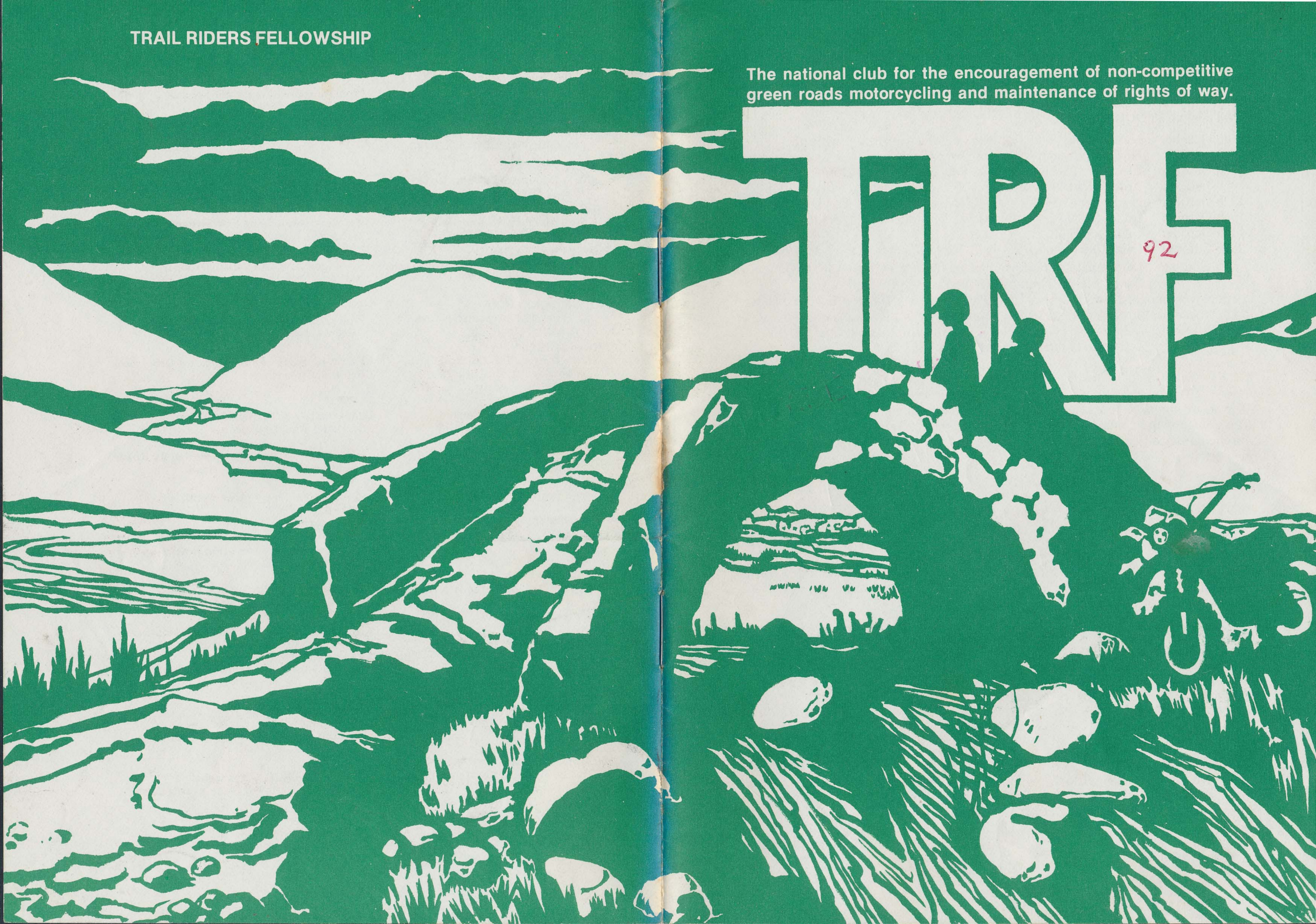


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

# TRF

92



## TRAIL RIDERS FELLOWSHIP

### BULLETIN No. 92. SEPTEMBER/OCTOBER 1982

#### DATES FOR YOUR DIARY

- 10th October National Members Conference, Silvester Horne Institute, 11 a.m. High St., Church Stretton, Shropshire.  
10th October East Yorks Group, Contact Don Burt, 1 Villa Close, Low Ackworth, Pontefract. Tel: 0977 (Hemsworth) 612258  
17th October North Leics. 9.30. Contact Graham Chinnery. Tel: Derby 810059  
17th October Loddon Vale Group, 9.30. Little Chef, Weyhill, Andover, Hants.  
17th October B.M.F. A.G.M.  
25th October East Yorks Group. Settle. 9.30. Contact Don Burt, as above.  
October precise date not known, Public Inquiry — Ulverston, re Dunnerdale Contact Brian Thompson: 0405/814388  
14th November East Yorks Group. 9.30. Pickering. Contact Don Burt, see above.  
14th November Staffs Moorland. 9.30. Ashbourne. Contact Graham Chinnery.  
21st November Loddon Vale Group. 9.30. Hertfordshire, Little Chef, A1000  
Tel: John Holloway, Wokingham 785995

\* \* \* \* \*

The above are just a few of the many rides that will take place all over the country. It is courtesy and common sense to check with the run leader that it will take place on the date notified and to check on the exact location of the start and how many will attend.

\* \* \* \* \*

**ADVERTISEMENTS £1 for four lines. Members Only.**

#### FOR SALE

YAMAHA XT 250, four stroke trail bike, 1981, 'W' reg., only 2,500 miles, fully serviced and garaged from new, in mint condition, £595.  
Tel: S.R. Helsby. Leicester (0533) 736590.

#### ACCOMMODATION

LAKE WINDERMERE. Bed & Breakfast. 26 separate beds, doubles/singles, Colour TV, lounge, Ale House 20 yds. Evening Meal, buffet Snacks & Packed Lunches available on request. Lock up yard for 10/12 bikes. Ample parking for cars & trailers. B&B £5.50, 3 nights or more £5.20. Evening Meal £3.00.

