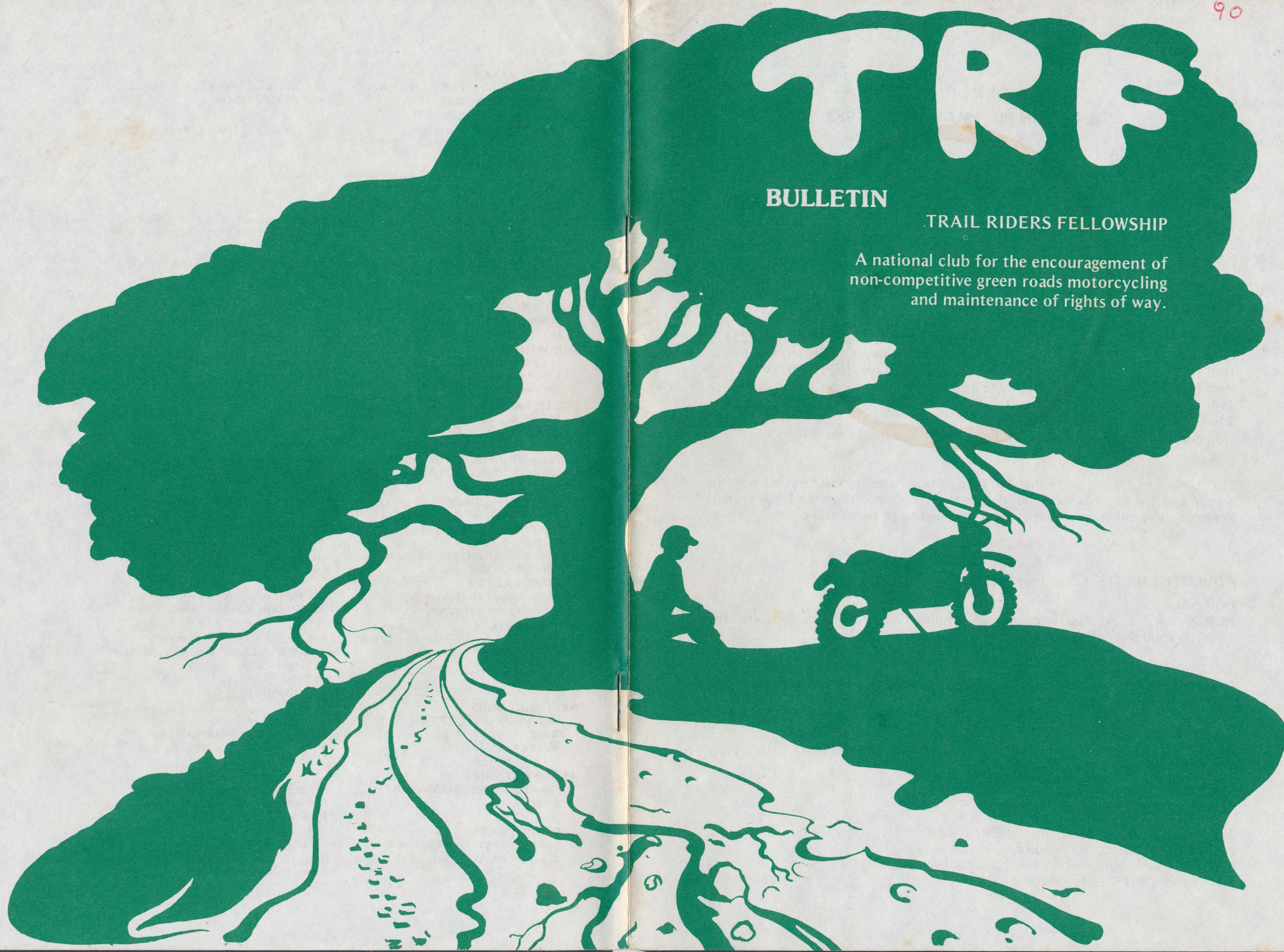


TRF

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 90 – MAY / JUNE 1982**

DATES FOR YOUR DIARY

10th & 11th June Llandridrod Wells. Welsh Two Day Trial
13th June 9.30 Pateley Bridge, Yorks Dales. Tel: Don Burt. 0977 612258
" " Derbyshire Peaks. Tel: Graham Chinnery. Derby 810059.
15th June Staveley, near Kendal. Public Inquiry.
20th June Banbury. A-P Carpark. Vintage Motorcycle Ride.
22nd June Ambleside, Public Inquiry.

10th July 8.00 p.m. Barbeque. 25, Pheasant Close, Winnersh.
Tel: Wokingham 785995
11th July Northumbria. Tel: Don Burt. Hemsworth (0977) 612258
12th July Public Inquiry re Dent, Killington & Old Scotch Road.
18th July North Notts. Tel: Graham Chinnery. Derby 810059
19th July Public Inquiry re Kendal Underbarrow & Crossthwaite
25th July East Yorks. Tel: Don Burt. Hemsworth 612258
8th August " " " " " " " "
15th August High Leics. Tel: Graham Chinnery. Derby 810059

The above runs are just a few that will take place all over the country. Many more are not notified to the Bulletin but details can be obtained from the Local Group Representative either by phone or from the meeting of your local group.

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SUMMER IS IKUMEN IN *

Summer is upon us and we have the light nights to get out and explore the nearby Green Lanes. Don't let this opportunity pass you by, it may be next year before you get the opportunity again (or longer if we are all called up!) My local Group have a brief (but exhausting) ride before the evening meetings in May, June and July. Does yours? If not, why not? The Publican is happy because we drink twice as much in a shorter time and usually so are we!

Thank you again for all your contributions, it is what you send me that gets your Group well known for its contributions to the Bulletin. That is the only construction that can be put on the silence that emanates from the direction of – say Cheshire, or Northumberland, or Christchurch. If I am being unfair, then prove me wrong, other members contribute to the running of a National Fellowship, why don't you?

Bulletin deadlines are not very flexible and the last date for copy that I give is the LAST date, and not something to aim for! There has been quite a gap between the issue despatched in February (which was despatched on the 30th Jan. to avoid increased Postal charges) and the issue (No. 89) for despatch at the end of March – which got delayed at the printers and then got entangled with the Easter break and was finally given to the Post Office on the 16th of April. I hope to improve matters in the future – depending on the weight of contributions received.

Did you see Graham Sprigg's advert for adverts last issue? Do you know a likely contributor whose goods or services you can recommend? It helps to keep overall costs down and it gets his business well known and our advertising rates must be the best around. Telephone Reading 760450.

**Quote from a Monk at Reading Abbey – A.D. 642 or thereabouts!*

LETTER TO THE EDITOR

Dear Editor,

When I first took on the job of runs organiser for the Cumbria Group I did so for quite noble reasons. 1. To try and put something back into the TRF in exchange for all the pleasure that I had had out of it. 2. To try and help the 'first-timer' who might feel intimidated, as I once did, by the apparently 'hard-men' and the difficult terrain over which we were travelling. 3. To further my personal campaign against the dreaded knobbly tyre, excessive speed and unsocial behaviour. 4. To try and write run reports that did not read like a Government White Paper on the life cycle of the Futtock Worm.

