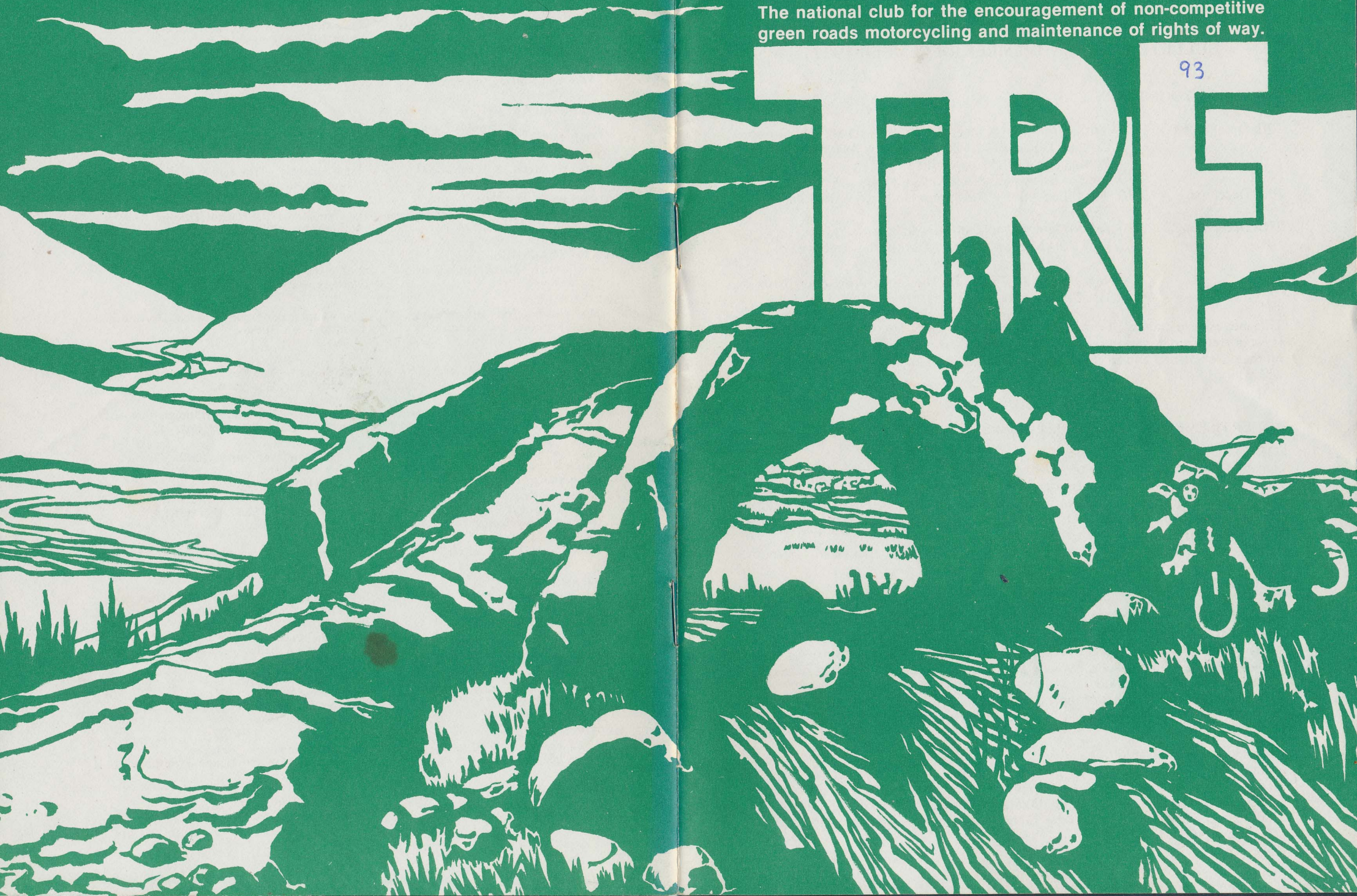


The national club for the encouragement of non-competitive green roads motorcycling and maintenance of rights of way.

93

# TREK



## TRAIL RIDERS FELLOWSHIP

### BULLETIN No. 93. NOVEMBER/DECEMBER 1982

#### DATES FOR YOUR DIARY

Sunday	
12th December	9.30 Yorkshire Wolds — meet Boothferry. East Yorks Group Contact Don Burt, 1 Villa Close, Low Ackworth, Pontefract. Tel: Hemsworth 612258
”	9.30 Vale of Belvoir, East Midlands Group.
19th December	9.30 'Mud' Berkshire — Ring John Holloway — Wokingham 785995
27th December	9.30 Askern Mud Bath. Meet Low Ackworth. East Yorks Group. Contact Don Burt, see above.

Next deadline for copy for the January/February Issue is  
31st December but the earlier the better.

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 DT175 MX. Jan 79, blue, 3700 miles. Fitted with Continental knobblies, 520 chain & sprockets, Enduro guards. Near rear wheel bearings, only used once in last 18 months, always garaged. Just rebored, needs running in. The price of £225 includes all original parts. No M.O.T. but that should be no problem to enterprising young lad. Delivery can be arranged.  
Honda spares; 1982 XL125R Crank, barrel and piston which has covered 700 miles. Suitable for other models, Offers invited,  
Tel: 01-998 6691. R.J. Rickarby.

\*\*\*\*\*

##### 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

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 Rhydython, Dolau, Near Llandrindod Wells. — Tel: Peny-Bont 200. O.S. Ref. 154665. (Sheet 148).

Editor and Distribution  
John Higgin  
11 Askew Drive  
Spencers Wood  
Reading RG7 1HG  
Berkshire  
Tel: Reading (0734) 882781

National Secretary  
Bruce Robert  
Sonwell House  
Fountain Square  
Youlgreave, Nr. Bakewell,  
Derbyshire.  
062 986724

Membership Secretary  
Ian Thompson  
17 St. Michael's Rd  
Burnham on Sea  
Somerset  
Tel: 786263

#### EDITOR'S CORNER

As we come to the end of another year of the T.R.F. life some of us look back over the last twelve years and some look forward. Fortunately the "Depression" has not yet affected us as badly as the motorcycle trade or some other clubs and I hope that it never will. We are only slightly down on membership whereas we should be down to half if we followed the trend. Like most clubs we depend on the hard work and enthusiasm of about ten per cent of members and they depend for their enthusiasm not on financial rewards but on the praise and thanks they get from the rest. How many times have you been on a run, or to a club night, or a Christmas Dinner and come away without thanking the organisers? Of course, they volunteered, but they volunteered for the good of the club, to help you enjoy yourself, and perhaps even unconsciously to hear you say "thank you". This is the time of year to get round to them all — the Treasurer, the Chairman, the Secretary, the Rights of Way Officer, and your local group representative and fellow workers and to say "THANK YOU VERY MUCH FOR ALL THE TIME SPENT ON OUR BEHALF LAST YEAR, have a drink, and we appreciate what you have done," and perhaps they will carry on doing it next year.