BRENDAN CHASE, College Road, WINDERMERE, Cumbria, LA23 1BU.  
Tel: 096 62 5638

#### 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).

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#### EDITOR'S COMMENT

Summertime and the going is easy, now that Autumn is here and you have a chance to really show your skill. Remember that when the going gets tough, the tough get going, not only riding your bike but doing the paperwork. Putting claims in for lanes is not only for the dedicated rights of way workers but for all members. Someone must walk the overgrown lanes, someone must dig out the archives, the tithe, the maps, the Enclosure Act Awards and the evidence of use. If you find other people using the lanes then stop and chat. Find out how long they have used this route, where they come from, do they know of other users? Write it all down and compare notes with other club members, it's surprising what a lot is known by a group of people rather than one isolated individual.

Autumn is also the time for the National Membership Conference and your chance to have a say in the running of the Fellowship. Not only to have a say but to take an active part. Make the existing volunteers fight to hold onto their jobs, show us what new blood can do. Plan your groups meetings as well as the rides, get outside speakers not only trade and friendly ones but local government officers, Park Wardens and people from the Horse Riders, and even Ramblers. It is only by listening to the arguments of the opposition and finding flaws that we can present a coherent case ourselves and are prepared to answer the arguments against our demanding, skilful and absorbing leisure pursuit. If we, the members aren't enthusiastic then we can't expect newcomers to be, and we can't expect sympathetic consideration by neutral authorities. Make sure that we deserve respect and consideration because that is what we give to others.

John R. Higgin

#### MOTIONS FOR THE A.G.M. — National Members Conference

Brian Thompson has sent in four motions to be debated this year, as follows:

- 1) **DISCIPLINE** — If any member, by his conduct, brings the T.R.F. into disrepute then they shall be subject to an investigation by the Executive Committee and be liable to a Warning or expulsion.
- 2) **BYWAYS & BRIDLEWAYS TRUST** — That the difference between the T.R.F. budget for the Compton vs Somerset C.C. shared between the T.R.F. and the B & BT and the Actual T.R.F. Costs be donated to the B. & B.T. a maximum of £250.
- 3) That the T.R.F. advertises itself at least once a year in every Motorcycle publication, stressing the need for *responsible* members.
- 4) That the T.R.F. takes a more positive stand against the RAMBLERS' Association campaign to close all Green Lanes to trail riders and deplores the thousands of pounds of public money given to the R.A. by the Countryside Commission and the Sports Council.

You may think that the Ridgeway is an isolated case and the only one that opposition wish to stop you riding on. Here is the actual 'hit' list that they are working to:—

### Candidates for Consideration as 'HISTORIC GREENWAYS'

and the total banning of motorised vehicles.

1. **Dere Street** — crosses the Cheviots from N of Rochester on A68 to Whitton Edge on the Howman/Jedburgh road (15 miles).
2. **Hambleton Hills path** — from Oldstead N to Osmotherley along the ridge: part of Cleveland Way long-distance path (12 miles).
3. **The Cam or High Road** — over the Yorkshire fells from Ribbleshead on B6255 to Bainbridge on A684 (12 miles).
4. **High Street (Lake District)** — from just S of Penrith to Troutbeck near Windermere (16 miles).
5. **Doctor's Gate Road** — in the High Peak district, from Brough near Castleton on A625 to near Glossop (12 miles).
6. **Sarn Helen (S Wales)** — from A465 above Aberdulais across the Beacons almost to Brecon Gaer Roman fort near A40 (23 miles).
7. **The Drift, or Sewstern Lane** — runs S near Lincs/Leics border from Sedgebrook to Market Overton (12 miles, of which much coincides with the Viking Way)
8. **via Devana** — Cambridgeshire, from a minor road near Gog Magog hills E by S to near Withersfield, almost on A604 (9 miles)
9. **Icknield Way** — some parts of the ancient path (e.g. along the slope of the Chilterns from above Britwell to near Bledlow — 8 miles) coincide with the 'Ridgeway' long-distance path.
10. **Ridgeway** — on the Wessex downs, from A4 just E of Avebury, N and then bearing E along the ridge to above Streatley (42 miles).
11. **Inkpen Beacon Ridge path** — from Botley Down (3 miles SE of Great Bedwyn) along the ridge by Inkpen Hill & Beacon Hill and on across A34 to N Oakley (19 miles)
12. **Ackling Dyke** — from Badbury Rings in Dorset to Netherhampton near Salisbury: now part of 'Wessex Way' (19 miles)
13. **Pilgrims' Way** — part E of Maidstone along S escarpment of the Downs: adopted as part of North Downs Way long-distance path (8 to 10 miles).
14. **South Downs Way** — parts, including most of the stretch between A23 (S of Pyecombe), and A24 near Washington (perhaps 10 miles).

15. **Quantocks Ridge path** — from above W Quantoxhead along the ridge to Birches Corner, W Bagborough (8 miles).

16. **Abbots Way** — across S part of Dartmoor from Sheepstor to W Buckfastleigh (12–14 miles).

### NORTH YORKSHIRE GROUP

As M. Drury has had to devote time to other pursuits T. Thornell of 38, Woodlands Grove, Harrogate, tel: 888191 has taken over as Secretary of this group which now meet on the 2nd and 4th Tuesday of each month at the Prince of Wales, Starbeck, Harrogate.

### GEORGE ABBEY

1903–1982

It was as Chairman of the T.R.F. that I met George Abbey in 1970 at the Annual General Meeting at Coventry and he obviously had been riding Green Lanes for a long time then. He was the organiser of the Yorkshire Dales Weekend and when asked if he would allow sidecars, said 'No' to the chagrin of Frank Wilkins, an ex British Sidecar Trials Champion who no doubt could have negotiated all the lanes easily, but then other less competent crews could not, and would have held up the entire party. George, in fact, had started off as a cyclist in the 'Rough Stuff Fellowship' and as such had ridden lanes and footpaths and bridleways on his pedal cycle. This was an excellent background, and when he got a motorcycle I suppose that he naturally gravitated to trials and when prospecting for routes became a Green Lane Rider. He was a rights of way expert for the West Yorkshire Centre of the A.C.U. and fortunately allowed the T.R.F. to use his vast knowledge of the local lanes. He often ventured farther afield and reports of him at the B.M.F. Brecon Weekend speak of him riding a B.S.A. Bantam with 'a rear sprocket as large as a soup plate'.

