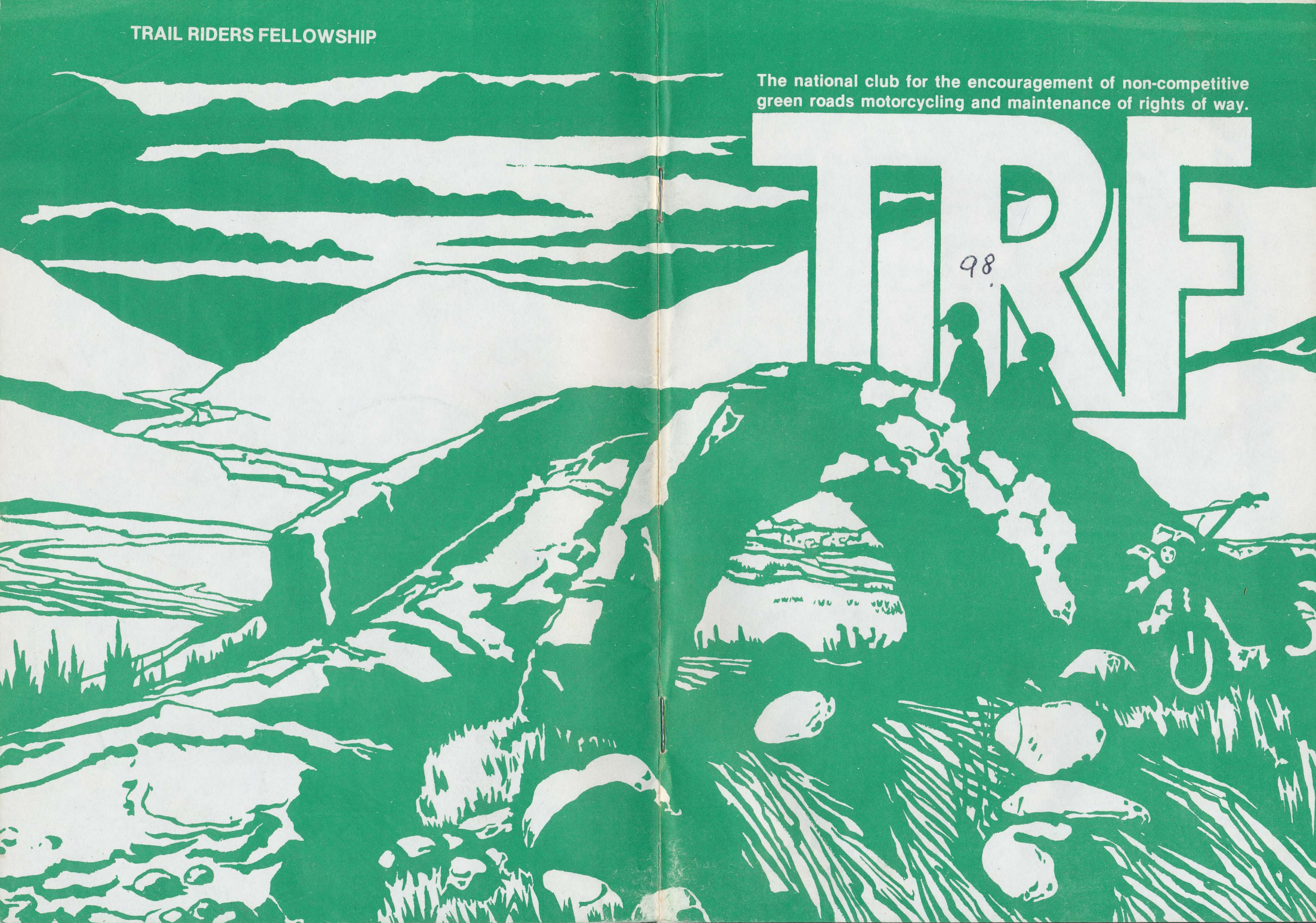


TRAIL RIDERS FELLOWSHIP

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

TREK

98



TRAIL RIDERS FELLOWSHIP

BULLETIN No. 98 September/October 1983

DATES FOR YOUR DIARY

OCTOBER 1983

- Sat. 1st Southern Group. Sussex Ride. Meet 9a.m. A3, disused Little Chef. Clanfield — Petersfield. Contact Allan Watts
Tel: Locks Heath 2075
- Sun. 9th East Yorks Group. North Yorks Dales. Meet Pateley Bridge.
Contact Don Burt
- Sat. 15th Southern Group. Meet Little Chef, Bishops Waltham, 9a.m.
Contact Allan Watts
- Sun. 16th ANNUAL GENERAL MEETING. Big 'K' Social Club, 11a.m.
KNOTTINGLEY, South Yorks. Contact Howard Wadsworth
Knottingley 83400
- Sun. 16th East Midlands Group. South Leics. Meet Syston. Contact
Graham Chinnery, Tel: Derby 810059
- Sun. 16th Bristol Group. North Gloucs Ride. Meet Beech Car Park,
Cirencester, 9.30a.m. Contact N. Wood 0242 580052
- Sun. 24th E. Yorks Group. Salter Fell Ride 9.30a.m. Meet Settle
Contact Don Hurt, Tel: Hemsworth 612258

