of Shrewsbury was accepted and the North Midland Group offered to help. The date of Armistice Sunday (14th November) was proposed but this was considered to be too late in the year, with darker evenings and worse weather and the date of 10th OCTOBER was agreed. (This did not clash with the A.G.M. of the B.M.F.) Dates for future committee meetings were then agreed as – Saturday 15th of May and Saturday 18th September. All motions for discussion at the National Members Conference to be given (or posted) to the Secretary by Monday 13th September.

The Editor reported that the quality of contributions was very high but the quantity could be increased. The next magazine (this one) should go to the typesetters and printers early in March for sending out around April 1st. Copy for the next issue should reach him by 1st May or before for distribution on 1st June.

The Chairman then gave an account of his meeting with the Countryside Commission to explore a period of voluntary restraint on the Berkshire Ridgeway as against a legal ban such as a Traffic Regulation Order. It had been agreed that he would put to the meeting for agreement or otherwise a period of voluntary restraint between 1st May 1982 and the 31st October 1982 on all Sundays and Bank Holidays. On other days riders would ride in groups of approximately three, slowing down for other users on horse, cycle or foot. The non use period would NOT include metalled portions, or byways crossing the Ridgeway at intersections or short adjoining sections. A Ridgeway Officer (Joe Burgon) has been appointed and will monitor users, including military vehicles and farm vehicles. Help will be given by local groups where required. Notices will be erected advising people of the voluntary ban. The effectiveness of this period will be re examined in October. The Country Code for Trail Riding will remain in force, i.e. Not exceeding 25m.p.h. Quiet riding at all times etc. The motion was discussed and unanimously agreed.

After a short break, Brian Thompson gave his Rights of Way Report. The Wildlife & Countryside Bill is to become effective in Part 3 during the summer of 1982. Certain parts become effective immediately, such as the reinstatement of footpaths after ploughing, and the parts relating to bulls kept in fields crossed by rights of way! The Spicer Committee is to monitor the effects of the Bill. The Spicer Committee is to continue meeting to monitor the effects of the Bill.

Brian advised that he had arranged a meeting with council officials at Llandrindod Wells on 10th of May.

The High Court case of Compton vs Somerset C.C. had been postponed. He had been asked if the Cumbria group would receive T.R.F. support when riding on lanes that had been downgraded at a Public Inquiry. It was decided that there could not be Common Law rights, and a grading did not preclude higher rights than a footpath or bridleway. Support would be given where excellent evidence exists, but each case would be decided (as before) on its individual merits.

The Bristol Group were organising a One Day Conference on Rights of Way for the 7th of August and had invited Brian to speak. Brian asked who should pay

his expenses. He was advised that it was primarily the duty of the local group that had invited him, but if a collection and their funds did not cover this then Central Funds could be called on, up to £20. A similar question was asked about expenses in attending meeting with County Councils. Much discussion took place and it was agreed that the primary responsibility rested on the local group, to fund rights of way work in their area, however, if the local group had insufficient funds, (because of small numbers, or numerous cases) Central Funds could be called on, but ONLY if permission is given by the Chairman, Secretary, and/or Treasurer, BEFORE and any money is spent or expense occurred.

Richard Marshall, 14, Burlington Drive, Breaston, Derbys, said that he could supply copies of the Wildlife & Countryside Act to members who wanted one if they sent him a large stamped & addressed envelope.

Under any other business it was agreed to subscribe to the London Gazette. Don Smalley pointed out that the address for their group meeting in the Bulletin, although strictly correct could be difficult to find, as Onecote, comprised 2 houses and one pub. This was about 3 miles along the Leek road from Newcastle towards Leek, off the main road.

Bruce Roberts asked that all local groups to advise him of their current meeting place and time, and more important, their officers and addresses, so that he could keep them informed and up to date.

It was noted that Somerset County Council, who had no full time Rights of Way Official had formed a Central R. of W. Committee of interested parties.

Any Official who did not wish to stand for office for 1983 to advise the Secretary, so that a volunteer could be found to carry on.

The question of forming the T.R.F. into a limited company was raised but the alternative action of insurance was to be looked into. All run fees must be regarded as "gifts of goodwill" and could not be charged as a fee to allow people to use public highways.