The latter task is proving more difficult than I first thought.

It is one thing to witness a humorous incident on the day and quite another to describe in words. For instance, it is funny when a bike falls off its prop stand on the summit of Gatescarth Pass and lands on the only piece of embedded railway line within twenty square miles putting a dinner plate sized dent in the petrol tank.

- IT IS FUNNY:
1. to see three riders, flat on their backs on slab ice, waving their arms and legs in the air like three black beetles, disappearing out of sight, heads downwards around the 1 in 2 hairpins on the northern side of the same lakeland pass.
 2. when bike and rider go down a 'bomb hole' and the rider flies out but the bike doesn't.
 3. when you mount a Finelec on the handlebars and leave it there for so long that the clamp set screws wear through the can and the whole thing suddenly goes off like a hand grenade, covering bike and rider with Latex that takes three weeks to remove with a razor blade and thumb nail.
 4. when, after a 6am rise, a 70-mile drive with bike and trailer and your leader, (not me!), tells you with a perfectly straight face, "there are only fifteen miles of tarmac and we are on our first lane."
 5. when a chain breaks, it is getting dark, it is raining, everybody has links, ½ links and chain breakers but all for 428 chain and the broken one is 520.
 6. when a rear shock absorber sheds all its oil, the remaining one finally succumbs to the same fate and the rider continues for the rest of the day on a £900, W Reg. Pogo stick.
 7. when, after pushing and pulling someone's bike for half the day through six inches of snow, you finally rebel and reduce the 30lbs pressure in the back tyre to 4½ lbs to improve the grip and then at 4.30 in the afternoon are faced with the ashen-faced rider saying that he'd "better go and find a garage", because he hadn't got any security bolts in the back wheel and it was a 50-mile ride home.
 8. when you write to the magazine editor for advice on what form the run reports should take and you discover that he is about to institute a road test/readers report on the CZ 175 Trail Bike. The outcome of this enterprise should be far more humorous than anything I can describe. After all, this machine must have done for trail riding what Patrick Moore has done for the tailoring industry and must make the rider turning up on one for a day's outing feel as welcome as a fart in a spacesuit.

To go trail riding you must have a sense of humour. To laugh with people, not at them. If our editor continues with his 'kinky' readers reports, the mag. should soon be reading like a goon show script.

More power to your elbow John! (*and yours Pete!* —Ed.)

Pete Deeley, Pine Rigg, Loughrigg, Ambleside, Cumbria.

The Cambridge Branch now hold meetings — 1st Monday of the month at —
THE GOLDEN BALL, BOXWORTH, CAMBS.

COMPTON VERSUS SOMERSET COUNTY COUNCIL

A joint Byways and Bridleways Trust and TRF High Court appeal against Minehead Magistrates decision to close two RUPPs was rejected by Mr. Justice McNeil on March 23rd. Costs of several thousand pounds were awarded against the BBT and TRF. This decision is of national importance not only to green lanes but to all roads and means that ANY road can be closed on application to the court by the local authority and there is little we can do about it. The criteria is if the JP's decide it is 'unnecessary' under Section 116 of the Highways Act 1980 and the High Court has for the first time decided what this means. This decision is now law and says in effect that recreation motor cycling is 'unnecessary'. The Judge also refused leave to appeal to the Court of Appeal.

Despite this, the Trust engaged Leonard Hoffman Q.C. to make an application to the Court of Appeal for leave to appeal but sadly this was also refused.

The only way forward now is to lobby Parliament for a change in the law possibly through the Spicer Committee on which the BBT and ACU/BMF are represented. In view of costs of about £3,500 the BBT would welcome donations. The BBT have used a lot of their expertise and time preparing this case otherwise costs would have been even higher. Any donations will be welcome, however small. They should be sent to: BBT, 9 Queen Anne's Gate, London SW1H 9BY, or if you wish, cheques made payable to Byways and Bridleways Trust can be sent via me.

In view of the Government's plans to abandon 10,000 miles of minor roads this is of concern to all riders. What it means is that 75% of all minor and especially green lanes can now be regarded as 'unnecessary' because the trunk road or Motorway provides an alternative route. Trevor Compton is the Devon Representative of the TRF and this is the first time that the TRF has fought in the High Court.

During the High Court and Court of Appeal hearings, some prejudice against motor cyclists was apparent. Closures under Section 116 should still be fought, though clearly an appeal is now ruled out.

LAKE DISTRICT . . . Better news here following a meeting in Kendal on April 17th I attended at the request of the TRF and ACU. The BMF were also represented (Geoff Wilson).

We decided how best to tackle the six public inquiries being held this summer that will virtually decide the fate of the best green lanes such as Gatesgarth, Garbourn, Stile End and Walna Scar mountain passes. A lot of veteran riders with over 20 years use evidence have now come forward from such clubs as the Westmorland and other ACU clubs. It was confirmed that I would take charge of most and that Pete Deeley of the TRF and Alan Todd of the Westmorland Club would train as first reserves. I am now fairly confident of success and it is heartening to see the TRF/BMF and ACU working in close co-operation. It was also agreed to share expenses between the three bodies and Percy Duff (Northern Centre ACU Treasurer) has agreed to act as treasurer.

Those riders who enjoy the Lakes and who want to make a contribution to saving these lanes should send their donations to Percy at 218 Burneside Road, Kendal, Cumbria. The ACU/BMF and TRF will each start the fund off with £100.

SOUTH WALES . . .

GOOD NEWS here too thanks to ACU and BMF efforts: SARN HELEN (the 24 mile long ancient road from Aberdulais to Brecon) becomes a Byway following a

Public Inquiry in April 1980. What clinched our success was the user evidence from veteran riders like John Phillips from Swansea who gave 50 years use evidence.

If we had had this sort of evidence in the Lakes we would have been more successful at the three Inquiries already held. Sarn Helen is the second longest green road in Britain.

MID WALES . . . in contrast is all gloom as results of P. Inquiries come in. The farmers engaged a Q.C. in order to stop our Byway claims from succeeding. Our evidence was quite frankly inadequate and lacked user evidence. It is hopeless turning up with just one old map. The ACU and TRF were not involved. In South Wales many riders made the mistake of admitting that they had always asked permission from the landowners. This admission cancels any public Byway claim and if you ask permission to use a public road you forfeit any right to give evidence.

DORSET . . . The BMF has withdrawn all outstanding Byway claims due to lack of persons to attend Public Inquiries and because the D. of E. say our claims are invalid.

NORTHANTS . . . P. Inquiries start on June 8th and will last about a month into BMF Byway claims that were submitted in 1968. A 14-year wait is some kind of record and no doubt user witnesses have passed on, moved on, and long ago given up.

BRISTOL TALK . . . Fixed for August 7th 3pm to 9pm at the Berkeley Vale Hotel on the A38 near Yate. Leave the M5 at the Thornbury Service Centre. Meet in the skittle alley. I will bowl you over! Everybody is welcome, even the Ramblers Association. If there is anything you are not sure of about green lanes, come along and find out. In charge of the arrangements is Ron Carter, tel: Stonehouse 2702. See you there.