NOVEMBER 1983

- Sun. 6th Bristol Group. Avon/Somerset. Meet 9.30a.m. Burnt House
Contact Dave Barnett, Tel: Bath 25879
- Sun. 13th East Yorks Group. Wykeham Forest. Meet Pickering 9.30a.m.
Contact Don Burt
- Sun. 13th East Midlands Group. Dove Valley. Meet 9.30a.m. Ashbourne
Contact Graham Chinnery
- Sun. 27th East Yorks Group. N. Yorks Moors. Meet 9.30a.m. Helmsley
Contact Don Burt

DECEMBER 1983

- Sun. 11th East Midlands Group. Sewstern Lane. Meet 9.30a.m. Notting-
ham. Contact Graham Chinnery
- Sun. 11th East Yorks Group. Yorkshire Wolds. Meet 9.30a.m. Booth-
ferry. Contact Don Burt
- Tues. 27th East Yorks Group. Askern Mudbath. Meet 9.30a.m. (for 12)
Boxing Day Low Ackworth. Contact Don Burt

These are the rides that I have been notified about, there are many others but details of them are only available from the local groups.

*

*

*

The Cambridgeshire Group now meet at the FALCON INN, Mill Road, Buckden. This is on the A1, near Huntingdon. The pub that was the previous meeting place closed down without warning. (They were waiting for ????? to buy his round!)

Editor and Distribution

John Higgin
11 Askew Drive
Spencers Wood
Reading RG7 1HG
Berkshire

Tel: Reading (0734) 882781

National Secretary

Bruce Roberts
Sonwell House
Fountain Square
Youlgreave, Nr. Bakewell
Derbyshire

062 986724

Membership Secretary

Ian Thompson
21 Channel Court
Burnham-on-Sea
Somerset

Tel: 786263

SEE YOU AT THE NATIONAL MEMBERS CONFERENCE

Now that we are seeing the start of the Winter season and darker nights, more muddy lanes, and some lane clearing is to be done, I hope that you are all in good spirits and sunburnt after the best summer for years. Don't neglect the paperwork and come to South Yorkshire to meet all your fellow members. This is not just for selected delegates but for all members to play their part in the running of the Fellowship. It is a time when even if you are not volunteering for a post, you have a chance to vote for or against those who do.

It is some time since any office was voted for as a choice, rather than the only volunteer, and I hope that this year the more northerly meeting will have an attendance of more than 10 per cent of members. There is no excuse for any member in Lancashire, Yorkshire, Cheshire, Derbyshire, the North East or the North West not to attend, or don't complain about a southern-dominated committee. This is your fellowship — show that you belong.

John R. Higgin

Next issue is a special issue about tyres. Your chance to write about your favourite rubber, what grip you get on chalk, limestone, clay, wet grass etc. Is long wear a trade-off against grip? Let other members know about your own experience. Letters to the Editor is open to all members. Last date for letters is 29th October, but earlier if possible.

ADVERTISEMENTS: Members Only. £1 for four lines.

ACCOMODATION:

Welsh Traditional Farm House. Under cover parking for bikes, room for cars and trailers. Seven beds, large lounge, colour TV, home produced food. Cost: B & B & EM £9.50 first night, £8.50 second night. Groups £8 per person — Dick and Jean Sutton, Pen-Rochell Farm, Llanfihangel, Rhydithon Dolau, Nr Llandrindod Wells. Telephone Peny Bont 200.

Lake Windermere. Bed and Breakfast, 26 separate beds, doubles/singles, colour TV, lounge, Ale house 20 yards. Evening meal, buffet, packed lunches on request. Yard to lock up 12 bikes. Ample car and trailer parking. B & B £5.75 first night, £5.50 three nights or more. Evening meal £3.25 — Brendan Chase, College Road, Windermere, Cumbria, LA23 1BU. Telephone 096 62 5638.

Beacons Guest House. B & B & EM. £10.50. 17 separate beds. Doubles and singles. Colour TV. Lounge, Bathroom. Two showers. Licenced. Private car park — 16 Bridge Street, Powys. Telephone (0874) 3339. R W Smith.

CLOTHING:

Barbour Suits. A Gold Medal Jacket £42.50. A7 Inter Jacket £32.75. 10% discount to T.R.F. Members.

Unrepeatable Special Offer. New type Dunlop Safety Wellies — Seconds, £7.50. Perfects £18.95. P.&P. extra. R. & D. Armstrong, 7 Bridge Street, Appleby, 52229.