He was always a wanderer and after his wife died he organised a tour of America, spending part of his 79th birthday in a Goldmine over there, taking almost twelve months for the tour. On returning home he gathered up his interests in bikes and rights of way and attended several Public Inquiries and the Welsh Two Day Trial where I last saw him. He stayed at Dick & Jean Sutton's Farm and got around much of the course.

Being a typical Yorkshire Man he didn't mince words and no doubt made a few enemies with his blunt and straightforward approach but he didn't mean to hurt, just get the facts straight!! He was a character who will leave quite a gap, but as Brian Thompson says in his News, he left a record in the form of a Sworn Affidavit, about the lanes he knew, so he had also planned for the future of us all.

It is always sad to record the passing of a stalwart member and when one who gave so much of his time as George that he was made an Honorary Life Member of the Fellowship it is even more sad. Our condolences of course to his daughter (Mrs. Renee Bland) and we hope that in his 79 years 11 months George enjoyed himself as much as the pleasure he gave.

## BRIAN THOMPSON'S RIGHTS OF WAY NEWS

**NOTTINGHAMSHIRE.** Following pressure from the T.R.F. the County Council have unblocked a lane in Sherwood Forest that was blocked for five years. Freeboard Lane is a delightful five mile forest ride running from the A1 north of Ollerton and it was awarded Public Carriage Road Rights in 1792. During the 39-45 War ammunition was stored in some of the glades and even now there are traces of concrete surface under the vegetation.

**THE BERKSHIRE RIDGEWAY** — is once again in the news, now Wiltshire County Council have been persuaded to ask for a total ban on vehicles after a ten year resistance to any attempt to close it. Their request comes in the middle of the voluntary restraint period without any attempt to measure its effectiveness and I have written a strongly worded letter. . . They have replied, saying that they will reconsider the matter again, on the 5th of November (is there some message in this date?). Their apparent rejection of the results of the 1976 Public Inquiry and the 1979 Independent Report because neither recommend a ban on traffic looks very intolerant and motorcyclists could be forgiven for feeling 'got at'.

**MY VISIT TO BRISTOL** went very well and 40 people crowded into the Berkeley Vale Hotel near Gloucester for an interesting talk by a Silkolene representative and also from N.G.K. Spark Plugs before I gave my controversial talk. I would like to thank all the members who attended and a special thanks to Ron Carter for the very smooth arrangements. All members in the area expressed their concern about the situation in Mid Wales which is their favourite area to ride in.

**LLANDRINDOD WELLS.** After my visit to Bristol, I rode up to Wales where I stayed at the Sutton's farm (Well worth the cost of the advert, Dick!) and the following day went to meet the Rights of Way Officer for Powys. Mrs. Richards is unlike many other government officers in that she is without prejudice to Trail Riders, and we had a friendly meeting. It emerged that two thirds of Powys is still using the Definitite Map produced in 1949 and the area that only has three byways is the former county of Radnorshire. The County is reluctant to make anymore Byways because of a lack of motorcyclists as witnesses to use. The Mid Wales A.C.U. and Rayhader Club could have been charged with the costs of an Inquiry when they withdrew claims for which they had asked that there should be a public Inquiry and then could not produce use witnesses. Riders who were known to have used lanes were issued with Witness Summonses but still would not give evidence. The farmers who were disputing the claim for Byways had a W.C. Emlyn Hooson at £1000 per day and there was little that Simon Cleeve of the Welsh Trail Riders could do lacking all help except that of Dick Sutton.

Of the three Byways left in Radnorshire one is 'the Monks Trod' and it is rumoured that the landowner, the Water Board, have fenced part of it. This is a boggy portion and some self help repairs would not come amiss.

The 1983 International Six Days Trial is eagerly awaited here for both sporting and tourist reasons and because many local clubs fear that if they upset farmers and landowners they will be denied the routes that they need for the I.S.D.T. they will not support Byway claims as fully as they could. This understandable attitude is unfortunately shortsighted and while it may help one event next year loose lanes for the next generation. Will the T.R.F. Groups in the Midlands, Border Counties, and Bristol please get together with myself and Simon Cleeve, Kingcoed Farm, Usk, Gwent, to find use witnesses for our claims. I expressed our deep regret to Gladys Richards of Powys C.C. that use witnesses had been so scarce and backed her policy of issuing summonses to give evidence. I could try the same tactics in other areas.

**SOUTH YORKSHIRE.** The Recreation & Amenities Committee have invited me to attend as a co-opted member to represent motorcyclists and horse riders — a rare example to be followed by many other bodies, please note in Cheltenham, etc.! The Council say that motorcyclists MUST have somewhere to ride, a most enlightened attitude. The local group have agreed to make a contribution for lost wages and my employer has agreed to time off for this duty.

**GEORGE ABBEY** unfortunately died on the 9th of August and his 60 years of both knowledge and use of the Yorkshire Dales green lanes is unique. I persuaded George to make an Affidavit or sworn statement about the ten best lanes in Yorkshire (and the T.R.F. paid the fees) in 1980 so that George will be helping riders for many years to come.

**LAKE DISTRICT PUBLIC INQUIRY.** The third Inquiry was held at Sedbergh in July into the Great Wold, Coal Road, Dandra Garth and many other ancient roads that were in Yorkshire before 1974, but due to Re-Organisation are now in Cumbria. Most of these roads are County Maintainable Highways so that there is little that the opposition, mainly in the form of the Ramblers Association, can do. They had their chairman, Eddie Hibberd, at the Inquiry. The Dales National Park Authority were after our blood. The Ramblers had claimed that a green lane must have houses on it to be a Byway, "Like the M1?" I said, which brought some laughter. The Green Lane Study was not known to the National Park people, I wonder why? Great Wold was not dealt with until the second day when many of our use witnesses had gone home. This was because Gordon Thackery of the West Yorkshire group of the T.R.F. had presented his own case and asked many questions. He unfortunately ignored my request to put a joint case and thus took twice the time, if we loose Great Wold, and at best it will be close, remember that we did not co-operate.