MAP MARKING UP SERVICE . . .

My wife Jean continues to keep busy providing a much appreciated service to members. Many members think £1 per map is too low and so in future it will be £2. Cheques payable to Mrs. J. Thompson, **not** the BMF or TRF. Note, she is not able to answer rights of way queries which should be addressed to me.

Areas now covered are Derbyshire, whole of Yorkshire, Lake District, and Mid and North Wales. For other areas, contact the local TRF representative or county council. RUPPs are also shown on current 1:50000 OS maps though county roads are not.

It is little wonder riders use unlawful tracks because the availability of information is so difficult to obtain. I also get a lot of queries of this nature from the press and non members passed on by the ACU and BMF.

HUMBERSIDE: The COUNTY COUNCIL have asked for volunteer wardens to patrol 100 miles of green lanes this summer. If any club or rider is interested, would they please let me know. I would imagine that expenses will be paid like the Ridgeway scheme.

RISK OF COSTS

If you make a frivolous Byway claim or turn up at a Public Inquiry without having made any effort to produce evidence, costs can be awarded against you or the club involved. Same applies if you don't turn up. Because of difficulties in Dorset for instance, the BMF narrowly escaped costs of £500.

Convening an Inquiry to hear your case is a serious business. If in any doubt, seek advice. My prime purpose is to help and advise clubs and members. Turning up with one old map or tithe map (and it's happened) also runs the risk of costs. Several pre-1835 maps, and some user evidence is an essential minimum. The user witnesses must be for a period of at least 5 years, preferably 20 plus. Again, if in doubt, ask.

JOIN THE BYWAYS AND BRIDLEWAYS TRUST

With the success of the Wildlife and Countryside Bill now behind them, the Trust is to concentrate on building up membership. Colourful leaflets are available and application forms. May I remind present members that renewal became due on May 1st.

An informative Bulletin is issued every other month. Apart from the TRF no other organisation can keep you as well informed. I recommend individual riders to join. Let's ensure they thrive and grow to counter balance the unhealthy propaganda of the Ramblers Association who seek to ban trail riding altogether. To join, send £5 to 9, Queen Anne's Gate, London SW1. I can provide leaflets and further details if required.

NOTTINGHAMSHIRE . . .

Several RUPP's are ploughed in the Retford area and the BBT are taking this up with the authorities. Following the successful re-opening of Spring Lane near Worksop, the Trust is hopeful of a good result.

WILDLIFE AND COUNTRYSIDE ACT 1981

This Act, though it has received the Royal Assent, has still to get a commencement date from the Secretary of State apart from less important sections. Meanwhile it is still lawful to announce Special Reviews under the 1968 Act. The difficulty is what to do with the tremendous backlog of outstanding objections. Don't blame County Hall; this is a Government problem created largely by themselves.

Brian G. Thompson, 39 Warren Road, Thorne, Doncaster, DN8 5PP. S. Yorks.
Tel: Thorne (0405) 814388

DID YOU EVER . . . ?

- have your husband fit a new front tyre to your trail bike in 20 minutes, only to realise that he'd put the old tyre back on?
- extol the virtues of your 2-year old "unbreakable" brake and clutch levers to friends in the pub, go out on the first lane in the afternoon, fall off and break one?
- go trailing through a blizzard only to find that in the middle of nowhere your bike won't start? Kick and kick furiously for 20 minutes, then realise you'd just knocked the kill switch?
- bend a shock absorber on Roych Clough and have to ride the rest of the lane, and 30 miles home on a rigid rear end bike?
- crawl around on your hands and knees on a trail looking for your gearbox sprocket which has fallen off, then have to hold the whole lot together with fencing wire? — My husband did!

Rosie Swindells, Derbyshire and South Yorkshire Group.

LETTER TO THE EDITOR

GRIPPING TALES

When I started trail riding towards the end of 1980 my own bike (XL125) was shod with Bridgestone "Trail Wing" tyres. These were absolutely hopeless and at the slightest hint of mud I'd be on my back. Finances at the time would only run to a new, but different make of Japanese trail tyre. This was just as bad. When my husband bought his trail bike (KE125) his bike had the same tyres, but the bike handled perfectly well off road — including going through mud.

This was when I started blaming myself and not the tyres, until one run when Dave and I swapped bikes — I stayed on okay and he was all over the place and cursing my Honda. Failing a swift trip down to the bike shop to change my bike, I decided to try some sort of knobbly tyre.

I was rather unsure of the legal aspect of riding on the road with a knobbly, and also, I used the bike for riding to work and back daily, so the subject of a new tyre was shelved until after the summer when we would start trailing again.

In the meantime Michelin brought out their T61 trail tyre. I bought the rear tyre at first and found a 100% improvement in the bike's handling and my riding. Luckily my bike takes the 350 x 18 size as I've heard that the 400 x 18 size doesn't have as good a depth of tread on it. Sadly, this appears to be true of the front tyre as well — it looks worn before you buy it!

When in the market for a new front tyre recently, I decided to go for a straight-forward trail tyre. I bought Japanese for cheapness, and, to my surprise it grips really well. I have now managed to convert by bike from a useless heap to (for me) an acceptable green-road bike.

This may sound like an advert for Michelin tyres, but I would definitely recommend the T61 tyre to anyone who finds trail tyres lacking, but who still wants a road legal bike.

I know there will always be people who will say "Ah, but what about the challenge of being able to ride with normal trail tyres" and "You shouldn't need knobbly type tyres on trails." As far as I'm concerned, if a better tyre helps me to enjoy my green road riding, all well and good. I was getting nowhere fast before as I had no confidence in my bike at all, and subsequently, no confidence in myself.

Rosie Swindells, 87 Whiteways Road, Sheffield, S4 8EW.

Editor's Note: I am advised that there is nothing in the Construction and Use Regulations that says that Knobbly Tyres are in any way illegal on a suitable vehicle. If anything was laid down about the percentage of tread on the road then surely all agricultural tractors would immediately be banned and I can't see the N.F.U. (or Archers) standing for that!

RIDER'S REPORT — CZ175

Apart from the first report on the Greeves Pathfinder subsequent reports have been on machines owned by several riders. At the time of writing I have only had one report on this bike but the writer (and I) obviously feel that it is worth writing up this now unusual and different trail bike for its unique qualities.

My original idea in having a report on this model were that in these financially difficult times, readers would be interested in a cheaper alternative to the Japanese bikes and Owen Booker has given me so much information that I feel it must be worth passing on.

The bike in question is a trail version of a standard Iron Curtain road bike sold at a cheap price in the U.K. to gain much needed 'hard' currency. This does not mean that anything is necessarily skimped in the construction or the design, but it does mean that the model is not changed yearly to pander to fashionable whims and consequently a dealer can lay in a stock of spares knowing that they will not be obsolete within a few months. Owen disagrees with me in that I said it was a bike for the hard up rider, he says that having bought the bike, the cost of spares and little need for them leaves him with cash in hand.