For my own part in the proceedings I would like to thank all those members who have contributed articles, news and views, and cartoons as I now have a little bit in hand for future issues, like the long dry summer, and I would like to wish the TYPESETTERS, and PRINTERS, as well as READERS a very Merry Christmas and a most Prosperous New Year.

John R. Higgin.

Apologies:

Some members received their last bulletin with a map of how to get to the Annual General Meeting after it had taken place. It had of course been planned to send out that issue on 1st October, in plenty of time, but it was received from the printers on the 5th, and the addresses were received on the 7th, and most magazines posted on the 8th. This was not, of course, the first details of the A.G.M. there was a page of details, addresses and telephone numbers in the July/August issue, but apologies to all for any inconvenience caused.

John R. Higgin.

The Sussex Group acted as Marshalls for the E.H.P.S. on their 100 mile Summer Solstice Ride. It was not only an excellent day out for us but we were used many times where horses and/or riders got into difficulties. We set out at 4 a.m. on the third of July and rode back to Plumpton at 3.30 a.m. on the 4th July, quite a days ride! Cheque for Fighting Fund.

Simon Webb, 3, Beddingham Close, Lewes, Sussex.

## SHROPSHIRE GROUP NEWS

This summer has been one of long rides into Wales. The longest being some 200 miles in one day and the last a 3 day camp near Borth on the August Bank Holiday. On the whole it has been very successful as many group members have no car and trailer so this was a way of riding long and scenic trails far from home. I think I have been across the Monks Trod no less than four times this summer. I know I went in the same bog hole twice, Brian Turner must have been the first to take the new 500 XT Yam across the Trod the morning after a late night party too, a shattering experience as we had started really early from Shrewsbury. For example on this ride we did the Portway (Long Mynd) the Kerry Ridgeway, Ryhader Mountain Road, the Monks Trod, the Strata Florida track and numerous other tracks as we returned to Shrewsbury via Llandridrod Wells, Radnor and Craven Arms. We had a few words to say on Japanese seat designers at the end of the day. I think Paul Kingston was observed riding side saddle at one stage.

On the home front we held a meeting at Phil Evans "Stately Home" to form some sort of plan to deal with the Shropshire Review when it comes. It was decided to split the county into sections between the members at the meeting and list the lanes under R.U.P.P.s, County Roads and lanes with no status, we have a lot of the latter in this county. When this is complete and I am amazed at the number of lanes in the section I took alone, we will be contacting local and Midland motorcycle clubs to try and obtain user evidence other than our own.

Also on the Shropshire front we must also thank our chairman Owen Booker for organising the venue for our A.G.M. Church Stretton is an excellent choice and has been a centre of trials and trailriding for many years before the T.R.F. came on the scene. I hope to see lots of you there, thanks to a N. Midland group member for marking our maps. We also had a great weekend riding in N. Staffs and Derbyshire this year. Surely this is what our organisation is about, exchanging information and presenting a united front, so see you there and bring your maps . . .

Shropshire Group Rep: Mike Dutton

## SOUTHERN GROUP REPORT

Things have been pretty steady down here with the usual Wiltshire inquiries being dealt with. Wiltshire also want to close some lanes in the Larkhill area on Salisbury Plain, as compensation some excellent alternative routes have been put forward by Bill Riley which we in the Southern Group have fully endorsed.

Regarding Hampshire, the usual crop of blocked lanes either deliberate or accidental.

A recent excursion into Southern Berkshire revealed a badly blocked lane reported by us some time ago had been cleared, the authorities having done their job, but both Brian Boden XL185 and myself XT250 were disappointed with the few lanes we rode, apparently unused.

Ian Thompson's article in the last Bulletin has spurred me into adding my bit. The current Japanese Trail bike fitted with Trials tyres, not knobbles, is quite suitable, there is no need for Enduro bikes as some people seem to think. I am sure face guards and the rest of the enduro gear (mostly unnecessary for trail riding) and even high front mudguards alienate us from the general public. I have always fitted low front mudguards (six Trail bikes so far) it pleases me to look at and keeps the bike and me cleaner and looks more like a normal bike, no, it doesn't clog up, 1½" of clearance is enough to keep it free.

Finally our A.G.M. will be the January meet so anybody interested in doing Rights of Way work one step forward and anybody interested in the social side, now virtually non-existent two steps forward.

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

Paragraph 3 noted with interest. This may be The Devil's Highway which was cleared by Ted & Simon Lees. However, the Loddon Vale Group do appear to ride 'away' in Somerset, Hampshire & Hertfordshire, rather than local lanes, but winter may keep them nearer home — J.R. Higgin.

## EXMOOR NEWS

The Do It Yourself run was a great success. Small groups of riders picked their one day's route, meeting up for lunch in a pub near Minehead. I think It's what green laning is all about — far more so than the massive processions which left Taunton Railway Station earlier in the year. My thanks to all of you who took part.

On Sunday 5th September we provided marshals for a British Horse Society, 30 mile ride on the Quantocks. We were most warmly greeted and thanked for our efforts, and spread much goodwill. I think most of us rode most of the course (checking marker flags and looking for lost horses of course). Perhaps it was as well we rode the course, since out of a predicted entry of 40 only 8 horses started and only 5 finished!

After hearing Ken Taylor's experiences as a Quantock Warden, several people have now sent in their applications for wardenship. It takes up only a few days in the year, is the very best p.r. we can get, and is good fun.

We have agreed to help with a survey of all RUPPs in Somerset. SOMROW, the Somerset rights of way group formed by the TRF, Ramblers' Association, British Horse Society, & East and West Somerset Bridleways Associations is to present a list of RUPPs which are blocked or in need of maintenance to Somerset County Council. Look at the lanes in your area and report the problem ones.

Ian Thompson, 17 St. Michael's Road, Burnham on Sea. Tel: 786263.

**DEFINITIONS** — An Animal Psychologist; A man who pulls habits out of rats.

\*\*\*\*\*

## THAMES VALLEY VISIT TO SOMERSET

A recent visit to Somerset convinced me that there is only one word required to describe Somerset, and that word is 'BRILLIANT'. Each lane that we rode had its own character, some of them were easy, some of them were hard and the remainder were nearly impossible! After a rainy Friday night the weather cleared up and Saturday and Sunday at least were dry. Saturday was the day that we rode the rocky route. One of the lanes called Torr Stepes turned out very wet for a certain person who took the wrong line through the river and hit a rock. My Dad says that the water is very clear, cold and tastes quite good and he was only studying the riverbed.

Sundays route was the muddy one, with some slippery rock slabs to add a little interest but the mud was a little unpredictable but was quite soft to land on and didn't taste too bad really.

Colin and Nick lead a group each and both managed very well, even if we did get lost a couple of times it added to the interest. We even came across some local wildlife in the shape of a barn owl and he seemed to take quite a fancy to trail-riding. Later in the day we met a local rider on an XT500 Yamaha who had been trying to locate the address of the Exmoor group which we supplied, so you now should have an additional member. Surprising really that we should come all the way from the Thames Valley to tell local riders where their group meets!