The Inspector did not question the value of our pre 1835 Maps this time. Special thanks to Malcolm Blair of Sedbergh for putting me up and my regrets to some of the veteran riders who came but could not stop due to the delayed proceedings. There are three more Public Inquiries in September and I hope that at least we can get together with Gordon Thackery to present a unified case in less time, if he must be there!

**STATUS OF COUNTY ROADS.** This is still unresolved to my satisfaction, indeed (to goodness) a recent decision by the Welsh Office that they are NOT vehicular rights of Way is bad news as Powys C.C. are taking this seriously for Wales, even if it doesn't apply in England.

**SOUTH WALES.** The Welsh Trail Riders Association were successful, YES, successful at Wattsville in Gwent where the Council applied to close the Myndd — Grug Mountain Road, the reason for the application was to stop sheep straying, but even more difficult to teach them to read 'Road Closed' signs. It took two court hearings and a meeting at County Hall before the magistrates rejected the application for a Section 116 of the 1980 Highways Act. Well done Bob James, Jon Shattoc and other members of the WTRA who gave up their time.

**CURRENT STATE OF REVIEWS.** The following Counties have not yet held their Special Reviews of Rights of Way under the 1968 Act and it is their Special Reviews of Rights of Way under the 1968 Act and it is possible that the following Counties may abandon them. Berkshire, draft map prepared in 1976, Buckinghamshire — 1978, Cambridgeshire — 1972, Derbyshire — 1978, East Sussex — 1971, Oxfordshire — 1977, Leicestershire — 1976, Nottinghamshire — 1975, Somerset — 1975, Warwickshire — 1977, West Yorks — 1979, Kent — 1970 and those Counties which have started their Public Inquiries but not yet completed them are; Cumbria — 1976, Wiltshire — 1972, Essex — 1971, Dorset — 1974.

All the latter will probably complete. In Wales, Gwynedd has not started, Clywd is halfway through and Glamorgan is complete. In England only Durham, Humberside, and Staffordshire have completed their reviews and the original Act said that they should be carried out every five years!

**A POLICY OF VOLUNTARY RESTRAINT – BY WALKERS???** The Lyke Wake Walk of 42 miles over the North Yorkshire Moors is being hammered to destruction by over use, says the National Park Officer, Dr. Roy Brown, and he asks that walkers should keep away. Three thousand pairs of feet have trodden the footpath in the past 5 weeks in parties up to 400. One million users have pounded the heather in the past 20 years and the 4' 0" wide path is now one-quarter of a mile wide in parts.

In Edale the 4' 0" wide Grindsbrook path is now 100 feet wide for the first mile, with parties of over 100 at times.

The National Parks Authority have no plans to close or restrict use by Walkers in shameful contrast to their Ridgeway Policy – obviously one law for the people who pay Road Fund Licence and petrol tax and another for those who don't! The landowners in both cases are not unnaturally said to be alarmed and the walkers are on unfirm legal ground since the dedicated path is only four feet wide. I doubt if the Ramblers or N.F.U. who read this (I am told) would care to comment, would you???. The address is . . .

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

**BOOK REVIEW – Motorcycle Carburettor Manual**, by Pete Shoemark  
Published by Haynes.

If electrical problems represent, as I suspect they do, most motor cyclists 'Waterloo', then carburation problems must come a close second!

Most of us have been faced with (often) obscure problems – that elusive misfire or flooding problem – which occasionally respond to inspired intervention on our part. More often than not they don't, then the real headscratching begins!

With the perplexing variety of types and makes of carburettor currently in use, not to mention obsolete models, there is an obvious need for a comprehensive manual on the subject. This addition to the Haynes range is very welcome and to me personally has proved useful several times.

Starting with the history of the carburettor and its development to the present day, the volume goes on to describe the types of instruments, their overhaul and tuning, using examples from many manufacturers. A chapter is devoted to associated components including exhaust systems, air filters etc. The contemporary 'power jet' carbs and lectron instruments favoured by the racing fraternity are also discussed.

The final Chapter of the book covers tuning aids and technique, for example vacuum gauges and their use, the Colortune 500 device and other methods of tuning and synchronisation.

The comprehensive nature of this manual is one of its greatest assets to me, and makes it a valuable addition to any enthusiasts (sorry-riders) bookshelf. Although someone is bound to point out that it does not cover his 1928 Moto-Gonrong it is highly recommended at the price of £3.99. from the publishers or Bruce Main-Smith.

R.F. Pittman, 4, Hollydale Close, Reading, Berks.

July 1982

Dear John,

I enclose a photograph of Ian Roscow that you may wish to put in the bulletin. As you can see he is stuck in a bit of best Welsh bog during our recent trip to mid-Wales. It was taken on part of the "Monk's Trod". If you publish this photo, could you also add our thanks to Dick and Jean Sutton with whom we stayed over that weekend in June.

How about a rider's report on 2 stroke enduro bikes and how suitable they are for trail riding?

Steve Reville, S.E. Group, 115 Ifield Way, Gravesend, Kent. 21st August.



Seen in a recent copy of Motorcycle Weekly by Rosie Swindels.

"The Japanese are trying to improve a dead horse – there is no fresh thinking."