CAMBRIDGESHIRE GROUP NEWS

Cambridgeshire Group have two main events to report. Firstly, and rather belatedly, we'd like to report on a VERY WET but good day out at the B.M.F. Rally in Peterborough during May. The weather was more suited to riding than sitting around in a marquee swilling copious quantities of foaming ale. Thanks to John, Paul, Dave, Chris and Andy for manning and organising the stand. We had many enquiries from various people and hope to have signed up at least a few new members. We were pleased to meet fellow members from far afield and would like to thank them for their support. See you all next year! Let's hope the sun shines for us.

The second part of our report concerns our jaunt to Scotland during May, in which eight of our members enjoyed many hours of riding in very scenic and testing conditions. The most gruelling part was taking six hours to cover 20 miles over a boulder field (we don't have many rocks here in Cambridgeshire). Although we enjoyed the riding immensely (at least I think we did), trail riding around the Aviemore region is becoming difficult due to, understandably, unenthusiastic lairds and keepers. The reasons being that there does not appear to be vehicular rights on most of the tracks we were riding and permission had to be sought, and we found that a few spectator riders from the Scottish Six Day Trail and local lads had been riding the tracks without prior permission, so upsetting the powers that be.

Nevertheless, it was a memorable break. Our thanks to Hugh Mason for all his organisation and planning, and also along with Adam Purser (our Rights of Way Officer) for their diplomacy in dealing with the landowners.

For more harrowing tales apply T.R.F. Tent, B.M.F. Rally 1984, Peterborough.

Keith Allen, 31 Cecil Road, Peterborough PE1 3PU

SOUTH EAST GROUP NEWS

The South East Group are alive and well, still exploring Kent to find deeper and better bogs to get stuck in.

In March, Ian Roscow and myself took 2 new lads out to show them around the local lanes near to where I live. These are pretty good, providing some challenging terrain in places.

Chugging along the Pilgrims Way we came to an uphill part where much to my surprise there was a minor traffic jam of cars.

"What's going on here then?" I said.

"A car hill climb" said the marshall.

"What up there?" I said, pointing up this one steep and rutted part of the North Downs Way.

"Yes" said the marshall.

"Hmmm, this I must see!" I chuckled.

So the four of us climbed the hill on foot to watch.

A short while later a three litre Capri crawled up the hill, ground to a halt due to a serious lack of traction and then had to reverse back down. Walking back to the bottom we hopped back onto the bikes and 'cleaned' the hill just to show them the way it should be done. Two wheels rule – OK!

The recent review of the National Motorcycle Museum raises a few interesting thoughts. Once the "Workshop of the World" Britain now appears to be the museum of the world, cars, aircraft, trains, working mines, mills, docks etc. They don't actually produce anything other than visitors. We even have a factory not far from the museum producing motorcycles the way it was done 50 years ago (well almost). Maybe if they opened it as an annexe at a reasonable entrance fee, money could be raised for R. & D., let alone an automated production line. I'm not knocking Triumph, that they exist, is a miracle, just concerned at the continuing trend.

I was prompted by the Editor's comment concerning my bit of Hertfordshire agricultural machinery. It used to be my sole transport in the late fifties and early sixties. When the car came along, it was cheaper to keep than accept the breakers offer. It is registered every summer and I do about 2,000 miles per annum on it, not on Byways. The other machine in a similar vein is my Sports Cub of 1960, first registered in 1962. This I have owned for 18 years. I bought it from my brother to visit the Isle of Man to watch the I.S.D.T. (Trials not Enduro then). It was my first experience proper of riding off tarmac for any considerable length both time and mileage. The nicety of a front ribbed tyre and close ratio gears was no problem. After heavy roadsters if it wouldn't go forward you just lifted it. Its Achilles Heel was E.T. (no, not a friendly fella from outer space) but a fiendish Lucas plot to ruin the average male. Their motto must have been "Every customer a development Engineer." Its full title being Energy Transfer, usually from the leg to the kick starter. When you have given up and pushed the bike about a mile, but not before, it would start first kick.

My experience led to the following changes – capacitor and zener diode with 12 volts – the difference was unbelievable, and it worked. Trials tyres front and rear and trials gearing. With a slight narrowing of the dual seat this bike was used for green laning until four years ago.

In the early days, I had put Norton dampers in the front forks, this resulted in no damping, becoming no movement or full movement. The back mudguard was shortened where it broke. Final major mod being a 21 inch wheel with a decent brake. The Cub brake was useless, being a 14 stone lightweight, I'll make no comment about carrying a pillion passenger. A 250 Royal Enfield hub was next used. This was twice the weight and only a little bit better. Finally a Honda 175 unit which couldn't be faulted. I even used the speedo drive removing the Smiths bailer on the back. This plus a 56 tooth sprocket was alright for sixty plus on the road. It revved until the tail lamp would shatter but it went.