The whole weekend was very enjoyable and I hope that we can organise another visit in 1983.

Steve Harvey.

#### To all PAID UP Members -- and others . . .

Hello out there! Yes it's you I'm speaking to: the 5% of trail riders who can read and write. (Official RA statistics from: "Curbing the Noise Invasion: Shooting Vermin on a Government Grant"). Actually, I shouldn't be talking to you lot because I have been appointed, write it large, in capitals PRESS OFFICER, which title dooms me to launching erudite missives to high class Tory rags evermore.

But I want nay demand, your help. I don't subscribe to the Nether Mudtown Weekly or New Neo Nazi incorporating Family Fascist, so how will I know when they suggest the forcible castration of a large percentage of our members. "Screaming Hordes of Trail Riders, rotten with Foot and Mouth, multiply? Deflower Vicar's Maiden Aunt during Harvest Festival!" If you lot don't write in and tell me how will I know who to interview about the elbows and kneecaps?

Please do not think that I am trying to usurp your local rep's right to be actioned for defamation, but I am keen to see my name in a "Letters to the Editor" page every week as my Mum shows them to her sewing circle.

More seriously, if the TRF is to be more assertive in fighting our enemies we must make the most of every opportunity the various media present. To this end I should be grateful if anyone with good photographs of trail riding, both B/W and colour could either send me a print or lend me the negs. pref. both. Say where the photo was taken. Lie about it if it was on a footpath! (Only joking Mr. Mattingley, only joking!) Please don't ignore this request. The last time I rode south to photograph the Ridgeway I left the bloody brownie at home. Took the Girl Guide, though, had a smashing time.

At a recent group club night (Names deleted to protect the innocent) the idea was mooted of hiring a video camera and making an epic to rival "On any Sunday". A lowering dales sky; handsome, upright figures immaculate in waxed cotton freshly valeted, burble gently down Mastiles Lane discussing whether to sip Burgundy or Claret whilst reading Virgil (in latin) after supper. Suddenly, horror; a motley rabble of slaving beasts on all fours leaps over (and demolishes) a dry stone wall and try to drag our heroes from their machines and degrade them in the mud. That's just the ramblers; wait till you see their dogs! The leader of our heroes holds up a copy of "The Law of Highways" and ex-Honda Tee-handle cross-point screwdriver whereupon the baddies crumble to dust leaving just an empty pair of leather boots and khaki shorts. Do you see the potential? Show such an epic at the local rotary club between "Driller Killer" and "Fiona Richmond meets the Ku Klux Klan" and we'll all be able to afford trail riding in San Salvador or wherever.

Some keen business man was offering to hire out a complete video making kit for £5.00 per day, no strings attached. No aeroelastics attached either, so I don't give much for it's chances of survival after a quick bash over Pockstones and WooGill. Being the gentleman I am, though, I would give it a quick flash with the steam cleaner before handing back.

The thought now uppermost in your mind is: Does the Press Officer write trash like this to the Telegraph? Well, I suggest you buy it every day and see! What's that? You read the Sun? Are you sure you wouldn't be happier in the Rambler's Association?

The name is Alan Kind (and, no I'm not, I'm mostly mean). The address is 1, West Blackdene, Wearhead, Co. Durham. Tel: 09563 455).

Look to your pension, Lenny Setright!

Some people think that the Chairman's job is a sinecure and he does nothing between AGM's and Executive Committee Meetings — here he discloses a little of his other ways of spending his time —

#### IN OUR OWN INTEREST.

Over the past 12 months I have been involved with the Country Side Commission looking after T.R.F. interests, thereby giving Brian Thompson a respite from some of the R.O.W. work load especially meetings held in London. During this period I have had the opportunity of asking many questions as to how the C.S.C. monies are distributed to the various organisations; also trying to clarify how giving money to one organisation is not at the expense of another, so that the C.S.C. is not financing conflicting interests.

To those interested in knowing how the Ramblers Association, C.P.R.E. and some others, get their hands on (by our standards) large amounts of public monies, originally collected in taxes etc. and handed out by such bodies as the Countryside Commission and the Sports Council read on:

The Countryside Commission is able to make grants to assist the activities of organisations who play a part in the countryside. They do this by assisting financially with up to 50% of the cost. Their attitude appears to be that anything which helps in countryside activities may be assisted for a period of 3—5 years. A recent example is a grant to the ramblers so that they strengthen their membership and organisation in Wales. The ramblers have advertised the job at approx. £6,000 p.a. minimum to £9,000. maximum plus Secretarial costs and pension. The successful person would work from their own home. In reality it is a case of giving to the haves at the expense of the have nots. An organisation which already has full-time personnel is best placed to take advantage of this type of offer. The staff and resources already exist to maximise their entitlement. To give an example, staff who work part-time can use the grant to establish full-time jobs, even staff who start with the aid of one of these grants can use their time and effort to get further grants from such bodies as the Sports Council or the Manpower Services for other projects.

How can the T.R.F. get a share of the loot?

Firstly let me explain that it is a "project" which gets the support and progress reports are required by the C.S.C. The ramblers Welsh project means the selected person would have to generally put themselves around, visit any organisation that requires a speaker, liase with all bodies and be the R.A. voice and organiser in Wales. With the object at recruitment being uppermost what is done besides that is of no interest to the C.S.C.

There is no reason why the T.R.F. should not do like-wise. We could have a Rights of Way Officer who works on a similar project in any part of the Country. Many other ideas could be considered. The project would have to be approved by the C.S.C. who will make their observations and suggestions and in the end we may get some money.

There is a desire by the C.S.C. not to finance an organisation itself, no matter how essential that organisation may be. This is referred to as core funding.

With this in mind:

Have we any members who are unemployed and are able to devote themselves to a project for the next 3 years?

Have we any members who have the time and facilities to spare during the day who are interested?

Have we any retired members who are likely to devote one or two days a week pursuing a project on behalf of the T.R.F. for the next 3 or so years?

It is hoped that by the end of that period the job would be completed or self-financing, if not – well we could ask again. Anyone who thinks they could do the job, or if you have any practical ideas which could be of use, please let me know.

Just think, a T.R.F. Officer with half the wages paid by the C.S.C. two assistants of which one has half of their wages paid by the Sports Council and the other by the Manpower Services Commission. The remainder of their wages is achieved by the growth of members, sales from a T.R.F. office, plus general administration. If we have achieved so much with part-time amateurs what could we achieve with full-time professionals?

I may be over-stating the case, but . . . . .

SEYMOUR MOSS

## RIGHTS OF WAY NEWS – NOV. 1982

**THE RIDGEWAY.** . . The Countryside Commission have called a meeting for 19th Nov. to hear the Ridgeway Officers report and discuss the success or otherwise of the voluntary restraint during May to October this year. In the chair will be Lady Kirk, and Roy Brett will attend for the ACU and BMF and Seymour Moss for the TRF.