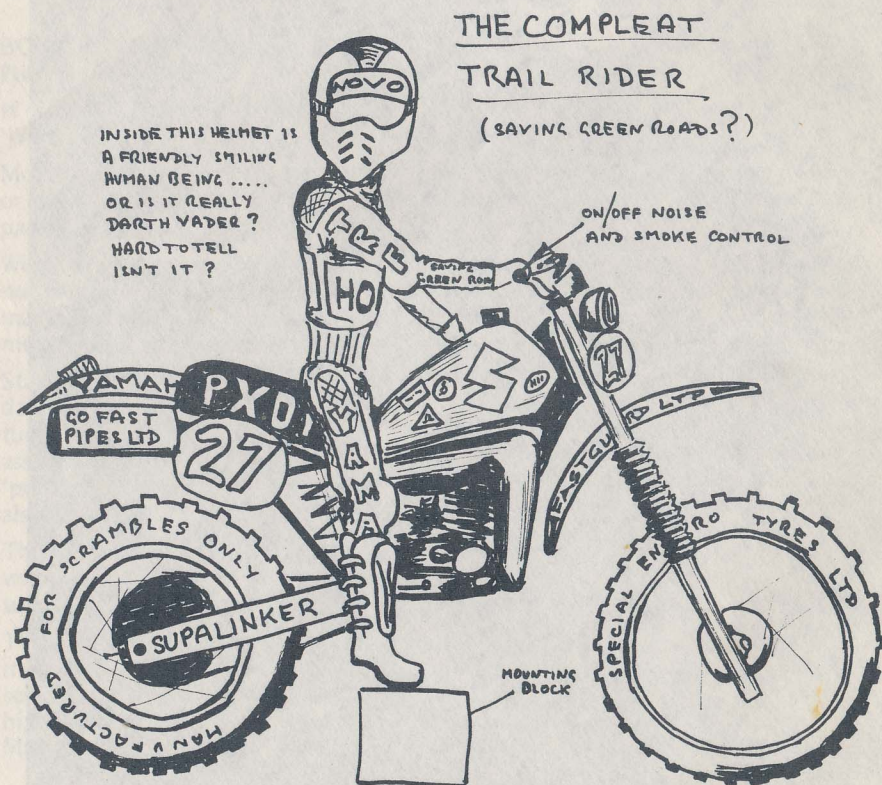
Rosie wins the Bernard Manning LP for the best 'misquotes' in the bulletin (No. 90).

## LETTER TO THE EDITOR

Dear Editor,

Here is a quick doodle which may illustrate my essay on the way trail riding seems to be going. If the essay and sketch stir no response at all from the ranks of the TRF perhaps I should leave and join the Ramblers' Association.

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



## SAVING GREEN ROADS?

I began to wonder the other day what it was all about. Not the big question of Life, the Universe and Everything to which the answer is forty-two, but what the TRF is all about.

I started riding green lanes a dozen years ago on an NSU Quickly moped and a Velocette Venom. I graduated to a Honda CB125, a Yamaha 350 twin and then reluctantly to a series of Japanese 'trail' bikes. The Velo was a pig, but the rest all provided enjoyment and many miles of green laning.

I began to wonder the other day whether *trail riding* has taken over completely from *green laning*. There is a difference between the two terms and an insidious shift from one to the other.

*Green laning* is what we used to do. We used to potter down the old, unmetalled roads on our, perhaps lightly modified, road bikes. Converting a road bike to green lane specification entailed removal of lights and the fitting of Trials Universal tyres. Some riders did not even go this far. The bike we rode on green lanes was also the bike we rode to work every day. Some of us would take the same bike on holiday abroad, where many of the highways were still 'green' but tackled by locals in a family saloon as a matter of course. It amazed me, not where I could go on a bike, but where they could go in a car. I refer here, not to what we used to do in the 1930's, or even the 1950's, but to what we used to do in the early 1970's when the TRF was just starting.

*Trail riding* is what we do now. It requires specialist machinery to make light work of obstacle after obstacle any one of which would have a green laner puffing and panting. The trail rider flies over mud, rocks, wash-outs with his long travel suspension, lightweight frame and specially tuned engine. If a trail rider is to cover his planned route in the planned time without pause or exertion he *needs* his specialist bike. The old green lane bike just won't make the grade. But is this what it is all about?

On a recent camping weekend, I realised I was in the company of trail riders rather than green laners when my 120 mile tarmac ride with tent and gear piled on the pillion seat was regarded as an eccentricity by my companions. Their bikes travelled on trailers and they 'camped' in a guest house. I stayed in a guest house on my last 'camping' weekend, and I used the trailer for my bike several times last winter. (Are they called trail bikes because they travel everywhere on a trailer?) It seems we are all undergoing this subtle change from green laner to trail rider. We had a great weekend, but as I forced the camping gear into my rucksack for the journey home I remembered the two lads I had seen on their unlicensed competition outfit cruising over the peat bogs. I remembered that we had just lost some excellent lanes in mid-Wales. I wondered whether we could have made a better case at the public enquiry if we were all still on green lane bikes not trail bikes.

Many would say it's silly to handicap yourself with a bike not specially suited to the conditions likely to be met on a typical green lane, but some say it's pretty silly to ride green lanes anyway when there are perfectly adequate tarmac lanes all over the place. Are we really "encouraging non-competitive green roads motorcycling" as it states on the cover of the Bulletin?

I would not insist that we all switched to Honda Superdream 250s or worse, but when a tank of petrol is designed to last one lap of an enduro course, when we don't ride our bikes on tarmac because they will wear out too quickly (Rebore at 2000 miles!), when our bikes look like (or are) competition machines, with loud

paintwork, competition number plates and tyres stamped "not for highway use", we ought to stop and think, not just about what we are doing, but about what other people who see us think we are doing.

If manufacturers brought out a trail bike which *looked* like a road bike rather than a motocross bike, would I be the only buyer? There is a little bit of engineering and an awful lot of styling in motorcycle design to distinguish a roadster from a trailster. Look at the current range of four-stroke singles on offer from Japan to see my point.

The aim should be to develop a machine for *all* roads, civilised enough for the tarmac, tough enough for green lanes, with weight, power, fuel consumption and suspension designed for all conditions. Mounted on such machines the TRF could present a much better case for "saving green roads". Perhaps I have got it wrong, but this is what I think it's all about.

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

### AVON GROUP REPORT

Whilst the summer is great for riding it has reduced the attendance at our meetings although we have tried our hardest to arrange an interesting and eventful night. We had an excellent talk by Robin Jung-Burton of Silkolene Oils and also another meeting was given a film show by Stan Dibben of N.G.K. Spark plugs which was very enjoyable. It is very disappointing to have so few members turn up to our meetings and lessens our chance of future speakers, quite apart from throwing cold water on the enthusiasm of our organisers. One highlight was the talk given by the sidecar passenger of the late Eric Oliver which was very amusing. I would like to thank all our faithful few members who do attend and the larger number who for Brian Thompson's Rights of Way talk which raised a surplus in the collection of £29, which will be sent to the Fighting Fund.