The bike in question is now five years old and he has had it since new. His mileage is around 2000 per year, which means 10,000 total and how many readers keep their own bike for five years? Very few I suspect.

It is now three years since the bike was sold new in this country and its chief assets are a low new price and a very good reliability. Owen rides in the Welsh border country which cannot be classed as easy territory for a bike, but he has just replaced his first rear tyre. Plugs, points and brake linings have been replaced as a matter of course but it does not eat them voraciously.

Owen says that comparatively the bike is heavy, but at 18 stone he doesn't want a fragile bike. There is lots of low down pulling power and it rides like a big bike and reminds him of an old British 250 like a C15 or even a Bantam but there is surprising power at $\frac{2}{3}$ throttle. He also loves that deep exhaust note and the way it pulls out of difficulty in the right gear. In five years it has let him down only once, on the road, when the condenser connection vibrated off, and he can rely on getting home when more exotic and temperamental machinery has left their riders stranded.

Petrol consumption is a very reasonable 50 to 70 m.p.g. so he isn't considering a four stroke yet. He doesn't have faith in the posilube oiling system though and recommends its removal and the use of petrol at 25 to 1. The brakes are adequate, with lots of feel, and at the front which he says is quite good, an almost unique on a trail bike twin leading shoe set-up. The headlight is good for 60 m.p.h. even going home from the pub, and again, many bikes can't match this.

In Border country, gear ratios can be critical and here Owen says that a 13-tooth sprocket should be avoided as it allows the chain to chew the housing around the oil seal, but there are 13, 14 and 15 teeth sprockets available for the front and 54, 56 and 58 for the rear. Owen's best combination is 1:3.85 final drive which can be achieved by either 14 and 54 sprockets or 15 and 58. This may vary depending if you live in a flat but muddy part of the country, a rocky and steep part or whatever combination you have. However, he says that for road work 54/15 is 3.6—1 and this is the best.

In normal use there is some vibration and this means that the engine head steady needs checking from time to time; there should be a spacer between the two lugs on the frame. The rear engine mounting part on the swinging arm is possible to come adrift but can be strengthened and re-welded.

Lubrication of the engine, with out posilube, should be at 25 to 1 and he finds that 20/50 is best in the gearbox as thicker oil does not reach the o/s main bearing. It is necessary in all trail bikes to fit front fork gaiters to prevent premature wear of the seals but the fork oil can vary tremendously from model to model. Owen has his own magic mixture for this machine. This is 120cc of S.A.E.30 with 30cc of this replaced by Hypoy 80 or 90. He finds that this keeps them springy but not soggy. The final tip for lubrication is in the two grease nipples under the swinging arm which should be regularly filled and the rear wheel bearings should not be forgotten, especially the sprocket side.

There is a flourishing CZ/JAWA Owners' Club with cheap and prompt spares, technical information and stocks of workshop manuals, free to members. Owen does not say whether these are in English or Czech but they do arrange visits to that country for the fast learner! Their Club Secretary is David Robert, 31, All Saints Road, Bromsgrove, Worcs.

The bike is rugged and simple to work on, without the need for special tools and coming with a good tool kit. Some improvements can be made, as with any bike, and in Owen's case these are removal of the centre stand and fitting of plastic mudguards to lighten the machine. He has also fitted a light alloy 1¼ gallon fuel tank from the 250 model. To further improve the bike he has fitted folding footrests and a Yuasa battery (which is now five years old.) A fuse has been fitted to the 'other' side of the battery and the carburetter float chamber top has been reversed to put the outlet on the outside to prevent clogging. The original rear suspension units were useless in his opinion and he has fitted Girling units. The front axle nut has been wired up to stop it wandering off on its own and the rubber connectors from the air filter to carburetter have been wired also to stop water getting in.

A section of the engine casing below the chain sprocket has been removed, so that any dirt on the chain can be thrown out. Whilst we all think that a chain cover will prevent wear it is strange to find a rider whose bike comes with one fitted as standard warning against it, but of course, if dirt is trapped inside a sealed cover then it cannot escape and will wear the chain and sprockets out that much quicker. Owen gets 1000 miles from a standard chain and 3000 miles from a heavy duty, and he has removed the full enclosure.

On the electrical side he uses NGK spark plugs but omitted to say which model. He has fitted Lucas wipers and Miller switch gear but the rest is CZ. Timing is set by a bulb and wire to 2.9mm before T.D.C. using a depth gauge, then tighten the back plate and re-check with the points gap at .4mm (or 16thou) — but widen this rather than close it. This sounds tricky but we are assured that it is very accurate and once set will last for a long time.

The bike comes fitted with alloy rims to the wheels but not (it would seem) with security bolts which are essential for any riding at low tyre pressure. The original Barum tyres are okay on the front but a little slippy on the rear, his replacement rear tyre is a Michelin T61 with which he is very happy.

A recent check and strip down has shown that all wear is still within reasonable limits and Owen is very pleased with the bike's reliability. The second hand value must by now be negligible, but then so it is on any five year old trail bike used for trail riding. If you really want a cheap trail bike buy a second hand CZ175 and if Owen's account is typical AND applies to other bikes of this make, then you have a bargain.

* * * * *

Since writing the above Rider's Report, I have received a letter from Mick Smith of West Norwood, SE27, who purchased a CZ175 in 1978 for £110. He did virtually the same mods to mudguards, seat, tank and oil pump as Owen Booker, by replacing with lighter items and overall was very pleased with his purchase, so much so that he later bought a CZ250 which he now rides. His original bike is still

in use (daily) and has now done 30,000 miles.
P.S. Your local Group Rep is Mike Rich, of the South East Group — unless anyone knows any better (to quote Esther Rantzen).

John R. Higgin

Next report on the Honda XR200, if someone will send me a Report. The Suzuki 250 has produced a few reports but more are needed, and does anyone ride the Triumph Adventurer these days?

*LAST DATE FOR COPY FOR THE NEXT BULLETIN 4th JULY —
DON'T FORGET!*

* * * * *

The Exmoor group of the Trail Riders Fellowship was officially launched at the Inaugural General Meeting on 29th March, 1982.

There has been much interest in a local group centred on Taunton. Over sixty riders either came on runs or write or phoned expressing interest. It was clearly high time for a local TRF group.

I decided that a list of interested riders should be drawn up. A regular local newsletter was produced and circulated. At the IGM a charge of £2 was approved to cover the cost of the local newsletter for those who wanted it. Those who paid would also receive a list of local riders. There would be no local membership fee but riders were expected to join the national TRF.

Indoor meetings were fixed for the **Last Monday** of each month at the Stagecoach in the centre of Taunton.

The group agreed to co-operate with Richard Stokes, Somerset County Council's Quantock Warden in his task of managing the Quantock Hills Area of Outstanding Natural Beauty. Eight riders put their names down to act as voluntary wardens under his guidance.

Once again we are providing marshals for the West Somerset Bridleways Association Quantock horse ride on May 23rd. This has been the best PR for us to date. Praises were heaped upon us when several trail riders accepted an invitation to the Bridleways Association's AGM to hear Louise Braham of B&BT talk about the Wildlife & Countryside Act.