Nigel Kenward, M.A. had made a T.R.F. brooch in sterling silver that was hall-marked and asked if we would be interested in selling it. The meeting admired the high standard of design and execution but did not wish to venture into this area of marketing. They asked that the brooch be advertised in the Bulletin with any correspondence going direct to his home. If profitable the meeting were sure that Nigel would make an appropriate donation to club funds.

Members were once again reminded that any press cuttings, both local and national should be sent to the Press Officer, Jeff Diamond, at 22 Meadow Close, Kettering, Northants., for his action.

The meeting closed at 5 p.m.

John R. Higgin

"CLIVE DOWNUNDER"

G'Day TRFers

Well that search for a 'lane with a difference' has brought us to Australia my wife and I are on a working holiday for a few months. Got rid of the old DT before we left since I couldn't find room in the rucksack for it. After being about 6 weeks the Bonnie eventually arrived, despite the efforts of the Aussie dockers and customs officials. Now I know the Triumph is not the most ideal trail bike and the Aussie weather not the greatest challenge but there does seem plenty of scope for enjoyment.

Trail riding seems to be very popular here, but riders generally have unregistered trail bikes which they just throw into the back of the V8 Ute and head out of town to a convenient spot. Large capacity trail bikes are more popular, I had a chat with a guy yesterday who had a 750 cc. Honda engined trail bike with electric start! Imagine lifting that out of an English bog!

Jap trail bikes are about the same price as in the UK. European road bikes however are considerably more expensive. I hope to pay for my fare with the profit on the Bonnie.

About half the roads are unmade, but a flat gravel road is pretty boring even on a Triumph. A better place to ride is along the many fire-breaks and old sawmill tracks. The soil is generally very sandy, not a bit of mud to be seen! There are of course no RUPPs or ancient rights-of-way, you can just ride where you like except for certain areas like picnic spots. We stopped and took a photo of a notice recently which said "Trail bikes — Please use other areas and keep this one quiet". A bit different from England, Eh! Of course the lobby of the retired civil servants is pretty non-existent here compared to the lobby of the young affluent fun-loving Aussie!

Well, now we've found somewhere to live and got Christmas out of the way it won't be long before my first trail ride. Trail bike hire is common here so I'll probably hire and not buy to begin with. A couple of the Poole Pirates speedway team are over here for the season and they seem quite keen, I guess I may be a bit slower on the left handers though!

Well I hope the English weather is not providing too much of a challenge this winter,

Keep up the fight,

Clive Rawson, 6/32 Filburn St., Scarborough, Perth 6019, Western Australia.
Bournemouth & Poole Group



Last date for copy for the next issue —

1st MAY 1982.

THE CHALLENGE IS OUT!!

Come on all you mechanically minded family men. A competition within the TRF — the prize, — a trophy and lots of fun.

The object to build a small A.T.V. (three wheeler) for an adult with standard parts from breakers where ever possible as cheaply and as safely as possible, engine size restricted to 100cc. max. Wheels as big as you like — the chassis to be any motorcycle frame — Photographic evidence to the editor — if the nips can design them tough enough for the attached use let's show them the bulldog still lives!!

Colin Patient.

CUMBRIA GROUP NEWS

At the Cumbria Group A.G.M. it was decided that the official duties, previously carried out by one person, should be split amongst three people. One to be R.O.W. officer, one to be group sec./rep. and one to be runs organiser. The first, to the relief of us all, was undertaken by David Howe. The second, because had had the available time, was undertaken by Norman Phoenix and the third was undertaken by me.

Notice I do not use the word 'volunteer'. After all I am 48 years old, violently anti knobbly, think that enduro bikes are totally unsuitable for green lanes, hate two strokes, believe in the 25 m.p.h. limit, the country code, common sense and that any bike over 200 cc. is a waste of money, petrol, oil and effort. All of which goes to show how many of us wanted the job. I am still convinced that the b...ds had a whip round to pay for a ventriloquist!

Over the past year I have been 'phoned by T.R.F. members looking for accommodation in the Lakes area. I gave them the address below and they all seem to have been satisfied.

Frank & Liz Graham,
Brenden Chase,
College Road,
Windermere,
Cumbria.
Tel: W'mere 5638

Frank Graham is himself a motorcyclist, (Ducati Hailwood Replica), so T.R.F. members are always assured of a warm welcome. Charges to members for '82 are:—
Bed & Breakfast — £5.50. Optional Evening meal — £3.00
Pete Deeley, Pine Rigg, Loughrigg, Ambleside, Cumbria.