Ron Carter, Lynton, Westwood Road, Ebley, Stroud, Glos. Tel: Stonehouse 2702

### UP TO THE TOP

I hope that some members may be interested in a trip that two T.R.F. Members took for their summer holidays this year. It started with a 32 mile ride from Darlington to Newcastle to catch the ferry to Bergen in Norway. The motorbikes that we used (abused) were a 9 month old Honda XL 250SA and a four year old Yamaha DT175MX and we are Peter Masters on the Honda and Leo Crone (myself) on the Yamaha.

The North Sea crossing took 27 hours and when we got off we headed out of Bergen and promptly got lost. After a two hour ramble around the suburbs we eliminated all the incorrect exits and left Bergen for our first nights stop at Voss. At this point I should explain that like most DT owners I had bought a larger (400 x 18) rear tyre which unfortunately touched the frame. After thirty miles I decided that enough was enough and added an extra link to the chain. This resulted in the chain drooping off the chain tensioner and in its return journey to the front sprocket it touched the left hand swinging arm.

I had packed my large 2 man tent and on the occasions that we could not find a Youth Hostel or were in the middle of nowhere we used it to good effect.

Our objective during the 3 week holiday was to reach the Northern most point of Europe – North Cape Island followed by a brief excursion into Finland, then Sweden and back to south Norway. We were looking for rough roads and we found them easily enough, just off the E6 this is the designation of the main road that runs almost the whole length of Norway from top to bottom. The road surface is officially described as 'waterbound gravel' and appeared to be compacted clay with a smattering of shale. There were odd occasions when we did come across really rough going even on the main roads in Scandinavia.

As we neared the Arctic Circle my 2 stroke pump took a sudden dislike to the thin Norwegian 2 stroke oil that I had been feeding it. This event went unnoticed (by me) for 5 minutes until the engine seized up. At this point 'Sod's Law' took over and Norway suffered a heat wave. The result of this was that my bike took a good hour to cool down enough to free the piston. For the remainder of the holiday I added 2 stroke oil to the petrol.

The Arctic Circle was reached in four days and a number of minor fjords lay ahead which did not have roads around them. Luckily a regular ferry service crossed these fjords carrying all or any of the traffic that needed them at fares of £1.20 and £2.50 to the North Cape Island.

North Cape Point is a barren piece of rock with the obligatory monument and tourist shop. The only town on the island has a fairly large motorcycle club, one member of which is the owner of a Harley-Davidson Wide Glide. Not unusual, you may think, until you consider that, of the 200 miles of road on the island, only about 60 are tarmac. The rest being clay and shale.

Our first week ended in a small town on the Finnish border called Karasjok which remains in my memory mainly thanks to the vicious mosquitoes that bred there. When trying to sort out my lights (well, the bikes' really) I became almost a human sacrifice and as close to being eaten alive as I ever wish to come. So far we had not seen one of the famous Norwegian sunsets, as the sun stayed high in the sky all day and night and was still too bright to photograph. My two lasting memories of Finland are the long flat, uphill boring roads and the plagues of mosquitoes of biblical proportions.

After two days in Sweden, I was convinced that Norway contained all the scenery, campsites and Youth Hostels whilst the rest of Scandinavia had all the mosquitoes.

In a campsite we talked to an American whose parents had come to live in Norway five years ago and he asked us whether, having visited the most northern point in Norway we would be visiting the southernmost point? It hadn't exactly been planned, but why not?

Lindisnes is 2518 km. from the North Cape and is, as you may guess, a flat barren piece of rock. By the time we had reached it our time was getting used up, as was my front tyre which was, or had been, a knobbly. Since re entering Norway, by a rather interesting Dirt road my front tyre had begun to wear both dramatically and irregularly, which meant that speeds over 20mph had a pogo stick ride. Very amusing for Pete who was following but very tiresome (no pun intended) for me.

It was time to head back to Bergen and there were some long unlit tunnels to get through, which on the face of it were no problem, even with trail bike lights. However, as my lighting system had periodically given up the candle I decided not to tempt fate and to go round. Luckily these roads still existed but when I said round I really meant over. Up to about 4000 feet my overlaid two stroke was gasping, but the downhill was a series of 180° hairpin bends, however we made it.

In Bergen we stayed with some relatives and presented them with our duty free booze that we had carried round on the bikes for 3 weeks. We had in fact covered 4160 miles in three weeks without a puncture and had been prepared for any weather that the Norwegians could throw at us, except one. . .

The weather that we had encountered for almost all of our holiday was brilliant hot sunshine. The few Norwegian bikes that we saw were 750 to 1000 cc. which we could not understand as four or five months of the year most of the roads are nearly impassable.

Next year its the "Stella Alpina" Rally, but on the SJ650 I'd left at home this year.

Leo Crone, 35, Flamingo Close, Darlington, Co. Durham, DL1 1DW.

### Wonders of Modern Science

A Norfolk man has been given new heart by the installation of a kidney machine.

A lady of Papworth Hospital given a new heart was told that she would be able to play tennis when she returned home — as she couldn't play before she thought it was marvellous.

J.H.