We have joined the British Horse Society, the two Somerset Bridleways Associations, and the Ramblers' Association to form SOMROW, a Somerset rights of way working party to provide a united front of user groups to lobby Somerset County Council.

We have been invited to attend the Quantock Hills Joint Advisory Committee. This is a breakthrough as we will be the only vehicle user group on the Committee.

We must now work on our image within the Exmoor National Park, where we have received little recognition so far. But then, we have only just started.

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

FIRST RUN OF '82 IN CUMBRIA

The Date. Sunday 24th Feb.

The Place. Bowness Ferry Car Park.

The Opening Scene. There is a raw searching coldness in the air, cloud low enough to touch, there are 17 expectant riders and it is drizzling.

I was faced with the usual organisers' dilemma.viz. How do you please all the diverse personalities on a days run? Answer. You don't. You can only try. Cumbria is a very large county and in addition to riders who had travelled over 50 miles to be there, there were also the 'locals' whose bikes were hardly warm when they arrived. There were people in their early fifties and people in their early twenties. There were trials bikes and trail bikes, large bikes (400 Maico) and small bikes (125 Honda), there were good bikes (mine) and lousy bikes (everyone elses), but overall there was a kind of thankfulness and gratitude that at least we were not faced with the diabolically icy conditions that had prevailed the previous week end.

We had to split into two groups of course and who better to take the 'head-bangers' than Ted Chapman and Richard Attwood. Batman and Robin I call them. The fact that they both insist on using knobbies is outweighed by there willingness to lead, backmark and generally help out on a run. They are both good company, Ted because of his rapier-like wit and Richard because his W reg., 400 Maico keeps falling to pieces which gives us P reg., Honda riders a certain amount of wry self-satisfied amusement!

The split left me with nine. Ten riders actually because Kathy Howe was riding pillion behind David. A mixed party in more senses than one. One or two were a little inexperienced, others were ex-trials riders and there was one rider who not only had trials and scrambles experience, but was also a time served mechanic. Guess where he went? That's right, at the back.

After a gently 'pobble' along narrow tarmac roads we arrived at the High Arnside lane. This is a super road. No gates, no steep gradients, no nasty dogs and a hard surface beneath the wheels. What better place to break a throttle cable. Ever broken one of these? It's wonderful. Total immobility. It took a screwdriver, an 8mm ringspanner, a length of wire, pliers, plastic tape, a solderless nipple and about twenty minutes to fettle. I use the word 'fettle' in it's loosest possible sense because when we had finished the throttle was loose. Whilst it would operate in a twist-untwist mode the grip, by the very nature of the bodge-up, could not be clamped to the handlebar. This provoked some quite spectacular gyrations.

Each time the bike hit a bump the rider's hand moved in an outward direction taking the grip with it, which in turn imparted a fair amount of 'wellie' to the carb. slide. Now a TY175 is a responsive bike at the best of times but this sort of treatment made it a whole new animal. My friend, Peter Dixon, from Windermere, looked for all the world like that Domestos, King o' the Wheelies, feller. All this on a level lane and we still had Walna Scar to come.

You can use all the green lane superlatives on Walna. It is rocky, steep, very difficult, scenically sensational and from the top, on a clear day, you can see the Isle of Man. But on this occasion it was drizzling. Ever tried to ride in drizzle whilst wearing glasses? Unbelievable. I could just about see my front wheel, let alone the Isle of Man and the only consolation I had was that Ian Stitt from Wigton was also a 'four-eyes' and he was wearing a full face helmet as well. The dreaded rock step provided the usual problem, via. how to get up it, but sadly, no really spectacular A.O.T.'s. Shame. Shortly after this Roger Harris and I started to develop a bad case

of the giggles. The loose throttled TY175 was just in front of us being manfully ridden by what looked like a ruptured ferret with a rubic cube in it's underpants. And the bike had a flat rear tyre. Oh deep joy.

We waved everyone to go ahead. (Pity. I really wanted to see David and Kathy ride two-up to the top), and after discussing the trade-in price against a CZ175 trail bike, kicking the sump shield and urinating on the engine, we set to and fitted the spare tube. This was easy. After all we had six tyre levers, 27 spanners, 3 pairs of pliers, 4 screwdrivers, 3 tins of WD40, 6 spring links, 2 half links, two pumps, one of which was broken and a Sammy Miller catalogue. Three quarters of an hour isn't bad is it?

The next incident was rather like that Gerard Hoffnung thing about the builder, a barrel of bricks and a pulley because on the way up we met Reg Armstrong from Kirkby Stephen, on his way down — riding backwards! Poor Reg. This was only his second 'real' trail run. Just before Xmas he had badly wrenched his shoulder after falling from his bike and in the past week had also been involved in a car smash as well! By the time we got to him his backward motion had ceased but we was very tired. We got his bike to the top and had a rest. It took a long time to get down to the valley below and once there Reg decided to call it a day and returned to the starting point.

We lunched at the pub at Newfield where we also exchanged yarns with the other group whose route we would be following in the afternoon but in the opposite direction. The latter half of the day passed almost without incident apart from one of us suddenly deciding to have a look at some of the old trials sections he used to ride in the early sixties. These are alongside Old Park Road and I am still mystified as to why he shot off down a ten foot drop and got off the bike whilst doing 15 mph to indulge his reminiscences. We also had some excitement moving fallen trees across the track through Grizedale Forest. One school of thought was that they had been felled deliberately to stop us but I think that heavy snow was the more likely cause.

It was a good day really. Some super lanes, a lot of laughs and in good company. Mind you, that's only my opinion. The other members, of both parties, may think otherwise. Then again, they can always sack me can't they?

Pete Deeley, Pine Rigg, Loughrigg, Ambleside, Cumbria.

LODDON VALE GROUP — GROUP REPS. REPORT

Since my last report we have been quite busy with regular runs and monthly meetings. Our membership seems to have stabilised at around thirty or so, most of whom regularly turn out for the meetings if not the runs. In fact there are still some group members who I have only ever seen in a clean state.

It was decided in August that a weekend away was due and we chose to go to the Derbyshire Area, based at Matlock, for the weekend of September 25 and 26. We travelled up on the Friday evening and at that time remarked on how lucky we were to have such fine weather.

Little did we know what the heavens had in store for us.

We booked into our basic but comfortable hotel and set of to the nearest hostelry only to find, much to our delight, that Derbyshire pubs invent their own licensing laws. In fact when asked what time they closed we received the answer "When the customers go home".

When we awoke on the Saturday morning we had a foretaste of what the weather was going to be like for the rest of the weekend. It was pouring then and it really never stopped. Accompanied by our hosts and guides we set off north from Matlock and rode trails totally different to our usual Berkshire lanes. The old Roman road leading up to Ladybower Reservoir was particularly interesting. We had lunch in Edale and moved on the Chapel Gate and the Roych in the afternoon. At one point I and bike fell into a river and because of the weather was no wetter when I got out, than before I went in! It also proved that Suzukis make excellent submarines.