Just to stir everyone up the Ramblers Association have launched a strong attack on trail riders in their latest journal and press.

The RA haven't the decency to await the outcome of the talks before poisoning the atmosphere. I quote; "The majority of motor cyclists in the countryside are thoughtless, noisy and rude. . . . No one can appreciate the antiquity and magic of the Ridgeway with a string of Hondas, Kawasakis and Yamahas flying past . . . . Ramblers know from experience that throughout the country the problem of off road motorcycling is getting worse year by year . . . More and more motor cycles are being purchased and a growing number of models are being designed for driving on green lanes and open country . . . Someone must take a stand against this menace to the countryside and the Commission will have an opportunity to do just that when considering the Ridgeway . . . Above all they should spurn any idea of compromise" . . . Words fail me so I rely on Mark Twain (1835-1910) 'An experience industrious, ambitious and often quite picturesque liar' . . .

They ignore the lack of evidence to support their views. They ignore the 1976 Public Inquiry into the Ridgeway, because they lost!

They ignore the 1979 Ridgeway Officer's Report that rejected closure and of course they ignore the almost forgotten Government Green Lane Study reported that the RA allegations are exaggerated. Trail riding mileage has actually fallen, with a big drop in bike sales since '76, but don't underestimate the influence of the RA, they will never give up their battle to make the countryside exclusive to rambblers. Justice often goes to those with the most money and they are certainly spending a lot of money on their propaganda machine. A lot more than we are spending . . . even if we have a better case.

## WILTSHIRE . . .

Over 40 horse riders and motorcycle trail riders held a 'Pleasure Ride' over Salisbury Plain recently in protest at the threat by the military to close ancient rights of way.

The TRF joined forces with the Wiltshire Bridleways Association. Horses and quietly ridden trail bikes proved once again that both can get along well together. We hope the RA take note that most horse riders are willing to share the countryside with quiet and I stress *quiet* motor cycles. There is *NO* place on any green lane for *noisy* bikes and let us be very clear about this. On this point we have no argument with the RA or anyone. It is up to *ALL* riders and members to enforce the trail riders 'code of conduct'.

## TRAIL PARKS

I am getting a lot of requests for advice and help from local authorities and private persons seeking to set up trail parks and off road sites.

While this is strictly not a rights of way matter clearly it is very much in the interests of the TRF to see more sites of this kind. My problem is finding the time for this extra work and I am asking the ACU and BMF to recognise this problem and perhaps appoint someone to take over and develop this vital work.

## PROTESTS AT GRANTS TO THE RA.

We have objected to the payments of large grants of public money to the RA. One is to the Spicer Committee which the RA service and on this score I have no complaints. They act fairly and impartially.

The second grant is to enable the RA to appoint a full time officer for Wales.

If we could be sure that he/she would not spend some of their time in Wales trying to close green lanes we would not object.

We object to public money being used to enable the RA to more effectively lobby against our legitimate outdoor recreation while promoting their own interests. The National Farmers Union has also formally objected to such grants in a letter to the Commission from the Chairman of the NFU's Parliamentary Committee. They complain of the lack of tolerance and unwillingness to compromise.

One reaction from the Commission has been that we should also apply for grant aid, and so we are seeking ways of doing this but without full time staff our ability to draft such complex applications is more difficult.

**GREEN LANE STUDY.** . . The Commission have now admitted (following my apathy query) that it was unfortunate that the Report was not better appreciated though very wide distribution was given in 1979 and copies sent to every County

Council & National Park. It is strange that no one has ever heard of it. Because it is in our favour perhaps? The Commission to their credit have at my request sent out fresh copies to everyone concerned and I have been sent six spares. If you want a copy you will probably get one free if you ask nicely and enclose a SAE to Countryside Commission, Crescent Place, Cheltenham, Glos. Ask for a copy of the 1979 DART Report into green lanes. The Report has now been fully accepted by the Commission and is very useful ammunition with officials and inquiries. It's the *only* impartial evidence on the question of trail rider conflict and damage.

**SCOTLAND . . .** from the Tay Club in Dundee has come a request for more information on green lanes north of the border. The law in Scotland is a bit like it was in England before 1835. Very primitive with much bias in favour of the landowner! There *are* a lot of old green lanes crossing the Cheviots and Cairngorms for instance but I cannot say if they are lawful.

Many old roads were built by General Wade during the 18th century highlands rebellions, and some are lawful for vehicles today.

Research is necessary as is local knowledge and local use. If in doubt ask permission. A lot of Scotland is now owned by multi nationals, banks and foreigners who take unkindly to trespassing trail riders.

**THREE SHIRES HEAD . . .** Near Buxton on the Derbys/Staffs/Cheshire border and threatened by closure has been relieved thanks to good work by Mike Rowley, Ron Weale and others. Mike suggests a speed limit of 15 mph in this area to avoid further closure threats and to avoid the loss of Hawks Nest, Hollingsclough Cheeks Hill and Tenterhill; all famous trials sections. A section has been lost for the Scott Trial because a few riders have abused green lanes and the same could happen elsewhere if more care is not demonstrated. If you see riders 'scrambling at speed' on the Three Shires Head lanes let me know or better still point out the damage they are doing.

**LAKE DISTRICT . . .** Another unsung hero (like Adrian Wells) is Westmorland ACU Club veteran Alan Todd who at 67 still rides his 1953 Ariel HT500 on the Lakeland green lanes. Without Alan's hard work the results of the many inquiries held this year would have been very different.

The hearing into our Byway claim for Maiden Way was at Penrith on 26th October and the better known 'High Way' is on Nov. 2nd at Kirkby Stephen. This will complete the highly successful series of inquiries held since 1980 in Cumbria. Out of 14 I managed to take charge of 12. The ground work and documentary evidence was all researched and gathered over many years by David Howe who sadly is resigning. It is hoped that Pete Deeley of the TRF will take over the TRF Cumbria Group, and that the TRF, ACU and BMF will continue their first class team effort on green lanes. David and his wife Kathy organised many weekend adventure runs in the seventies and their insistence on quiet bikes and considerate riding set standards all trail riders should aim for if we are to survive, especially in highly sensitive areas.

Thanks are also due to Percy Duff, Northern Centre ACU; Geoff Wilson, Deputy Director of the BMF, and all those who donated to the fighting fund to save Lakeland lanes. Five years ago I would not have given much chance for keeping open green lanes in the Lake District with a hostile National Park and RA, but due partly to a tolerant Cumbria County Council we have had our best ever effort.

**COUNTY ROADS . . .** The status of which is of concern especially in Wales was discussed at the October meeting of the Spicer Committee. As I was at the Penrith P Inquiry Richard Marshall East Midlands Centre ACU and TRF official attended the House of Commons meeting on 26th October in my place. The Government promised to produce a white paper on this matter soon.

We maintain that County Roads are presumed carriageways.