THE WELSH QUESTION ?

I have just received a copy of a press release from the N.F.U. Brecon & Radnor County Branch — Shock! — Horror! — disgusted anyway. It amounts to this:—

Following inquiries in 1979, the Sec. State for Wales decision has provided only 3 byways in the old county area of Radnor which stretches from Knighton on Hereford border to Rhayader in Mid Wales. To quote an N.F.U. spokesman, he said this result was most satisfactory as farming interests had been faced with the prospects of dozens of R's-of-W being made byways. He was pleased that the N.F.U. had played a large part in achieving this result and thanked NFU Group Sec. Lt. Col. S.R.M. Frazer (of Rhayader) for his zest and thoroughness. We can regard the outcome as a "TRIUMPH" he added.

Now this has been done under the 1968 Countryside Act and even if we can get some of the decisions reversed under the new Wildlife & C. Bill it is bad news.

It affects three TRF groups to my knowledge that use this Mid Wales Area. North Midlands, West Midlands, Shropshire. Discussion with H. Ball of the West Midlands Group who attended the Rhayader Inquiry confirmed my suspicions that as most of the Welsh clubs are A.C.U. (Enduro or Trail) Clubs they do not represent our interests properly.

I hope we are not going to stand by while our and the ordinary publics right of access to the countryside of Mid Wales are so severely curtailed for so called farming interests.

Mike Dutton, Group Rep. Shropshire.

THE BMF – “WHAT’S IN IT FOR ME?”

Now and again, or should it be again and again, the BMF affiliated member asks, “what has, is or will the BMF do for me?” Well you are about to find out.

As far as pure trial riding matters go, you probably know that Brian Thompson ably represents both the BMFs and TRFs interest but in addition we do give financial support to the ACU/BMF Countryside Committee and via subscription also to the Byeways and Bridleways Trust. However what probably concerns you more is the area away from trail riding and whether or not you get value for your money, which incidentally for TRF members works out at about 30p apiece (including VAT!) per annum.

Firstly legislative matters. Most of our time is spent considering and investigating future legislation, either definite proposals, sent to us by the DoT for comment, or the implications of what might happen following the publication of some research either here or abroad. Typical recent examples are the DoT’s proposal for the compulsory fitting of indicators to all bikes and the implementation of EEC Directive 78/1015, setting new noise levels for new machines registered after 1st April 1983. On the first item we have said that legislation is unnecessary because the vast majority of machines already have indicators and those that don’t are either low powered mopeds or specialist trial or enduro machines that would subject them to harsh treatment. This latter aspect is important of course because if fitted, the indicators must legally be in working order. On the second point we have written to the Transport Minister pointing out that if our existing laws were enforced, new regulations would not be necessary. Although too late to prevent implementation this time, there is a suggestion that noise levels should be drastically reduced even further by 1985 and we have been asked to discuss the implications of this with the DoT. The main problem of course being excessive noise from non-standard exhausts. Get rid of the poorly designed ones and we might not have a problem.

Type Approval (TA) is another current topic causing a lot of concern. Unfortunately much of what we read is based on T.A. in Germany and that is their own adaptation of regulations that are not even common to other EEC countries. To sort the wood from the trees, the BMF engaged this country’s acknowledged expert on T.A. matters to advise us on the implications. So rest assured we are watching the situation closely and will act as necessary.

Space does not permit me to cover the myriad of other topics we have dealt or are already dealing with, so I will move on to the more tangible benefits of membership, starting with insurance. After many years of trying to get a decent insurance deal we finally succeeded in 1979 in obtaining excellent insurance with good benefits. The policy, underwritten at Lloyds, gives: up to 40% NCB and discounts of:— 15% for a training proficiency certificate holder; 10% for British machines; 10% if machine is over 10 years old and finally a further 50% if a sidecar is permanently attached. You can also arrange your own finance at preferential rates through the BMF scheme arranged by Bowmaker. We have negotiated discounts of between 5 and 20% on clothing, spares and accessories at nearly 100 dealers throughout the UK and finally you have access to free legal advice through our own solicitors.