Its last trail run was to the Rookery in Hertfordshire, when I lost an engine bolt. All the modern machinery made me think again, certain members then active made some rude remarks so I decided to put the cub out to grass. It's back in road trim now, 19 inch front wheel, close ratio box, Cub front brake and original rear units. One day maybe, rebuilt to look like it has just left the factory. That's just not really me, paint is to stop metal going rusty not to make machinery pretty. I now run a swinging arm DT 175 and have done for four years, there are still comments about my old bike, it its as good as the Cub, there's 15 years to go for the bike. Maybe it's me that's the problem!

Talking of age, I was stopped by a police motorcyclist who was concerned at two 175 Yams on a trailer. Having chatted about youngsters riding etc, we got on to the subject of Green Roads, Brian Thompsons name got mentioned as "that old bloke from Yorkshire who writes on Rights of Way in the motorcycle press." Old? he's longer than me! To make George Abbeys last riding days, I've over 30 years yet to go.

Seymour Moss, 47 Long Deacon Road, Chingford, London E4 6EG.

A WEEKEND IN DERBYSHIRE WITH THE HORSE RIDERS

The success of the Southern T.R.F. riders in acting as marshalls for Endurance Horse and Pony Society events filters through. In May, we (Derbys. and S. Yorks Group) were approached by Douglas Whitehead of the West Yorks. branch of the E.H.P.S. with a view to our acting as marshalls for them on a 25 mile competitive trail ride centred on Hayfield in Derbyshire on 12 June.

After checking the various rights of way with Brian Thompson (since some were beyond our regular territory), five riders met Douglas and Linda Whitehead in Hayfield car park on the Saturday afternoon: Ian Dunsire, John Bennett (a valiant effort after three hours sleep — he works nights), Kevin Thackeray, John Burkinshaw and myself.

Having armed ourselves with marker tapes, staples and stakes, we set out in three parties to mark the course. By the, of course, a persistent heavy drizzle had begun to fall, which lasted until we were back on the Sheffield side of the Pennines. Kevin and I marked the stretch over the moor, where one minute it was clear and the next the cloud had come down so we could barely see five yards ahead. It's not surprising that people get lost and sometimes come to grief in this part of the Pennines, even in mid-summer. As well as marking, we also obtained permission from the farmer to ride one bridleway which linked adjoining sections of the route. The only section we didn't mark was on the Kinder side of Hayfield, where the route had only a bridleway status and, apparently, the farmer didn't like ANYONE crossing his land. So the horse riders themselves marked this section and for the event it was marshalled by the local scouts. About two hours saw the route marking completed and us on our way home.

Come Sunday, it dawned bright and clear and saw me, still half asleep, in Hayfield car park by 8.45a.m. Ian Turner arrived soon after and we set off for the first checkpoint soon after the first group of horses were away at 8.55. We went the 'direct' way on tarmac but got lost in New Mills, stopped to look at the map and when Ian tried to restart, the kick-start lever fell off . . . so much for Yamaha . . . So the first three horses beat us to the checkpoint by five minutes. I spent a pleasant two hours or so sitting about in the sun, checking the horses through and chatting to their riders and supporters, including one guy who turned up on a BSA M21 outfit, on which he said he regularly rode green lanes. Who needs a tricky trail bike if you've got a BSA? . . .

The second checkpoint was manned by three ladies from the E.H.P.S. Anne Stephenson duly arrived to man the third, while John Layhe and Geoff Krzok manned the fourth, doing a good job stopping the main road traffic to let the horses across.

There were about forty riders competing, four of which did two circuits, fifty miles. The event passed off smoothly on the whole, only Douglas' horse, Arabella, losing a shoe on their second circuit, causing them to retire. However, the riders said this was the toughest course they had ridden and you could see some very tired horses being vetted at the end of the day. Ian took over the first checkpoint from me about midday, and with the last horse through at five to two, he just had time to make the pub for his Sunday Pint. Anne took her camera and managed to get some shots of bike and horses together, although most of the riders travelled in groups of up to six together. However, this did mean that when we needed to use part of the course, we could travel without fear of encountering and upsetting any horses, since they are unpredictable creatures.

GOING TO THE RACES

It was early this year that I had a 'phone call from a T.R.F. member in Farnborough saying that his local club had been asked to help at horse events at the Tweseldown circuit. As they were unable to be of assistance, they wondered if we'd be interested. Ever mindful of good public relations we invited the organiser along to our meeting, at which Louis Braham was giving us a talk about the Bridleways and By-ways Trust, to give us details of their requirements. As it happened, the lady in question was far too nervous to stand up in front of a roomful of male motorcyclists, even following Mrs Braham's example, and so her husband told us all about it.

Tweseldown Common 'belongs' to the Property Services Agency for army use, but is now surplus to requirements and they would have liked to sell it as building land. Since it has been used for horse and motorcycle events for some time, and because it is one of only a few 'open' lands in the area the horse riders managed to find five people to raise the £50,000 required to rent it for five years. There is a Race Course but it is mainly used for cross-country eventing and in this each horse jumps as many as 30 fences, losing points for 'refusals', and only two are allowed at each fence. We are required to collect score sheets from each fence judge. The alternative is to call in the local pony club of young riders, and since they are not as fast as motorcycles and the horses are worn out after two to three hours of riding, and youngsters needing more supervision, two or three trail riders could do the job of twelve or more ponies.