**CENTRAL COUNCIL PHYSICAL RECREATION . . .** of which the BMF is a member have asked the Countryside Commission to take the needs of motoring interests into account. CCPR are also concerned at the lack of a broad range of interests represented on national parks. I have thanked the CCPR.

**SOUTH YORKSHIRE . . .** At Doncaster Crown Court on 11th October, farmer Mr. D. Broadbent of Norton pleaded guilty to charges of criminal damage by unlawfully removing and taking away 9 signposts and 11 sign arms.

The penalty imposed by the court was conditional discharge; cost of replacing the signposts of £225 plus court costs of the County Council to a maximum of £50 were paid by the farmer. The County Council have congratulated the Chief Constable. Many many hours of police time was spent with constables spending many uncomfortable hours waiting in hedgerows.

The derisory punishment and lack of fine is deplored. This is no deterrent to a common problem throughout the country and especially in S. Yorks which has signposts on EVERY public way. The Council are also to be congratulated for pressing for prosecution. Despite the court leniency shown last year when a farmer near Sheffield was fined just £5 for destroying a bridleway, the courts are at least consistent! Would they be so soft on a motor cyclist breaking the law? Of course not!

**NORTH WALES . . .** Almost unknown to the rest of us Adrian Walls has attended a dozen Public Inquiries this year in Clwyd for the TRF. Mostly without help apart from the Llangollen Club he has managed to keep open several good Byways and gained the respect of County Council and farmers alike.

Brian G. Thompson, 39 Warren Road, Thorne, Doncaster.

#### RIDERS REPORT HONDA XR200

Honda, the largest motorcycle manufacturer in the world have stuck almost exclusively to four stroke engines and in many sporting fields have paid the penalty. In terms of reliability and economy Honda owners reap the reward, however this can mean extra weight and complexity. In the trail bike field the earlier SL125 and SL250 have not been successful in obtaining the major part of the market but the second generation machine with less weight than the 250 and more power than the 125 is far more successful. The XL185 reported on earlier is a likeable machine but something more sporty was required. After a few seasons of trials and a Seeley framed 200 the XR200 was launched. Only a handful were imported to this country and were so far short of demand that almost a black market appeared. First reports were very encouraging and some members invested the full retail price, others waited for one year old second hand models to come on the market. Last year a new improved version was imported as the XR200A with pro-link rear suspension.

All our members reported themselves very pleased with their purchase as an excellent TRAIL bike in conditions found in East Midlands, Lancashire, Derbyshire, Sunderland and Staffordshire. No southern, Kent, Welsh or Somerset readers reported on their purchase, perhaps it isn't bought south of the line from The Wash to the Severn!

Why did members buy this particular bike in preference to some of the other excellent models on the market? There are two main reasons, the first is the lack of weight. Even after a days trail riding the machine is not too heavy to pick up when it is dropped. Secondly the fuel economy is not only greatly appreciated for its 70 to 80 m.p.g. but for the fact that you don't have to search for a petrol station late on a (winter) Sunday afternoon in the heart of the countryside. Most members are quite happy with the handling, being under no illusions that they would ever win an enduro if they entered. Graham Chinnery says that it is the only bike he's ridden that leaves the rider feeling that he controls the bike and not vice versa. A false but pleasant impression he concludes.

Consumable parts are available from main dealers, brake shoes, cables, light bulbs, etc., can be the same as those fitted to the XL185. Chains wear out rapidly as usual, and Honda sprockets are thought to be expensive at £28 or £38 but Supersprox cost half this. Peter Halstead uses a CR125 sprocket at the gearbox and a modified PE400 *steel* sprocket at the back, one tooth bigger — (Supersprox only supply alloy sprockets). Most riders fitted a 14 tooth — 1 tooth larger gearbox sprocket, Don Smalley fitted a 15 tooth. This is great for trail riding but still gives reasonable road speed, up to 75 mph. Chain wear can be brought up to reasonable life if a drip feed chain oiler is fitted using 'second hand' engine oil. Front chain covers should also be removed to enable riders to remove mud, grass, stones and any other collected debris.

Few riders mentioned the engine, particularly maintenance or replacement, it appears very reliable with lots of low down torque and sufficient useable power for all occasions. Not only that but it starts first time every time hot or cold. Oil and filters must be changed regularly and Nigel Foulds warns that Honda DO NOT make an oversize piston for this model. Don Smalley had leaking rear dampers and fitted Girling Gas Shock Absorbers, model 6390 — 26½" long are as good as the originals and cost a little less than genuine Honda spares. He must be seven feet tall! Most riders below 5'10" find the seat height a little high but those above are quite happy. Saddles are firm but give a numb bum after 50 miles.

First models with twin rear spring damper units handled excellently but the springs did rattle against the covers and this can be cured by wrapping them in shrink wrapping polythene and shrinking it — with a hair dryer or fire lighter I presume.

Now for the bad bits, not many really but unanimous agreement that the lights are not adequate for road use. The first cause for complains is that the headlight goes dim if the brake (light) is applied, then the rear light goes dim after 30 miles. Cures are many and various, different combinations of 6 and 12 volt bulbs, clippers diodes fitted to lighting and braking circuits (by Graham Chinnery). Many owners are grateful for the lack of complications by leaving off the indicators.

Individual problems are few as not many bikes have been owned more than twelve months, but Don Smalley had steering lock stops break off and re-welding melted all the grease out of the bearings and subsequent failure of the head bearings.

Later models with the pro link rear suspension are reportedly far better steering and handling but the Lancashire lads say that it raises the price to unrealistic levels.

Overall, owners are very happy with their bikes, on both overall handling and engine power, and details such as folding gear and brake pedals. No one is quite satisfied but detail mods to seat, handlebars, footrests and additional mudflaps to the front and rear of the front mudguard and the rear mudguard help finish the bike and keep it clean. The chain tensioner block wears out rapidly and should be replaced by a roller, says one owner.

Silencers work well but baffles break loose and rattle.

The bikes are not in abundance on the second hand market and 1980/81 models sell for £4 to £500, and 82 bikes for £700/£850 depending on condition and desperation of seller or buyer. Perhaps this bike is the answer for civilised quiet trail riding but it lacks the fire to catch the public imagination as a cult bike.

\*\*\*\*\*

The next Riders Report will be about the Triumph Adventurer, please let me have your completed forms — available from many local group secretaries — by early January if possible. This should be followed by the Suzuki PE175 @ — Owners please let me and others know how their Enduro bike copes with Trail riding!

## ENJOYING TRAIL RIDING

Out of thousands of people who go trail riding, only a few hundred are in the TRF — why? Perhaps the following is one of the reasons.

I believe there are two different sorts of trail riding. These appeal to different people (or to the same person on different days).

### A 'Touring on green lanes'

In this group you take it easy, look at the scenery, get off the bike to have a look at a cave or a waterfall. You may study the map and explore new lanes.

The actual riding may be anything from straightforward to almost trials type going in places, according to the interest of the group.