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

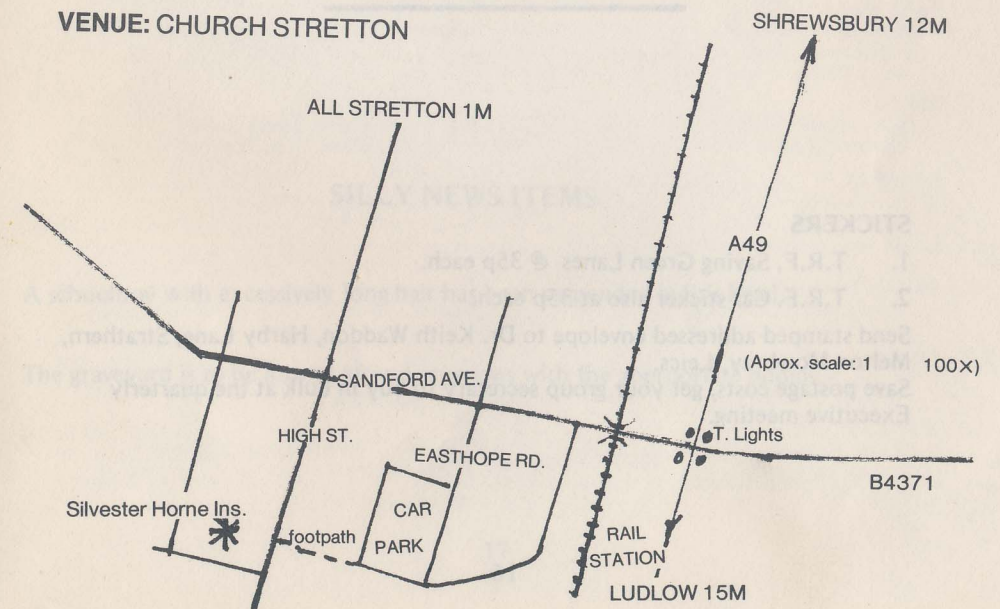
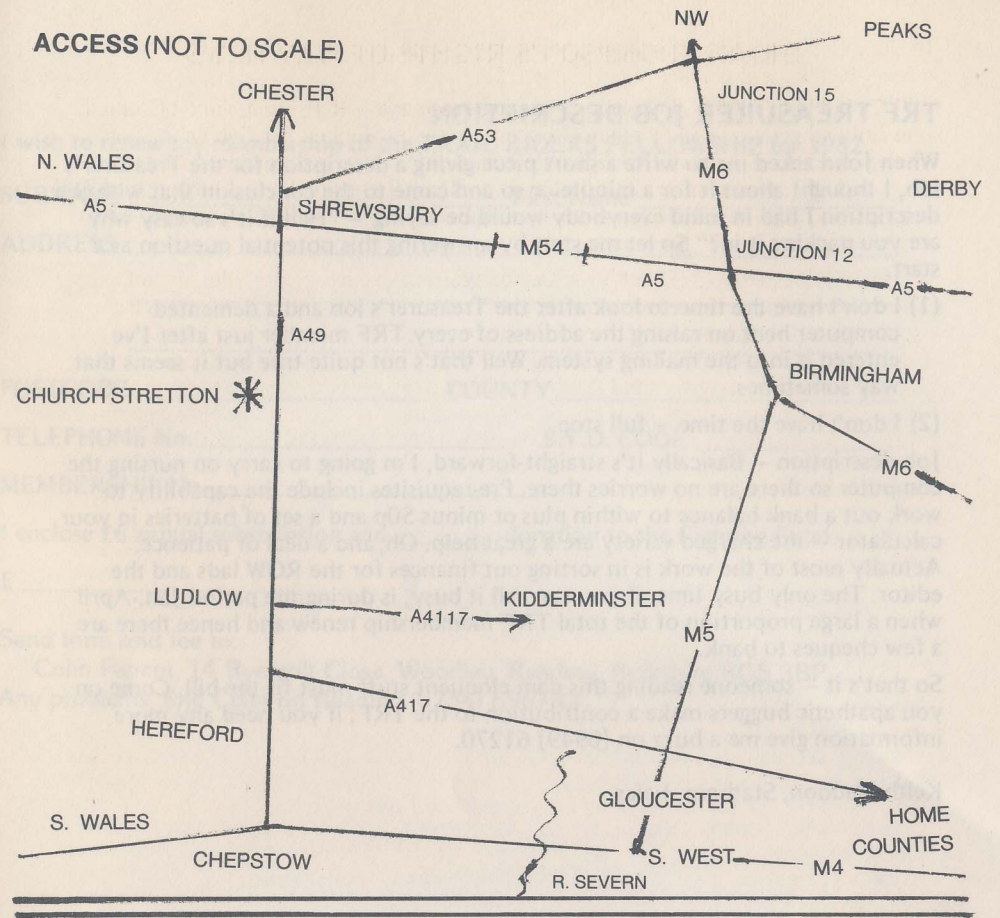


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## TRF TREASURER JOB DESCRIPTION

When John asked me to write a short piece giving a description for the Treasurer's job, I thought about it for a minute or so and came to the conclusion that with the description I had in mind everybody would be saying – "Hell if it's so easy why are you packing it in?" So let me start by answering this potential question as a start.

- (1) I don't have the time to look after the Treasurer's job and a demented computer bent on raising the address of every TRF member just after I've entered it into the mailing system. Well that's not quite true but it seems that way sometimes.
- (2) I don't have the time – full stop.

Job description – Basically it's straight-forward, I'm going to carry on nursing the computer so there are no worries there. Pre-requisites include the capability to work out a bank balance to within plus or minus 50p and a set of batteries in your calculator – the charged variety are a great help. Oh, and a deal of patience. Actually most of the work is in sorting out finances for the ROW lads and the editor. The only busy time, if you can call it busy, is during the period Jan.-April when a large proportion of the total TRF membership renew and hence there are a few cheques to bank.

So that's it – someone reading this dam eloquent stuff must fit the bill. Come on you apathetic buggers make a contribution to the TRF; if you need any more information give me a buzz on (0949) 61270.

Keith Waddon, Stathern, Leics.

### 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.

### SILLY NEWS ITEMS

A schoolboy with excessively long hair has been suspended by his head.

The graveyard is to be moved after discussions with the appropriate bodies.