It looked a good opportunity to ride our bikes quite gently on land that historically had been chosen as being similar to South Africa, and the only drawback we could see was that some meetings were midweek.

The first meeting was on a Sunday and John and Steve Holloway had a great time riding around collecting score sheets and the occasional nip of whisky. The next one was a Wednesday, following May Bank Holiday and — surprise, surprise — no-one could be found from the Loddon Vale Group. Fortunately a call to the Thames Valley Group revealed that Nick Walker had a free day and he helped me find all the scorers. We also enjoyed a cooked lunch (provided) and finished by half-past-three. Thanks Nick. The next meeting was on a Sunday, but was put back a week as the army had decided to play war games in the next field and leaping horses didn't take kindly to firecrackers and tanks emerging from bushes. It was also a big meeting, with 300 horses riding four separate routes. Because it had been postponed for a week, it coincided with our monthly run and no volunteers seemed available. Once again the Thames Valley Group helped out with Kate Clow, Terry Jolley and two more members, and Barry Fudge who had cancelled a holiday came along as well. After an initial panic trying to cover four circuits we got sorted out and then there was barely time for lunch before it all finished and we collected stray marshalls and horses and flags and all went home. Incidentally, once the last horse had gone people leave faster than at the first bars of the National Anthem in the cinema, so it is a good opportunity for a quick blast around.

Another noticeable feature is the total unflapability of the organisers and the total control they have over every aspect, and their volunteer workers. They must have real silver tongues to get thirty or forty fence judges to a midweek meeting, and at the big meeting they had sponsors for every fence. Just the sort of people to run the ISDE?

The last horse was home by about five o'clock: John and Geoff set off after them and cleared their section of markers back to Hayfield; Anne was on her way home by now and Ian and I set off to meet John and Geoff and clear the rest of the course. We missed them and were only obstructed by one zealous young lady who insisted, quite correctly, that motorcyclists are not allowed on the Sett Valley Trail. Due explanation was given and we passed on, in fact we eventually cleared the major part of the course: it was a thoroughly good ride, except when I managed to get well and truly bogged down right beside the golf course . . . On the other hand, Ian had the good fortune to find the winker which had detached itself from his bike on a previous circuit.

It was a good day out and not a hard one, which we all enjoyed and our efforts generated a very welcome donation of £25 from the E.H.P.S. towards our Funds.

John Blackburn, Flat 2, 72 Barnedale Road, Sheffield, S7 2DP

In answer to the bit about the Hand Protectors in Bulletin 94 written by A. Kind.

Dave (my husband) and I too, thought these hand protectors would be a great idea for the cold weather, the standard handlebar mitts not really being practical for trailing. We both use our bikes for commuting to work and for camping at weekends during the winter months, so we clock up a fair few frozen miles. The ones we bought were French made and called "Macho" hand protectors (jeez, what a name!!) and cost £5 per pair. These were duly fitted to the bikes and lo and behold . . . frozen hands. Maybe not quite as frozen as they would have been without the protectors, but if you do buy them, don't expect miracles. They do, however, keep the rain off your hands and I suppose dry hands will keep warmer than wet.

These hand protectors are really designed, as the name implies, to protect your hands against knocks or blows, and for that purpose they do work, saving a knuckle grazing on many a narrow trail (which in Derbyshire usually have rather solid dry stone walls on either side). Also, extending past the ends of the levers, I've found them effective in stopping levers being broken in the event of a fall.

I must, however, agree with Mr Kind in that they do rather make you look like something out of the Paris-Dakar – and what's wrong with that!

Just as a final thought, whilst out trail riding I managed to lose my maps and map case on a trail (too busy clinging on for grim death). The maps were old, and rather than hold the rest of the group up going back to look for them I decided to write them off to experience.

Next day, having purchased two replacement maps and not relishing the task of re-marking them up, I received a phone call from a friend (and fellow trail rider) who had done the same lane later that Sunday and had found my maps and case, luckily recognising them as being mine.

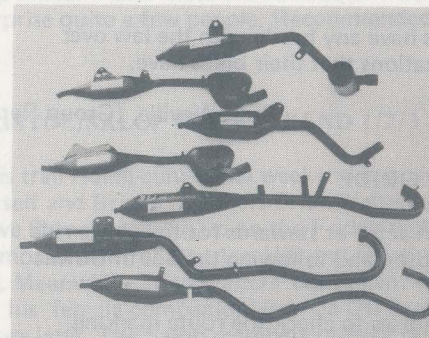
I have now written my name and address on all my maps so that in the event that I lose them again, at least I've a chance of having them returned as I may not be as lucky again to have a friend find them.