Well that’s a sample of what you get for your money but if you would like to know more about the BMF and what we are doing, why not take out a subscription for ‘Motorcycle Rider’ our bi-monthly magazine, £3 per annum, 6 issues, posted to your door. Send to BMF, 4 Hammersmith Broadway, London, W6 7AU.

I hope that now you have read this we can count on your continued support, for the BMF needs members and we like to think you need us.

Jeff Stone, Press and Public Relations Officer, British Motorcyclists Federation.

BOURNEMOUTH & POOLE GROUP

DORSET RUN

On the 14th February 1982 we started the days run at 10 a.m. from Bere Regis, with 6 TRF members ready for the day out. Keith Cockrell and myself taking turns in leading the small group.

Most lanes we rode were byways or unclassified county roads, with a few bridleways that have evidence of once being public highways.

The conditions being perfect, overnight rain making the going that much more interesting, with the sun shining, we had every chance to enjoy the scenery of Dorset.

Chriss Ellis on his KLX250 making every effort to keep out of deepish water with the excuse that his electrics go dead, Chriss will be off on a world tour in April and we all wish him a grand trip and safe return.

Young Martin only out on his second TRF run astride his XLS185 showed good promise in his ability to ride muddy lanes. Unfortunately Martin dropped it a couple of times and broke his clutch lever.

The sleepy Dorset villages were a pleasure to see in the sunshine after the wrath of winter with its plundering blizzards of cold.

No problems were encountered during the days run, in fact we saw no groups out walking, no horse riders on the lanes although plenty of chopped up surface was evident. The odd farm tractor was seen making its way along, leaving great piles of mud.

A unclassified county road leading into Milborne St. Andrews was found to have a single strand of wire across the route with no warning. An inspection was carried out of the new diversion at Norris Mill but unfortunately the river proved far too deep to cross. The day finished back at Bere Regis at 4 p.m. a good day’s ride being had by all.

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

CRETE – TRAIL RIDING HOLIDAYS ?

The holiday season this year is not quite upon us, but I would like to bring readers’ attention to the possibility of the ‘ultimate’ Trail Riders’ holiday – in 1983.

An associate of mine at work has set up his own holiday scheme in partnership with others, including the Greek Government. The company has started this year running holidays combined with Art courses in a luxury holiday ‘village’ in Crete.

At the moment the ‘courses’ are limited to painting, photography, etc. but, depending on the success of these, they plan to expand next year to include outdoor pursuits such as diving, caving and trail riding.

Crete contains some of the finest trails and tracks to be found **anywhere** together with breathtaking views and unspoilt countryside. The machinery available is standard Suzuki and Yamaha and the hiring will be included in the cost. Holidays will last either one or two weeks and it is envisaged that rides will last two or three days at a time starting from the base and stopping over at other centres on the island. A week’s riding could also be combined with a week on one of the other courses offered by the Centre.

At the moment, the project is only at the planning stage but the operators are keen to find out what interest there may be in the venture. Hiring rates, insurances etc. have to be worked out, but the cost of a fortnight's course, accommodation and travel will be somewhere around £400. It's not cheap, but from what I've seen of the accommodation alone it is true to say that the holidays will be in the luxury bracket.

Anyone who may be interested is asked to send an S.A.E. to me so that, when details are worked out later in the year, I can forward brochures etc. All this is, of course, without obligation.

If you want to know more, please send a large S.A.E. to:-

Andrew Spencer, 90 Aigburth Hall Ave., Liverpool L19 3PS.

CHAMPION SPARK PLUG EVENING – LODDON VALE GROUP

At our March monthly meeting, we were entertained and informed by three employees of the Champion Sparking Plug Company. After dealing with T.R.F. business we watched a very interesting film about the history, development and manufacture of the modern spark plug. This was followed by a discussion on the relative merits of Champion plugs and their Japanese counter parts. One very interesting point to come out was that with modern C.D.I. systems the gap can be opened up by about ten thou. The reason being that C.D.I. systems produce a much stronger spark which can jump the greater distance and thus theoretically cause better combustion.

This was followed by a 'Quiz'. The first part being about the film we had just seen and the second part about motorcycling in general. Such questions as 'What does grabbing a handful mean?' and 'What is the usual term for a motorcycle and sidecar?'. I will not go in to the answers given to the first but the second question was best answered as 'A bit on the side'.