### B 'Covering the ground'

'Riding the bike' is perhaps the major enjoyment here. Members of this group will often wish to cover a lot of lanes in a day at a brisk pace.

Which group is best? — neither — they are different and appeal to different interests. There is no suggestion that the skilled or experienced people should go with either group.

I go trail riding once or twice a week and often meet trail riders who are non-members, or are members but who don't attend TRF runs. In conversation I have asked them why they don't come along, and in a significant number of cases it turns out that they are 'A' riders who have been in 'B' groups. The reverse is true but less commonly.

It is easy to imagine what it would be like to be a member of an 'A' group if your inclination is 'B'; a bit boring if not actually frustrating. However, it is not so easy to imagine what it is like for a 'A' man in a 'B' group. After every gate the rest of the group may shoot off leaving the 'A' man increasingly far behind. True they

wait at the next gate and will say "don't worry; just go at your own speed", but the 'A' man will very likely feel under an obligation to ride faster than he wants to so as not to delay the group.

I would like to propose that on TRF runs we strive to have at least one 'A' and one 'B' group. In this way we can appeal to a wider membership, and a more active membership. We will have done what we can to make sure each kind of rider has an enjoyable day out, and enjoyment is surely what trail riding is all about.

Gordon Dalgarno, 33 Westfield Grove, Wigginton, York, YO3 8QJ.  
Tel: York 761594

### LETTER TO THE EDITOR

Dear Editor,

I, like you, attended the A.G.M. last weekend in Church Stretton. Besides you and I, a grand total of 45 other members made the journey. Forty-seven out of a total membership of about 700. A pretty poor turnout by any standard. Yes, I agree, Church Stretton is awkward to get to, is a long way from where most of us live but is it really too much to ask that we make the effort once a year. The four of us who travelled up together were prepared to get up at 6 a.m. and get back home at 9.30 9.30 p.m. If we are prepared to do it, why not others?

The Chairman asked at one stage which way we, the members, thought the T.R.F. was headed. Can the answers he got from the 47 members truly reflect the attitude of those not present. The question of whether enduro bikes were acceptable or welcome among T.R.F. members was raised and again was a representative answer given?

Resolutions were put to the floor on a variety of subjects, candidates were proposed for various offices, votes were taken and counted, would the results have been any different if a greater number of members had been present.

Will any members who did not attend complain about the quality or the content of the bulletin, will they complain about the lack of new members, will they argue with this or next years policy regarding a whole host of subjects. If they do, is not the reply, since you did not bother to voice your opinion at the A.G.M., since you did not bother to attend and cast your vote, you have no right to complain now. It is a bit like complaining about the Tories when you didn't vote in the general election.

So to the other 46 who did attend, thanks and I will hopefully see you again next year.

John Holloway, Group Rep. Loddon Vale.  
25, Pheasant Close, Winnersh, Berks.

Dear Editor,

I am still debating who is the sillier, Ian Thompson for writing his article, you for publishing it, or me for bothering to answer it.

At the time when there are so many pressures and challenges facing the Trail Rider it seems insane to promote differences between ourselves particularly as there is absolutely no chance that anyone is going to alter their approach to trail riding as a result. What Ian Thompson is complaining about is called progress and wailing about it will have as much effect as it did when the horse and cart brigade condemned the internal combustion engine.

Let's face it, unless one is into personally re-creating a scene from the history of motorcycling, the average sensible rider is going to buy, ride and wear the safest, most comfortable and probably the snazziest product on the market. If they have any sense they will, if possible, take the whole lot home again on a trailer. The really decadent may well turn the car heater on and maybe even listen to the radio! No, I wouldn't say it's silly to do it the hard way — if that's what you really enjoy and you can afford the time, but it is unreasonable to expect anyone else to follow suit when they have a quite different idea of what's fun. After all, it is meant to be fun, not a duty, or a religious experience!

The image presented to the general public is naturally very important, but in my experience, someone who gets excited at the appearance of a motorcycle on his horizon neither knows nor cares about the difference between a Maico or a Mobylette. We are all Hells Angels or Scramblers to them, probably eyeing up suitable trees to nail virgins to. The North Wales group has progressed from British Heavyweights through Japanese trail bikes to Enduro bikes with no noticeable change in reaction by farmers, walkers etc. We still ride motorcycles and they either like it, don't like it, or don't care one way or the other. What sort of motorcycle just doesn't register.

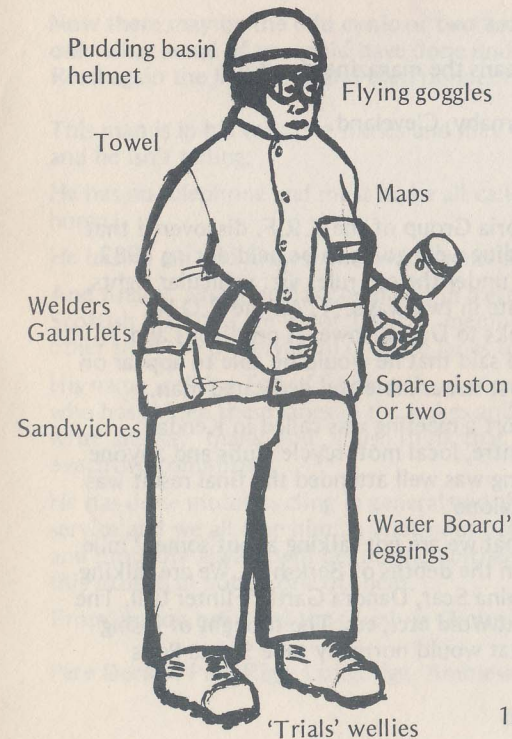
The important thing is to ride responsibly, smile at the walkers, chat to the farmers, and above all don't fiddle nervously with your hammer and nails whilst staring at their daughters.

Nick Banks, 218, Garston Old Road, Liverpool, L19 1QL

P.S. I like the new cover, but is the figure on the left doing what I think he is?

Editor's Note. Very many thanks to Ron Bilge, M.A. who designed the new cover.

### THE RARE GREEN-LANER



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

**SUPERSPROX**

**SPROCKETS**

**FOR RELIABILITY**

*ALL POPULAR 'OFF ROAD' TYPES  
FROM STOCK 'SPECIALS' MADE  
TO ORDER. CHAIN SUPPLIED.  
C.O.D. BARCLAYCARD*

**Roger Maughfling Engineering Ltd.**  
Station Works, Knucklas,  
Knighton, Powys  
Tel: 0547 528201 (5)



Dear Editor

I must reply to Ian Thompson's article in October's bulletin.

I agree with most of what he has to say, however I have to report a confirmed sighting of a 'green-laner' in the Yorkshire Dales recently. This rare example of a threatened species appeared to be fit and well apart from a slight case of two stroke poisoning. They can easily be recognised by their strident call note 'peep-peep', 'peep-peep' and should be approached with the utmost caution as they are rather timid due to pressure from the R.A. and N.F.U.