Rosie Swindells, 87 Whiteways Road, Sheffield S4 8EW

Sammy Miller POWER-PLUS SILENCERS

NEW MILTON, HAMPSHIRE, 0425 616446

POWER PLUS SILENCERS



SILENCER SYSTEMS

Honda XL 125K, XL 125/185S, XL 250S.

Suzuki SP 370-400

COMPLETE SYSTEMS

Yamaha XT 250, XT500.

Honda TL.

Total Price inc. P&P £39.95

SM TENSIONERS

Roller Type

Honda XL 125/185S, XL 125R, XL 250S, XL 500S.

Suzuki SP 370/400

£5.25 + 75p P&P

Bultaco, Cota, Fantic, TY 175

£4.00 + 75p P&P

ALLOY BAR BRACES

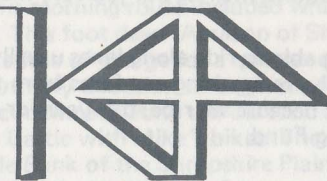
£3.50 + 75p P&P

PADS

£2.50 + 50p P&P

BELT BUM BAGS

£4.60 + £1.00 P&P



Kelcoat Engineering Plastics Limited

Does the paint fall off your trail bike.

Why not get it coated with nylon.

Long lasting. Hard wearing. Good looking.

Take it to Kelcoat, Barnfield Industrial Estate, Leek, Staff's or our Nottingham Depot.

Telephone Leek 383547 or Nottingham 704295.

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



SPROCKETS FOR RELIABILITY

ALL POPULAR 'OFF ROAD' TYPES FROM STOCK 'SPECIALS' MADE TO ORDER. CHAIN SUPPLIED.

C.O.D. BARCLAYGARD

Roger Maughfling Engineering Ltd.
Station Works, Knucklas,
Knighton, Powys
Tel: 0547 528201

(6)

A few weeks later saw six of us down at Box Hill for our wet run. As always, Coldharbour was in prime condition with water deep enough to reach the bottom of the petrol tank in places. Magic!

The next month's run (April) was around the Crowborough area and what with all the rain we had in the spring, we enjoyed a sticky time. More recently the lanes have all dried out what with July's heatwave. We anticipate the autumn rains should return them to proper condition.

I have written a letter to the B.M.F. magazine about using knobbly tyres and plastic petrol tanks on the road to see if they can do anything about informing us of their exact legal status or, indeed, changing it. I have been told that some Jap cars have plastic petrol tanks!

I would be interested to know if other riders have any hassle with the law over knobbly tyres and/or other off-road modifications that their bikes have.

Steve Neville, (Group Rep.)

SUMMER SOLSTICE HORSE ENDURANCE RIDE

On 25 June '83 the Sussex Group once again acted as stewards for the above ride which is 100 miles long; starting from Plumpton and following the South Downs Way to Hampshire's Queen Elizabeth Park.

We set out at 3.30a.m. in front of the first horses to check the route marking. Along the way trailriders were positioned to keep an eye on the horses and their riders in case of injury or lameness, etc. The local CB Club were positioned on each hilltop and provided very good communications, making our job very much easier.

This is always a very enjoyable day for us, being able to ride along lanes usually closed to us, also the horseriders are very friendly, recognising our faces from the different events we steward for them, and lastly because we ride, this year for a total of 21 hours and raised £50 for the Fighting Fund.

A thoroughly enjoyable and worthwhile day.

S. Webb

PERFORMANCE TUNING IN THEORY & PRACTICE – TWO STROKES

Author: A. Graham Bell Publisher: G.T. Foulis & Co. Cost: £8.50

THE EMPIRE STRIKES BACK!

Which Empire? - Well, first the British one. This book was written by a New Zealander no less, and when could the Antipodeans teach us anything about engines (with the occasional exception of Jack Brabham and Phil Irving)? Then the book is written by someone called A. Graham Bell – no doubt with the christian name of Alexander. Sounds familiar? Give me a ring if you remember who it is?

Secondly the Japanese Empire – the one owned by Messrs Honda, Suzuki, Yamaha and Kawasaki, since most of the engines in the book are produced initially in Japan and our Antipodean friend tells us how to get them to go faster.

The book is in two basic parts – that applying equally to all engines and then detailed information as to what to do to your particular engine to give it more power. The detailed information is about port grinding, expansion chamber construction, piston filing, cylinder head squish band construction, ignition, the bottom end, carburation and power measurement.

The book is very thorough and instructive and should be a mine of useful information for any rider of a current Japanese or Austrian engined bike, and could save its cost in avoiding an expensive blow up to your delicate little motor.

Although two strokes have never really been part of the British motorcycle industry, apart from a few fly-by-night firms such as Villiers, British Anzani and S.O.S. – and these are covered in Roy Bacon's book – I think that sales may surprise quite a few people. Recommended.