We were then highly amused and entertained by a film showing some of the lunatic things that Americans get up to on powered machinery. From rocket powered tractors pulling enormous sledges, to snow mobiles waterskiing over icy cold water or perhaps in icy cold water.

Prizes of spark plug vouchers were awarded to the three winners and I will let you know how Gold Palladium plugs perform in a two stroke next time I put pen to paper.

The evening was very successful and I can recommend the films, that are well worth seeing. Our thanks go to Roy Sims, Chas Hoare and Graham Canning from Champion and if any group reps would like to speak to them, 01-759 6442 will find them.

John Holloway, 25 Pheasant Close, Winnersh, Berks.

STICKERS

1. T.R.F. Saving Green Lanes @ 35p each.
2. T.R.F. Car sticker also at 35p each.

Send stamped addressed envelope to Dr. Keith Waddon, Harby Lane, Strathern, Melton Mowbray, Leics.

Save postage costs, get your group secretary to buy in bulk at the quarterly Executive meeting.

I wish to renew my membership of the TRAIL RIDERS FELLOWSHIP for 1982.

SURNAME First Name

ADDRESS

POSTCODE COUNTY.....

TELEPHONE No. S.T.D. CODE

MEMBERSHIP No.

I enclose £6 annual subscription and donation to the Fighting Fund
£

Send form and fee to:

Colin Patient, 14 Ryecroft Close, Woodley, Reading, Berkshire RG5 3BP.
Any problems, ring Colin on Reading (0734) 696783.

GROUP NEWS – DERBYSHIRE & SOUTH YORKSHIRE

Despite the appalling weather conditions, activities towards the end of '81 continued unabated. The December monthly run from Bakewell was the only real casualty with leader Ian Sattersthaite battling through 3 foot snow drifts on his B40 to get to the start only to find that nobody else had bothered! He took a photograph to prove that he went and then battled home again cursing the "poofter" membership that we attract these days – thanks Ian.

At our December social evening we had our usual prize giving ceremony. Rosemary Swindells took the top photographer award. Her entry consisted of three photographs showing husband Dave letting down the male sex (no mother – he just fell off his motorbike!)

Ian Bradbury won the "Grin and Bear It" trophy for the most spectacular tumble of the year. His DT175 briefly resembled a space shuttle as it launched itself from Bamford Clough before the laws of gravity brought about the inevitable conclusion. The action that clinched the award was the discovery of a welder in Bamford on a Sunday morning.

John Greenan shamefully accepted the noisy bike award (two cottonwool earplugs) with the excuse that the KTM has since been sold. Finally a one-off "Lack of Security" award was presented to John Bennett who had his DR400 stolen TWICE in one evening, firstly from his garage and secondly from the police. Shame faced officers returned the bike in less than new condition having recovered it for a second time.

In January Martyn Perkins scrounged some films from Citroen, the 2CV Autocross was popular.

February saw the group AGM with an annual review and election of officers. Unfortunately, for various reasons, most group officials had not been pulling their weight and yours truly was all set to resign unless matters improved. However a full set of volunteers stepped in to fill the breach and hopefully the group will prove easier to run for the next 12 months. The elected officials were:

Chairman – Brian Thompson; Group Rep – Ian Dunsire; Derbyshire ROW – John Blackburn; S. Yorks ROW – Michael Gibson; Entertainments Officer – John Burkinshaw; Fund Raising Officer – John Greenan; Lane Clearance – Pete Walster.

No major changes in policy were agreed and most people appeared content for the group to continue running as before. Many objections were made about the "Cagiva Owners Club", a group of about five who ride in West Derbyshire on most Sundays. These fine fellows (some have TRF stickers on their bikes!) have obviously never heard of the code of conduct and ride the same lanes every Sunday as enduro practice including Chapel Gate and Roych Clough – two of the best and most sensitive lanes in the Peaks. Keep up the fine work chaps – you'll soon have the lanes closed!

Ian Dunsire.

SNIPPETS

"It's no good crying into your tears, Frank."

"We must bite the nettle, Peter."

"That's a different ballpark, Simon."

"He's got twitchy feet, Stephen."

ADVERTISEMENTS – £1 for four lines to Members.