**TRAIL RIDERS FELLOWSHIP  
LOCAL GROUP MEETINGS**

Group & Group Rep.	Pie & Pint Night Venue
<b>ANGLIA</b> Bob Aley, 1 Aldersford Street, Sible Hedingham, Nr. Halstead.	NONE
<b>BOURNEMOUTH &amp; POOLE</b> Keith Cockrell, 'The Bungalow', Winterbourne Kingston, Near Bere Regis, Dorset.	1st Tuesday — Dorset Soldier, Corfe Mullen
<b>BRISTOL</b> Ron Carter, 'Lynton', Westwood Road, Ebley, Stroud, Glos. Tel: Stonehouse 2702	2nd Mondays Stanshawes Court Hotel, Sundridge Park Road, Yate.
<b>CAMBRIDGESHIRE</b> Hugh Mason, 3 The Green, Haddenham, Ely, Cambs.	1st Monday of the month — The Golden Ball, Boxworth, Cambs.
<b>CHESHIRE</b> David Eaton, 125 Victoria Road, Northwich, CW9 6JH	1st Thursday — The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
<b>CHRISTCHURCH</b> Carl Nicolls, 30 Southey Road, Somerset, Nr. Christchurch.	1st Thursday — Ashley Hotel, Ashley, New Milton.
<b>CUMBRIA</b> Norman Phoenix, The Vicarage, Warcop, Appleby. Tel: Brough 683	NONE
<b>DERBYSHIRE &amp; SOUTH YORKSHIRE</b> Ian Dunsire, 1 Lodge Drive, Harley, Rotherham, S. Yorks.	2nd & 4th Tuesdays — The Victoria Hotel, 248 Neepsend Lane, Sheffield.
<b>EAST MIDLANDS</b> Graham Chinnery, 28 The Woodcroft, Diseworth, Derbys.	2nd Thursday — Flying Horse, Kegworth, Leics. (on A6).
<b>EAST YORKSHIRE</b> Howard Wadsworth, 7 Hammond Road, Knottingley, WF11 OHL.	2nd Tuesday — Kellingley Social Centre, Knottingley.
<b>ESSEX</b> Dave Andrews, 123 Burrow Road, Chigwell, Essex.	Last Tuesday — Warley Sports Centre, Holdens Wood, Warley Gap, Brentwood, Essex.
<b>EXMOOR</b> Ian Thompson, 17 St. Michaels Rd., Burnham on Sea, Somerset.	Last Monday of each month, 'The Stagecoachs' P.H., Taunton (Centre).
<b>GLOUCESTERSHIRE</b> Fred Lord, 22 Glynrosa Road, Charlton Kings, Cheltenham.	1st Monday — Raglan Arms, Conduit Street, Gloucester.
<b>HERTFORDSHIRE</b> Frank Diamond, 42 Aldridge Ave., Stanmore, Middlesex.	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
<b>LANCASHIRE</b> Keith Westley, 6 Briars Lane, Lathom, Ormskirk, Lancs.	1st Tuesday — The Bay Horse, Leyland, near Preston, Lancs.

<b>LODDON VALE</b> John Holloway, 25 Pheasant Close, Winnersh, Reading. 785995.	2nd Thursday — The Lamb, Theale, near Reading, Berks.
<b>NORTH MIDLANDS</b> Don Smalley, 33 Paris Ave., Newcastle Under Lyme, 620848.	3rd Tuesday — Jervis Arms, Onecote.
<b>NORTHUMBERLAND</b> David Young, 9 Edwards Road, Whitley Bay, Northumberland.	NONE
<b>NORTH WALES</b> Stan Whitaker, 15 Wedgewood Heights, Holywell, Clywd.	1st Wednesday — The Fox & Grapes, Hawarden, Clyd, (near Queensferry and Mold).
<b>NORTH WEST LONDON</b> Roger Newark, 76 Hale Grove Gardens, Mill Hill, London, NW7. 01-959 2386	1st Wednesday. The Valiant Trooper, Aldbury, Near Tring.
<b>NORTH YORKSHIRE</b> T. Thornell, 38 Woodlands Grove, Harrogate 888191	2nd & 4th Tuesday — Prince of Wales, Starbeck, Harrogate.
<b>SHROPSHIRE</b> Mike Dutton, Top Cottage, Eaton Eaton Mascott, Cross Houses, Shrewsbury.	Last Wednesday of month, except December) Bell Inn, Cross Houses.
<b>SOUTH EAST</b> Mike Rich, 18 Way Volante, River View Park, Gravesend.	2nd Tuesday — The Westcourt Inn, St. Hildas Way, Gravesend.
<b>SOUTHERN</b> Peter Wildsmith, 5, Meynell Close, Eastleigh, Hants, SO5 4DZ.	3rd Tuesday — Tabby Cat, Hildingbury Road, Chandlers Ford, Eastleigh, Hants.
<b>SUSSEX</b> John Penfold, 'Marriners', Nyton Road, Aldingbourne, Chichester.	Contact John (every other month i.e. Feb, April, etc. Hassocks Hotel, Hassocks.
<b>TEESIDE</b> John Bloomfield, 31 Thames Ave., Thornaby, Cleveland.	1st Wednesday — The Station Hotel, Kirby, near Stokesley.
<b>THAMES VALLEY</b> Terry Jolley, 49 Herondale, Addlestone, Surrey.	3rd Monday — District Arms, Woodthorpe Road, Ashford, Middx.
<b>WEST ANGLIA</b> David Knight, 89 Blackfriars, Rushden, Northamptonshire Tel: Rushden 313816	3rd Thursday — Scott Bader Club House (opp. Parish Church), Woolaston, near Wellingborough, and 2nd Thursday, The Swan, Salford, Near Cranfield, Beds.
<b>WEST MIDLANDS</b> Albert Billington, 171 Valley Rd., Solihull, W. Mids. B92 9AY 021-743 5801	1st & 3rd Wednesdays — King George V Memorial Hall, Stratford Road, Hockley Heath, Solihull, W. Midlands.
<b>WEST YORKSHIRE</b> Mike Pemberton, 36 Alder Hill Grove, Leeds 7.	1st & 3rd Mondays — Frizinghall Conservative Club, Off Manningham Lane, Bradford.
<b>WEST WILTSHIRE</b> Bill Riley, 141 Bath Road, Bradford on Avon. Tel: 3811	First Tuesday in month, Cross Guns, Avoncliff near Bradford on Avon, Wilts.