John R. Higgin

BRISTOL/SALOP TRF WEEKEND 1/2/3 July 1983

This trail-riding-cum-social weekend happened with the co-operation between myself and Bristol members Brian Walters and Ron Carter. Ron, Dave Giles and Dave Barnett coming up on the Friday night to sample the delights of 'The Compasses Inn' at Bayston Hill and to be ready for the 9.30a.m. start next morning. Meanwhile Brian Walters' contingent decided upon an early start (6a.m) and he, his 'female companion' Brenda (Hi Brenda!), Dave and Julian arrived three hours later. The Salop members present boosted numbers to 14, so we split into two sevens. Mike Dutton led his group round some very overgrown lanes through South Shropshire on the way to the lunch rendezvous at 'The Three Tuns', Bishop's Castle. His morning route included what we purport to be the longest ford in the country. This foot deep 'Amazon of Shropshire' starts at Worthen and washes your bike free of charge for a quarter of a mile! My group headed in a slightly more southerly direction through the foothills of the Longmyad, crossing that hillock, circumnavigating the Caradoc and re-crossing the Mynd to meet at Bishop's Castle with Mike's bikes. The glorious weather and panoramic views from Pole Bank of the Shropshire Plain left us gasping, so 'The Three Tuns' did a good trade during the 2 or 3 hours we spent in their beer-garden! The afternoon ride back took in the Kerry Coach Road, Stapeley Hill (thanks to Graham Williams for finding the start of it!) and a sound climb up to The Stiperstones. Mike's group took in some of the lanes we had done in the morning, including the Longmynd Port Way. That evening, I introduced the Bristolians to the way we Salopian trail-riders keep fit – we went to a Ceilidh ('barn dance' to the plebs) where jigging, reels and hand-jiving were practised in anticipation of a bit of footwork in getting the bikes up Wenlocks greasy climb the following morning! One of the Shrewsbury lasses initiated Ron Carter into the trendy new Shropshire custom of bum-fondling, which he assures us will catch on in Bristol. I think we should nip it in the bud before it gets a firm hold of our younger generation!

Sunday's ride started later than Saturday's in order to give the more hungover riders a chance to point themselves and their machines in roughly the same direction. At 10.30a.m. in Church Stretton Car Park we met Paul Kingston (our Chairman – although he doesn't have a side-car), Phil Evans (Treasure), Phil Davies and Derek, who were our run leaders for the day. We did our Amoeba act again, splitting into two groups to travel The Roman road, around Caradoc, Hoar Edge, up, down and around Wenlock Edge, Diddlebury and lunch at 'The Tallyho' at

Bouldon. Again the weather was giving the mercury some 'gip' and so we kept the landlord busy as well as his daughter, who was making the cheese butties. Although the weather was hot, the lanes were very muddy and the claggy Wenlock clay takes some removing once it has cohabited with Japanese metal. We returned to Shrewsbury around 5-ish and all agreed it had been a very enjoyable and successful weekend. We look forward to meeting our new Bristol friends for a reciprocal arrangement in the near future. Keep up the good work Ron!

Stewart Wellings, (Shropshire Group Secretary)

Dear John,

We can arrange similar weekends for any group interested. Just get them to ring the following number.

Stewart Wellings, 17 Broad Oak Crescent, Bayston Hill, Shrewsbury, Shropshire SY3 0ND Tel: (074372) 2800

FROM THE MEMBERSHIP SECRETARY

The new memberships are still coming in. Each article in a motorcycle magazine produces a batch of new members eager to find out what the experts (that's you) are up to. We have been well served by motorcycle magazine articles this year thanks in no small part to the efforts of T.R.F. Press Officer, Alan Kind.

Each new member receives a copy of the T.R.F. Constitution, the latest magazine I can find and a letter welcoming him and telling him to get in touch with his local group who will welcome him with open arms.

Membership includes over three hundred new members!

The *craze* for trail bikes is past. These new members are *serious* about trail riding, BUT are they going to stay T.R.F. members next year? I believe they will do so only if their *local* group can offer them something, in addition to the legal advice and regular(!!!) Bulletin provided at national level.

How many members will we lose next year? We lost over two hundred this year. Some left because they moved on to competitive motorcycling — trials or enduros. Some left because they no longer had time for motorcycling — the wife/kids/house needed some attention, but some left to continue trail riding by themselves outside the T.R.F. It is this last group that we *need* to stay with us. This can only be achieved at a local, personal level by you getting to know your local members and enjoying trail riding together.

The address list of all current T.R.F. members is stored on a computer, indexed by county, to provide address labels for the Bulletin. If you would like an up to date print out of your county's members it can be arranged quite easily. Let me know.

When was the last time you rode a new lane in your area? Have you really found all of them? I keep unearthing(!) new ones. I have new lanes to explore for years to come.

Do you use a lane that others have not discovered? Tell them about it and show them where it is.

Do you go to your local group's pub night? Do you go with any ideas for runs? Do you talk to any new faces you see there?