Although nothing is known of their mating habits they do appear to hibernate in the summer. Their numbers are greatest in the autumn and many of them flock together only to scatter in all directions at the end of the day.

Why is it that they often go hundreds of miles to places they do not know by a route they have never travelled before? Many scientists have tried to answer this question but they still do not know for sure how they navigate. It may be that they use the sun and perhaps the stars and moon. They seem to have a good memory for landmarks after they have migrated once.

It has been suggested by the Parks Authority that 'green-laners' should be ringed to show where they spend the winter or go to breed, but I think this would be cruel and impractical as they are so elusive and impossible to keep in captivity. What I would like to see is their natural refuge protected by law and you can help by sending contributions to: The Fighting Fund, c/o The Treasurer, Trail Riders Fellowship.

Thank you for your generosity,

John Bloomfield,

P.S. I like your new front cover! (He means the magazine's! — Ed.)

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

### ON HIS TODD

In the latter half of 1981 we in the Cumbria Group of the T.R.F. discovered that the Public Inquiries we had all been dreading were going to be held during 1982. Worse. They were going to be conducted under the old rules viz: vehicular rights, suitability and hardship. We were fortunate in two ways. 1. All the R.O.W. preparation was ready and complete thanks to David Howe. A prodigious and painstaking task. 2. Brian Thompson had said that he would be able to appear on our behalf at most of the Inquiries. A most remarkable and dedicated man.

However, in order to drum up local support a meeting was called in Kendal between the T.R.F., A.C.U. Northern Centre, local motorcycle clubs and anyone else that was interested. Whilst the meeting was well attended the final result was zero and David Howe was ready to 'go it alone'.

To get a sense of proportion remember that we are not talking about some 2 mile, tree-blocked, bramble-ridden, mud-hole in the depths of Berkshire. We are talking about Gatescarth, Stile End, Garburn, Walna Scar, Dandra Garth, Flinter Gill, The Old Coal End, Monkey Beck Grains, Great Wold etc., etc. The thought of losing these superb roads does in 10 seconds what would normally take Senna Pods 24 hours!

But things were not quite as they seemed because in a very short time a man who had been at that meeting in Kendal had 'phoned a few people and formed an action committee and it is this man and his subsequent actions that have prompted this letter.

Whilst the Inquiries are by no means at an end allow me to list what this man has done so far.

1. He created the aforementioned committee and set up regular meetings.
2. He attended the monthly meetings of the A.C.U. Northern Centre to lobby support from the sporting side.
3. He wrote an uncountable number of letters to M.P.s., County Councillors, Local Government Officers, District Councillors, Parish Councillors, Planning Board Officials, National Park Officers, Landowners and Farmers.
4. He made innumerable 'phone calls to all sorts of people.
5. He made many journeys in wet and bitterly cold weather to talk to people on our behalf.
6. He took signed depositions from farmers and landowners whose land bordered the lanes in question and who, whilst being sympathetic to motor cyclists, felt that they could not attend an inquiry to speak and be cross-examined.
7. In addition to the above he actually persuaded farmers and parish councillors to ATTEND INQUIRIES AND GIVE EVIDENCE ON OUR BEHALF! A remarkable and so far unheard of achievement.
8. He actually rode the lanes in question to familiarise himself with them.
9. He has attended all the inquiries that have so far been held sometimes for two or three days.

Now there may be the odd cynic or two amongst you who will say "so what, it is only what some of us would have done under similar circumstances". I doubt it. Read again the list above and then ponder the facts below.

This man is in his very late sixties and may even be older, no one knows for certain and he isn't telling.

He has no telephone and must make all calls from a public 'phone ½ mile from his home.

He has no car and must make *all* journeys on an H.T. Ariel he bought new in 1958.

And finally, whilst he has competed in a great many trials in the past including the Scottish Six Days, he is not a T.R.F. member and therefore has no vested interest other than the preservation of these lanes for future generations.

His name is Allan Tod of 9 Sharp Road, Kendal, Cumbria. In my opinion *everyone* who has ridden these lanes in the Lakes and Dales and can put pen to paper should write and say 'thank you'. I also think that a letter should be sent and signed by the executive committee.

He has done motor cycling in general and the T.R.F. in particular a very great service and we all owe him an enormous debt of gratitude. There have been, still are and probably always will be unsung, unthanked heroes but I am determined that this man shall not be one of them.

From and on behalf of the Cumbria Group — — THANK YOU ALLAN.

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

THE 1982 ANNUAL GENERAL MEETING  
CHURCH STRETTON, SHROPSHIRE

As your Secretary, Bruce Roberts, will do the official minutes I will attempt to merely give a brief sketch of what happened as I saw it, and leave the details to others.

It was at seven a.m. that my telephone rang and a friendly voice said that this was "your friendly alarm call, and we will be round in ten minutes". Since I hadn't yet got dressed a mad panic session followed and a 150 mile car journey to Shropshire. After a 20 minute wait for latecomers, from Yorkshire, as usual, Seymour Moss declared the meeting started and himself in the chair. Standing orders were as before and Bruce Roberts was to give the first Officers Report. Bruce said that as he had moved home from clay area to rocks he was glad that it had been a relatively quiet year. A lack of publicity had reduced enquiries even misplaced ones from parents asking where their offspring could learn motocross. He hoped that local groups could generate a little local publicity and look after their own affairs.

Richard Marshal then gave the Treasurers Report as Keith Waddon was working in the Shetland Isles and could not attend. We are just about breaking-even on subscription income covering expenditure at present but any rises or unexpected cases would need us to dip into reserves. The Treasurer thought that an increase in subscription was advised. Bruce Roberts said that the committee had discussed this and were against it.

Colin Patient then gave his retiring Membership Secretaries report of 350 new members, having had a total of 3000 members since the T.R.F. started in 1969. He had received a cheque for £50 for assistance given to Horse Enduroes.

I then gave my Editor's report saying that I had now come to terms with the balance between contributions received and printing technology, as with computers – rubbish in rubbish out! More contributions are always most welcome, both written, drawn or photographed and those received to date have been of very high quality leading to what I believe to be the best club magazine around, both in layout and contents. I would also like to thank Graham Sprigg for his work contacting potential advertisers. So far it has been largely unrewarded but those who have ventured have found the outlay returned many times. I hope to continue in 1983 at the end of which my enthusiasm may be running out and a new enthusiastic Editor will be required. John Penfold then asked if or how many copies of the Bulletin were sent out as free issues and the brief answer was none.

The next report was the Press Officer, he was not present and had sent no one a copy of his report.

Brian Thompson then gave his Rights of Way Report and noted that with the help of the Byways & Bridleways Trust the Wildlife & Countryside Act 1982 – Part 3 was mainly in our favour. We had been to High Court in the case of Compton vs Somerset C.C. and unfortunately lost, with costs of £820 split between us and the B. & B.T. There was a meeting due about the Berkshire Ridgeway on the 19th

I wish to renew my membership of the TRAIL RIDERS FELLOWSHIP for 1983.