Saturday evening saw us back in the previously mentioned pub. On Sunday we set off again, in dry clothes courtesy of our hotel, towards Hollinsclough which none of us managed to clean. By this time the weather had started to improve and the run became that much more enjoyable because of it.

Our thanks to the lads and lass from South Yorkshire who showed us round, we had a most enjoyable weekend, you can be sure we will repeat it, all we ask is that you lay on some better weather next time!

The following weekend saw the AGM with its wonderful attendance 75% of which was made up of Loddon Vale and Thames Valley members. Surely we can do better than that? However it was encouraging to see that again two of our most important posts that of Membership Secretary and Magazine Editor came from the Loddon Vale Group.

We held our own AGM in January and all officers were re-elected with the exception that John Higgin, because of his editorial duties, will in future confine his Rights of Way affairs to Berkshire with the help of Ted Lees. Chris Thomas is going to look after Oxford and just to keep it in the family, my brother Steven will do the Hampshire ROW work. As far as the Loddon Vale Group is concerned (relax - Southern Group!)

I had previously spoken to Joe Burgen, the recently appointed Ridgeway Officer and he came along to our January meeting. Needless to say he was asked a number of searching questions, most of which he gave reasonable answers to. My impressions were that he is probably going to be fairminded in his approach to the Ridgeway and doesn't appear to be anti bikes. When asked if he would come out with us and the Thames Valley Group on our April Ridgeway run he readily agreed, providing we could find him a bike with L plates. We will have to be on our best behaviour that day.

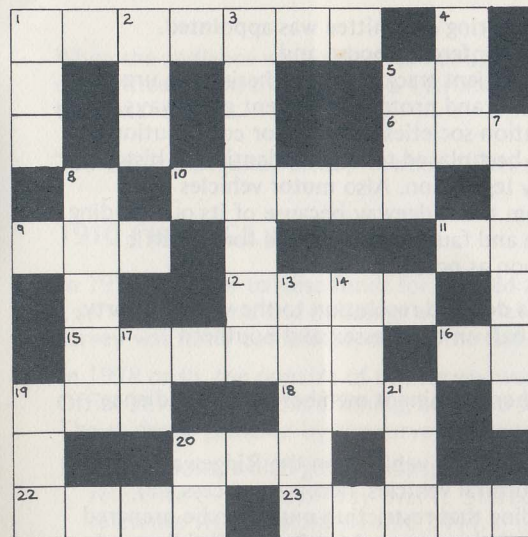
We also agreed with that any reference to specific Ridgeway problems should be referred through Chris Thomas who was duly elected Loddon Vale Ridgeway Liaison Officer. So any points relating to this controversial track please speak to Chris.

We recently joined up with Thames Valley Group in a lane clearing exercise, but I will leave full reporting on that to Kate Clow who organised it.

One final point, Colin Patient and I are converting a Honda ST70 Monkey bike into a three wheeler but are short of a couple of rear balloon tyres and the wheels to put them on if any one can help, please get in touch with me or Colin. Last but not least I have a Triumph (car not bike) TR7 tow bar and electrics to dispose of. If any one is silly enough to own such an animal and needs a tow bar give me a ring and we will do a deal. I wonder if the editor will accept that advert as part of my report or will he charge me for it.

John Holloway,

(Yes, charged at next meeting - Ed!)



TECHNICAL CROSSWORD

Across

1. Following 20 across
5. Before noon
6. Insolated timing?
9. Petrol cock
10. Missing on 'stokers'
11. Old metric standard
12. Temperature controller
15. Old singles needed one
16. Famous quiet one
19. Position of teeth when descending rapidly
18. Parliamentary decision
20. Reversible raincoat
22. Una's axle
23. Trail riders see thro' plastic underwear

Down

1. Governmental strain
2. Vegetable nacelle
3. Stokers blue trail
4. Overseas organisation
5. Vegetable fuel for inner man
7. Cooling for valves (tourist leader)
8. Throttle linkeage
13. Sounds as if it pours
14. Essence of ignition
19. Morse May Day
20. Useful on Moorland trails
21. Position of static timing

REPORT ON RIDGEWAY CONSERVATION CONFERENCE MEETING.

Held at Lain's Barn near Wantage on 21 February 1982.

Attendance: 350 approx.

The meeting was chaired by Lord Bancroft (former head of the Civil Service and formerly secretary of the Department of Environment).

Main Speakers:

Lord Melchett, President of the Ramblers Association and leader in the House of Commons of the opposition team on the Wildlife and Country bill last year.

Christopher Hall, Editor of The Countryman and a former director of the Council for the protection of Rural England.

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



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Precis of the Meeting.

The outcome of the meeting was that a steering committee was appointed.

- 1) To prepare a constitution for a formal conference body, and
- 2) To draft a policy aimed at protecting ancient tracks, and furthering the urgent need to statutory procedure for designating and protecting ancient greenways.

It was also said that while local conservation societies had a major contribution to make, the Countryside Commission was best placed to lead in identifying historic greenways and pressing for the necessary legislation. Also **motor vehicles** with certain exceptions **should be banned** from the Ridgeway because of its outstanding historical importance, scenic value, flora and fauna. It also called for a Traffic Regulation Order on the Ridgeway as soon as possible.

Newbury District Field Club submitted a detailed resolution to the working party, urging full legal protection and a traffic ban on the Wessex and Southern Ridgeway.

Comments made by the speakers and other prominent members of the audience as follows:—

Mr. Christopher Hall, said that if a ban on motor vehicles on the Ridgeway was to be achieved, with the exception of agricultural vehicles, necessary access and emergency services, then people demanding that restriction must also be prepared to name other greenways where they would be prepared to allow trail riding and similar usage.

He continued to say that he believed motor vehicles have no place on the Ridgeway, but he did not think it was something we could argue about. There was nothing nasty, snobbish or elitist in wanting the Ridgeway to be used for enjoyment in ways approved by people who did not want it spoilt but kept as something special for walkers, horse and bicycle riders only.

Lord Melchett believed that extensions of the planning and development laws were the best way to preserve the ancient tracks of England and Wales and adjoining features of woods, heathland, and wetlands but he warned that a hard fight lay ahead to overcome organised resistance. The Countryside Commission, he believed, was far too long in trying to establish voluntary restraint of motor use and he couldn't see it working. At present rate it wouldn't be long before most of historic ways would have been ploughed out, destroyed in character, never to be replaced.

Mr. Edwin Barham, (Chippenham Ecology Party, prospective parliamentary candidate), stressed the need to consider the Ridgeway as just part of a nation wide link with canals and other walks rather than creating a cloche covered walkway where certain people could carry on walking.

Mr. Eric Hodges, (Wootton Bassett councillor), warned "Unless people agitate you won't get anywhere. I get a lot of secret pressure brought by big developers but I don't get much from ordinary people who are going to be affected. These big companies, all they are getting out of it is a lot of lolly. The more vociferous, the more persistent you are, the more you lobby the right people, the people you look too to make your decisions, is the way to get things done. A lot of agitation at the right people to get the right things done is what is wanted," he said.