FOR SALE

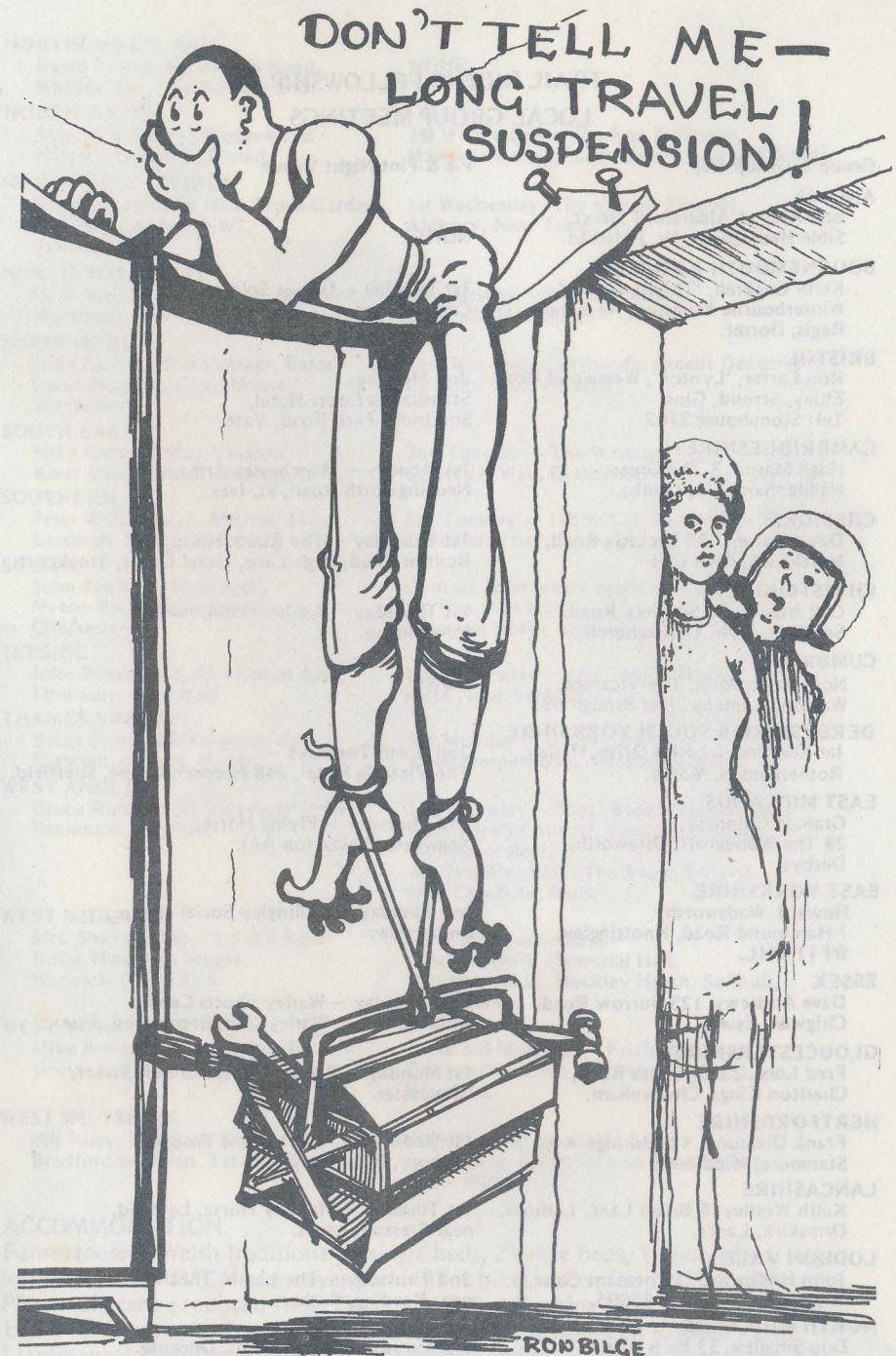
T.R.F. Silver Pendants – or Badge. As cover design of this Bulletin. Hallmarked. Approximate size, 1" wide x ¾" high, in profile. Send £9.95 for pendant with 18" chain or £9.45 for badge to: Nigel Kenward, M.A. 79, Sherbourne Ave. Stockingford, Nuneaton, Warks.