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

November with the Countryside Commission. He noted that no signs had been displayed on the Ridgeway even though they would have cost the authorities nothing. There had been eight Public Inquiries in the Lake District this year and we had been well represented. Adrian Walls had attended Inquiries in North Wales and successfully put out case. Brian pointed out that the "Dart" Green Lane study was available free of charge from the Countryside Commission, John Dower House, Crescent Place, Cheltenham, for anyone who cared to apply. The Chairman and Rights of Way Officer are looking into ways of applying for grant aid from various bodies to match the £30,000 paid to the Ramblers Association.

A question was asked as to whether legal aid was a right for all members and Brian clarified the situation by stating that he would look into each case of members on their individual merits but support members with a good case.

Next followed the election of Officers for 1983. There was no change in Chairman, Seymour Moss, Secretary, Bruce Roberts, or Editor, John R. Higgin, or Rights of Way Officer, Brian G. Thompson. A new membership Secretary was volunteered and Ian Thompson, 17, St. Michael's Road, Burnham on Sea, Somerset was elected. A new Treasurer, Richard Marshall, 1, Burlington Close, Breaston, Derbyshire, was also elected. He would continue as unofficial assistant Rights of Way officer. A new Press Officer was elected in the absence of any word from the former. Alan Kind, of 1, West Blackdene, Wearhead, Co. Durham was proposed and seconded.

Resolutions that had been sent to the Secretary were then discussed and it was agreed to help the Byways & Bridleways Trust financially to the sum of £250 for the work put in preparing the Compton V Som C.C. case. Mike Dutton asked

that Rights of Way meetings should be convened to cover specific areas, e.g. Wales, with a representative from Shropshire, West Midlands, Gloucester, Avon, Cheshire and North Wales, attending. This was agreed. Colin Patient proposed that the Bulletin be distributed through local representatives, but the committee had been against this idea as being impractical and the meeting did not discuss it further. Ian Thompson proposed that Waymarking of public rights of way would avoid involuntary trespass, but after discussion it was agreed that although a good idea in theory it was difficult in practice. Agreed in principle.

There was then an open discussion and the question was asked if notice could be given to groups that there was a Public Inquiry held in an adjacent area. The answer given was that where possible it should be notified to the Bulletin but help was available through the R. of W. Officer.

Another matter raised was that the use of Enduro and competition bikes on green lanes gave the Fellowship a bad image and that this image was created by the Japanese Motorcycle manufacturers. It was pointed out that it was illegal to ride on the public highway with competition numbers. Seymour Moss wound up the discussion by stating that it was almost impossible to legislate but the more variety the better. Stan Whittaker of North Wales then asked if we were more interested in the quantity of members than the quality and the meeting decided that there would be some quality members who stayed if we had a larger quantity and that local publicity could get to the quality members that we needed. The meeting then closed.

## REPORT ON A GOOD DAY OUT

Bob Rowley and I had been planning a run along the Ridgeway since October last year. After many cancelled starts we finally got away this October, choosing a Monday for peace and quiet. Sunday was beautiful but when we got to our start at Harwell next morning it was raining of course.

A twelve mile road run saw us on the tarmac track past Streatley Golf Club where the route starts. Soon we were on dirt, which got dirtier then became a mixture of mud and grass covering a multitude of tuts.

We made good time up Gore Hill, past Grims Ditch to Lord Wantages Monument. Conditions were easier on this part, or perhaps it was just that we got tired later. On this section we met the first other users, several parties of soggy stable lads on racehorses. Shortly after we passed the start of an Arab Horse Society Marathon. A lot of expensive machinery, all four legged.

Our first and nastiest moment occurred a mile or so later, hitting suddenly and far too quickly — walking pace would have been too quick — the descent towards Uffington Castle which is wet, slippier than ice, chalk troughs. I managed to regain control after a couple of hundred yards of terrified braking with my boots. Bob was not so lucky, preparing to avoid me he came down hard with the loss of one turn signal.

We warned an Arab Horse Marshall about that part; he said he would pass the message back, but they had a vet following in a Land Rover anyway.

Beyond the Wayland Smithy we met a couple of riders on a DR400 and an XT500. They had allowed two and a half hours for the run, we had taken three and a half to come two thirds of the way — good luck lads.

From there on down to Ogbourne St., George and up onto a glorious part of the route over Smeathes Ridge. Some good, if slippery riding past Barbury Castle and above Avebury to our turning point at the A4.

Twenty minutes for lunch, then once more into the breach, dear friends! Wonder of wonders, the clouds parted and the rain stopped. We began to see the views we had been confident were hidden in the mist during our westward ride. Maybe not such a good thing this because we began to fall off more frequently.

Was it due to gazing at the scenery or to being far less hard and far more tired than we had thought we were.

Six hours of rain had made the chalk and rutted clay fiendishly tricky to ride. I went like a slow ISDE man for half a mile or so then something would give and the dive from side to side and rut to rut begin. Sometimes I stopped and when less lucky stuffed the bike upright into a hedge. But several times too often I fell onto the side which makes sure the engine floods and was left kicking for five minutes after I'd picked the thing up.

You will have gathered how I was feeling by now. Back East as far as the White Horse I think we were both secretly relieved — well not even secretly — to leave the Ridgeway and ride the parallel tarmac through Wantage and back to the car and trailer. About 100 miles, around 70 on the rough, definitely a good day out.

The bikes, mine an XL500 and Bob's an XT500 went perfectly. Five hundreds may be heavy but with a little preparation will go anywhere — yes we've been over Gatesgarth and the Monks Trod in the wet to name just two — and they are so much more satisfying to ride than small capacity machines.

To conclude, we were both delighted with the Ridgeway. It's a fabulous run, don't miss it. One day it may be too late if the bigots get their miserable way.

Steve Pighill, 11, Elmwood Rise, Sedgley, Dudley, West Midlands.

## LATE ADVERT

XR200A. Nylon coated frame — red. Marzocchi Forks, Koni Shocks, recent chain & sprockets. Excellent order. £400. May take 125 and cash. Brian Smith. Leek 384218 (Home). 383547 (Office).

## IN A LIGHTER MOOD

Advert in Richmond & Catterick Advertiser, Personal Column.

Responsible Lodger, reliable washing machine. Spanish lessons and trail bike required . . .

From Insurance Claim form:

The pedestrian had no idea which way to run, so I ran him over. I glanced at my mother in law and drove over the bank.

**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>	
John Ward, 11 Fern Hill, Mellor, Stockport SK6 5AN	1st Thursday — The Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
<b>CHRISTCHURCH</b>	
Carl Nicolls, 30 Southey Road, Somerford, 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>	
Neville King, 14 Cleeve View Road, Cheltenham, Glos.	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>	
Bruce Roberts, Sonwell House, Fountain Square, Youlegreave, Nr. Bakewell	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, Hiltlingbury 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, The Old Bear, Staverton, near Trowbridge, Wilts.