Mr. Alan Mattingley, (secretary of the Ramblers Association), believed the Countryside Commission was putting too much emphasis on compromise with the NFU and landowners.

It was also suggested that Trail riders ought to be provided with some disused quarry where they could ride around to their hearts content.

When the audience were asked for hands to show who would be willing to help the committee, it was like being at a TRF meeting, asking who was going to organise the next run!

Ted Leeds, 75 Valley Road, Newbury, Berks, RG14 6HN

1910 FINANCE ACT MAPS

In 1910, in order to raise funds for the Old Aged Pensions, Lloyd George instigated a survey of all land and buildings with a view to establishing a rateable value. The survey was never completed, due to the Great War.

In 1978 or so, the remains of this survey were gathered at the Public Records Office at Hayes for microfilming, but have since been redistributed to the counties. The evidence gathered by the surveyors consists of the following:—

1. Field Books, which give a description of each "hereditament" and may include reference to Rights of way over it. Stored at Public Records Office, Kew; reference IR 58, phone 01-896 3444.
2. Domesday books. Ledger-like records, kept by parish, or group of parishes. Lists all hereditaments in numerical order, with owner, address, gross rateable value, and maybe deductions for rights of way, rights of common etc. Some incomplete.
3. Marked-up 6" Ordnance Survey sheets (1898). Each hereditament is edged in one colour, and numbered. There is usually a master grid of part of the County, dividing the area into blocks of 16 maps. Stored at your local Inland Revenue Valuation Office (Rates), though you may have to provide name, address and details of your interest. Also, although I have never been charged, the 2/6d fee for inspecting the maps, I have been refused photo copies, as they have no mechanism for charging for them. (So take tracing paper).

Any land on these maps outside the coloured boundaries is public highway (and may be shown metalled, with the edges of the metalling marked by dotted lines) i.e. no-one has claimed it or is paying rates on it. Any tracks on common land will probably be included in the area of the common, even if vehicular rights exist. For vehicular rights, refer to Field Book. Some tracks on private land may have vehicular rights, even though shown as included within the area of private land. Look for hereditaments with other owners, who only have access via these tracks, and check Field Books, or Domesday Books for R.O.W. deductions.

Our most interesting case so far is a lovely turnpike, a good 40—50' wide, closed by Quarter Sessions in 1877, but still shown as metalled public road in 1910. We have ridden this, but I hate to think where we stand!

We have ridden other bridleways, after just informing the R.O.W. Officer for Surrey, on the basis of this, and other, evidence. This resulted in one encounter with a plus-foured Gentleman farmer, who took our registration numbers and threatened to call the police. Nothing further heard.

So I recommend a session in your Rates Office, as a fairly quick guide to which lanes are worthy of further research and 'investigation on the ground; (or on the bike). Good lane-hunting!

Kate Clow, 49 Herondale, Addlestone, Surrey.

A SUMMER BREAK !

How do you fancy three months off work? Sounds good? Well here's how. First find the easiest Green Lane in the area and proceed at 10 m.p.h. standing on the foot rests a la Schreiber. Next approach the log crossing the track and lift the front wheel neatly over, (give a little wiggle) then allow the back end to skip to the right, at the same time exit left in a graceful arc, turning in mid-aid to land on that big tree stump you've picked out. All that's left to do is to lie there listening to the birds and noting how little damage has been done to the bike, whilst your friends go for an ambulance.

By the time the first aiders appear with their steel stretcher it is too late to wish you'd walked to the end of the track. If you are lucky, a herd of cows or 'taty' pickers may come to watch and shake their heads. The ambulance ride is short but they don't seem to have heard of long travel suspension. Actually, it doesn't hurt unless you breathe!

It helps if the hospital have a large bin liner ready to accept your fertilized wellies and soggy cardboard knee pads. On no account allow them to cut your Barbour Jacket off.

As you try to explain to the Indian Doctor exactly what you were doing, try to be patient, (no, you weren't scrambling, etc.)

The four days in hospital are rather like a stay in an hotel and to keep you amused they have an elaborate method of ordering your next meal and then supplying something completely different.

A word of advice — try not to pick a military hospital. I was presented with a bill for £400 to be paid by the third party involved. After this, you still have eleven weeks left to recover from your cracked ribs!!

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

Editors note: Thankfully, in eleven years' trail riding, I have never been directly involved in an incident such as the one above, but it illustrates that care must be taken at ALL times (even the simplest looking obstacles) and to be prepared, run leaders should know basic first aid and where the nearest casualty hospital is situated. Do you?

BOOK REVIEW

THE STORY OF ROYAL ENFIELD MOTORCYCLES. Peter Hartley.
£8.69 Patrick Stephens Ltd., Barr Hill, Cambridge.

This book traces the history of a once great British Motorcycle Manufacturer from its bicycle-making days, through its early motorcycle designs to its car manufacturing efforts which brought bankruptcy and disaster.

The original directors kept to cycles and eventually the Eadie Cycle Co. was sold to B.S.A. and the resurrected car firm went back to motorcycles. Strangely enough the first B.S.A. Motorcycles were made at the Eadie plant which invented the Coaster hub — a backpedalling brake — at Redditch, not at Small Heath as many people believe.

Foreign (French) design experts were brought in to design a machine that had a Motosacoche (Swiss) engine, although the "Enfield" as it was known made a great reputation for its tubular frames, even securing an order to make Scott frames under contract.

Successes came in racing at Brooklands and at the T.T. races and this helped the firm to develop gearboxes and chain final drive, before all motorcycle production was ordered to cease in November 1916. After the war an in-line three cylinder 2-stroke engine was produced and then an 848cc in-line four cylinder side valve, air cooled engine, by the experimental department, but they were considered too costly to sell and did not proceed. However, the 225cc two-stroke sold well and won a 'Gold' in the A.C.U. 6 Days Trial of 1920. For a sidecar machine they had a Wolseley designed V twin engine produced by Vickers of 976cc and with sidecar this cost £160.

By 1930 the firm had a range of ten machines but with hard times the Cycar was sold, a 150cc scooter type machine, the price was £23.88p. The year of 1930 was close to the worst part of the depression and Enfield decided not to enter the T.T. or any Road Racing events, but success in Grasstrack racing and Reliability Trials kept their name in competitions.

A side valve and an overhead valve single cylinder 500cc machine was part of the range as well as 350cc and 976 side valve models. In 1931 they introduced a 350cc two stroke and in 1932 the first 'Bullet' models were shown in 250, 350 and 500cc sizes, all with overhead valve single cylinder engines. These were to stay in the range with modifications for twenty years.

In 1937 Enfield gained 37 trophies in 16 open trials and won 6 'golds' at the I.S.D.T. In this year the Dutch agents for D.K.W. were told that supplies were not available to them as they were of Jewish descent. They talked Enfield into producing a 125cc two stroke machine similar to the D.K.W. that had been their best seller, but by the time that it was ready, war had broken out. It was used as transport for parachutists after they had landed and became known as the 'flying flea'.