1979 SUZUKI SP370 with 1981 CURTIS Chrome Moly Frame and Alloy tank. Nearly 10' Rear suspension. Under 5000 miles. £999. Part Exchange welcomed. Richard Difaxio, Difazio Motorcycles. BATH 25505.

For my sins, I have volunteered to try to generate some interest amongst Dealers & Suppliers to let the members know about their products. Some members might like to take advantage of the offer as some of you run 'bike shops. A full page advert is a mere £33 and a half page is a trifling £20. For those of you verging on bankruptcy, who need our adverts the most, a quarter page can be bought for the ridiculously small amount of £12. There are, of course, discounts for a series of ads.

If you would like to take advantage of advertising in the Bulletin or know of a company that would benefit from doing so, please contact me for copy details, series rates and other equally exciting information.

Ring me on: 0734 585847 (days) or 0734 760450 (evenings) or write: GRAHAM SPRIGG, 51, Lorne Street, Reading, Berks. RG1 7YW.



**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 Keith Cockrell, 'The Bungalow', Winterbourne Kingston, Near Bere Regis, Dorset.	1st Tuesday — Dorset Soldier, Corfe Mullen
BRISTOL Ron Carter, 'Lynton', Westwood Road, Ebley, Stroud, Glos. Tel: Stonehouse 2702	2nd 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 Norman Phoenix, The Vicarage, Warcop, Appleby. Tel: Brough 683	NONE
DERBYSHIRE & SOUTH YORKSHIRE Ian Dunsire, 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 Thursday — Flying Horse, Kegworth, Leics. (on A6).
EAST YORKSHIRE Howard Wadsworth, 7 Hammond Road, Knottingley, WF11 OHL.	2nd Tuesday — Kellingley Social Centre, Knottingley.
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.
HERTFORDSHIRE Frank Diamond, 42 Aldridge Ave., Stanmore, Middlesex.	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
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. 785995.	2nd Thursday — The Lamb, Theale, near Reading, Berks.
NORTH MIDLANDS Don Smalley, 33 Paris Ave., Newcastle Under Lyme, 620848.	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, 76 Hale Grove Gardens, Mill Hill, London, NW7. 01-959 2386	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
NORTH YORKSHIRE M. Drury, 21 The Avenue, Starbeck, Harrogate. Harrogate 885410	4th Tuesday — Prince of Wales, Starbeck, Harrogate.
SHROPSHIRE Mike Dutton, Top Cottage, Eaton Eaton Mascott, Cross Houses, Shrewsbury.	Last Wednesday of month, except December) 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 — Tabby Cat, Hildingbury Road, Chandlers Ford, Eastleigh, Hants.
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.
THAMES VALLEY Brian Crook, 26 Knightsbridge Crescent, Staines, Middx.	3rd Monday — District Arms, Woodthorpe Road, Ashford, Middx.
WEST ANGLIA Bruce Roberts, 36 Rosemary Drive, Bromham, Bedford.	3rd Thursday — Scott Bader Club House (opp. Parish Church), Woolaston, near Wellingborough, and 2nd Thursday, The Swan, Salford, Near Cranfield, Beds.
WEST MIDLANDS Mrs. Sheila Lewis, 72 Field Barn Road, Hampton Magna, Warwick, CV35 8TS.	1st & 3rd Wednesdays — King George V Memorial Hall, Stratford Road, Hockley Heath, Solihull, W. Midlands.
WEST YORKSHIRE Mike Pemberton, 36 Alder Hill Grove, Leeds 7.	1st & 3rd Mondays — Frizinghall Conservative Club, Off Manningham Lane, Bradford.
WEST WILTSHIRE Bill Riley, 141 Bath Road, Bradford on Avon. Tel: 3811	First Tuesday in month, Cross Guns, Avoncliff near Bradford on Avon, Wilts.
ACCOMMODATION Farm House — Welsh traditional, 4 single beds, 2 single beds, 1 double bed, large lounge, (colour TV). Under cover parking for bikes, room for cars & trailers. Plenty of home produced food. Costs — B & B & Evening Meal — £8.50 1 night. £7.50 for 2 or more, 1 week £49.00. Dick & Jean Sutton, Pen-Rochell Farm, Llanfihangel Rhydithon, Dolau, Near Llandrindod Wells. — Tel: Peny-Bont 200. O.S. Ref. 154665. (Sheet 148).	