During the war work was concentrated on gunnery equipment and engines for generators, but they did manage to produce 55,000 motorcycles and do design work on the telescopic front suspension. After the war, Enfield surprised everyone by mounting their trials team on bikes with front and rear suspension. This machine, the 346cc Bullet, was not an immediate success, until the 1948 ISDT when it helped Britain to win both the Trophy and the Vase and Enfield riders won 3 Gold medals.

Later in the year they announced a 500cc parallel twin. Development of this model over the years, through the Meteor (producing 40bhp) up to the 800cc Interceptor prototype at 128mph, were to see the company through to its end.

A fascinating book, full of detail about machines, riders, and company management, with plenty of detailed pictures and drawings, that is well worth reading.

John R. Higgin.

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).

PUBLIC WAY EVIDENCE FORM

Please answer questions as fully as possible, keeping back no information whether for or against the public claim.

NAME: (Including full Christian Names)

Address

Occupation Tel. No. Age

Number of Path on Draft Map/Highways Map

Description of Path: Footpath, Bridleway or Carriageway

Leading from..... to

1. Have you known the above way to be public?..... For how many years? ...

2. Have you used the above way?..... How?.....

a) During which years?.....

b) Where were you going to and from?.....

c) For what purposes?

3. Has the way been diverted? If so give details and dates:

4. What stiles, farmgates and handgates do you remember?

What notices do you remember, where were they placed and what was their wording?.....

5. Were you working for any owner or occupier of the land when you used the way or were you then a tenant? Give particulars and dates:

6. Did you ever receive any instructions from the owner as to the use of the way by the public, and if so what were they?.....

7. a) Have you ever been stopped or turned back when using the way? Do you know of anyone else having been interfered with? If so, when? Give full particulars

b) Were you ever told by any owner or tenant, or by any employee, that the way was not public? Give particulars and dates

c) Have you ever known any locked gates or other obstructions to the way? If so when? Give full particulars.....

8. Please give further particulars, if any, overleaf.

9. Are you willing to give evidence at local DOE Enquiry/Magistrates Court on adequate notice being given and subject to payment of reasonable expenses?

Signature Statement taken by

Date Date.....

SNIPPETS . . .

1. Norman the Conquerer.
2. My engine is running as strong as a trout.
3. That flyover at Darnall will never get off the ground.
4. That's how the cherry crumbles.
5. Those mice are breeding like rabbits.
6. He can sup like a fish out of water.
7. It's as empty as a door nail.
8. Barking up a gum tree.
9. It's as right as carrots!
10. There's no need to get your hair in a twist.
11. Like knocking a nail in a brick wall.
12. As bald as badgers.
13. You're cutting hairs now (splitting).
14. He's got you on a shoe string.
15. Once in a blue month.
16. It was as tight as a bunny's earhole.
17. Where's that leave us . . . up the creek without a canoe.
18. They're sending us some more mods and sods.
19. Three pints and I'd be under the floor.
20. I just wondered if you'd turned a gift horse in the mouth down.
21. That'll take heat out of his sails.
22. He never said a word . . . not a word . . . not a dicky bow.

* STOP PRESS * STOP PRESS * STOP PRESS *

David Howe has written to say there is a PUBLIC INQUIRY in the Parish Hall, Staveley, nr. KENDAL on Tuesday 15th June, 10.30 and it is very important that as many members as possible attend.

Bill Riley has written to say that there is a PUBLIC INQUIRY at AMESBURY, Wilts, also on the 15th of June, and if any members have ridden the RUPP2 at Wilsford Cum Lake, would they please contact him and give written evidence to the Inquiry.

Any members who can give evidence or support claims for BYWAYS in Northants, please contact Brian Thompson as the original claimants have moved on.

Finally, the date of the IRISH TRAIL SAFARI is September 6th to 11th at Kenmare, and would any interested riders contact the Dalcassian Motorcycle Club, c/o. Mick MacEoin, 1 John St., Limerick, Ireland.

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	2nd Thursday – The Lamb, Theale, near Reading, Berks.
BRISTOL Ron Carter, 'Lynton', Westwood Road, Ebley, Stroud, Glos. Tel: Stonehouse 2702	2nd Mondays Stanshaws Court Hotel, Sundridge Park Road, Yate.	3rd Tuesday – Jervis Arms, Onecote.
CAMBRIDGESHIRE Hugh Mason, 3 The Green, Haddenham, Ely, Cambs.	1st Monday of the month – The Golden Ball, Boxworth, Cambs.	NONE
CHESHIRE David Eaton, 125 Victoria Road, Northwich, CW9 6JH	1st Thursday – The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.	1st Wednesday – The Valiant Trooper, Aldbury, Near Tring.
CHRISTCHURCH Carl Nicolls, 30 Southey Road, Somerset, Nr. Christchurch.	1st Thursday – Ashley Hotel, Ashley, New Milton.	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
CUMBRIA Norman Phoenix, The Vicarage, Warcop, Appleby. Tel: Brough 683	NONE	4th Tuesday – Prince of Wales, Starbeck, Harrogate.
DERBYSHIRE & SOUTH YORKSHIRE Ian Dunsire, 1 Lodge Drive, Harley, Rotherham, S. Yorks.	2nd & 4th Tuesdays – The Victoria Hotel, 248 Neepsend Lane, Sheffield.	Last Wednesday of month, except December) Bell Inn, Cross Houses.
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.	2nd Tuesday – The Westcourt Inn, St. Hildas Way, Gravesend.
ESSEX Dave Andrews, 123 Burrow Road, Chigwell, Essex.	Last Tuesday – Warley Sports Centre, Holdens Wood, Warley Gap, Brentwood, Essex.	3rd Tuesday – Tabby Cat, Hiltingbury Road, Chandlers Ford, Eastleigh, Hants.
EXMOOR Ian Thompson, 17 St. Michaels Rd., Burnham on Sea, Somerset.	Last Monday of each month, 'The Stagecoachs' P.H., Taunton (Centre).	Contact John (every other month i.e. Feb, April, etc. Hassocks Hotel, Hassocks.
GLOUCESTERSHIRE Fred Lord, 22 Glynrosa Road, Charlton Kings, Cheltenham.	1st Monday – Raglan Arms, Conduit Street, Gloucester.	1st Wednesday – The Station Hotel, Kirby, near Stokesley.
HERTFORDSHIRE Frank Diamond, 42 Aldridge Ave., Stanmore, Middlesex.	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.	3rd Monday – District Arms, Woodthorpe Road, Ashford, Middx.
LANCASHIRE Keith Westley, 6 Briars Lane, Lathom, Ormskirk, Lancs.	1st Tuesday – The Bay Horse, Leyland, near Preston, Lancs.	3rd Thursday – Scott Bader Club House (opp. Parish Church), Woolaston, near Wellingborough, and 2nd Thursday, The Swan, Salford, Near Cranfield, Beds.
		1st & 3rd Wednesdays – King George V Memorial Hall, Stratford Road, Hockley Heath, Solihull, W. Midlands.

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, Hiltingbury 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 Terry Jolley, 49 Herondale, Addlestone, Surrey.	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.