The more you put in to the T.R.F., the more you get back. The T.R.F. is run not by the 'Executive Committee' but by over eight hundred individual members all out exploring green lanes. *THAT* is what it is all about. Get the message across to the new members in your area.

Membership runs until December 31st 1983. But you can renew for 1984 from October this year. Make sure you and your local members renew *and* have a T.R.F. worth supporting.

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

MARKET REVIEW

One of the fascinating aspects of the T.R.F. is the broad-based make-up of its membership — often reflected in their choice of motorcycle types. Probably the ideal 'green lane' machine would be a compromise between two main stream classes of motorcycle produced, namely the dual purpose on/off road Trail bikes versus the full competition Enduro bikes.

Fairly fundamental changes have occurred in the last eighteen months or so with the supply of both types of machines for the UK market — dominated, of course, by the 4 Japanese brands. The Trail bike market has been greatly affected by the introduction this year of the new 'Learner' legislation limiting first time riders to maximum 125cc machines with a maximum power output of approximately 12hp. The effect of this has been double-edged. Firstly, the demand for the previously popular 175/250cc trail machines has all but disappeared and secondly, we are witnessing the emergence of all new 125cc machines whose manufacturers are intent on capturing market share in this new 'volume' sector to start to create brand loyalty when the young riders trade up. Such dramatic models as the Yamaha DT125LC — the No. 2 best selling 125cc machine this year — are developing the trail bike image to one of pseudo-motocross. An interesting development here is Honda's watercooled 2-stroke MTX machine produced as both a 125cc and 200cc variant. Whilst many green laners would find 125cc machines lacking in power and torque (even when de-restricted) the Honda MTX200 may be the forerunner of a new batch of eminently suitable 'green lane' machines.

1982 was definitely a buyers market for the traditional 175/200/400cc trail machines as manufacturers struggled to sell overstock in these sectors prior to the introduction of the new 'Learner' legislation. Whilst the 4 big 4's stocks of these machines have been cleared there should be both new and secondhand bargains at the dealerships.

The Enduro market has suffered a severe decline in recent months with manufacturers dramatically reducing 1983 model imports as stock from 1981 and 1982 has been carried forward. Whilst serious enduro riders will go for the latest specification models there are real bargains to be had when buying 1 or 2 year old machines — where the overall performance from even a 175cc machine is more than adequate for most trail riders. Try Fowlers of Bristol (Tel: 0272 770466) for a full range of Yamaha enduro bikes, especially a IT175H for around £695 or Newport Kawasaki (Tel: 0633 852024) for a 'street-legal' KDX175B at around £699.

Jake Penton

Until this year we offered you only one way to tackle the rough and the smooth, our XL range of gutsy four-strokes with their impressive low and mid-range pulling power.

This year though, we offer those who prefer the peakier response of a two-stroke the choice of two all-new two-stroke trail bikes, the MTX200RW and MTX125RW.

And just as the XL range resemble our pukka enduro bikes more than ever this year, so the MTX200 and 125 resemble our works motocrossers.

MTX200RW

Perfect for those who prefer the peakier response of a two-stroke but don't want to sacrifice mid-range power, the MTX200 features a 26BHP reed valve liquid cooled single cylinder two-stroke engine with our Auto-control Torque Amplification Chamber (ATAC) exhaust system to boost low and mid-

range power. Ignition is CDI. Rear suspension is single-shock Pro-Link with a box-section swingarm and front suspension is by 35mm air-assisted forks.

Electrics are a full 12 volts and the headlamp is a halogen unit.

MTX125RW

Looking almost identical to its bigger brother the MTX125RW is perfect for the learner who wants the looks of our motocrossers and the snappier response of a two-stroke. Engine is a 9kw (12BHP) liquid cooled single cylinder two-stroke with counterbalancer and CD Ignition.

Like the bigger bike, front forks are 35mm air-assisted units while rear suspension is our single-shock Pro-Link system with a box-section swingarm.

Electrics are 12 volt and the headlamp is a halogen unit.

XL500R

Not for the faint hearted, the XL500R's 4-valve overhead camshaft single cylinder engine packs a mighty 4kg-m of stump-pulling torque. Ignition is CDI and the camchain adjuster is automatic.

At the front are air-assisted forks, and at



MTX125RW

the rear is a box-section swingarm and single-shock Pro-Link suspension with adjustable damping and remote reservoir.

XL250R

A perfect all-rounder, the XL250R features a 4-valve overhead camshaft single cylinder four-stroke engine with CD Ignition and auto-



XL500R

matic camchain tensioner.

Good traction and roadholding are taken care of by single-shock Pro-Link rear suspension with adjustable damping, and remote reservoir, and air-assisted front forks.

XL125R

A great way to learn on dirt or tarmac, the



XL125R

XL125R pumps out a gutsy, predictable 9kw (12BHP) from its overhead camshaft single cylinder four-stroke engine with no-maintenance CD Ignition and 12 volt electrics.

Rear suspension is single-shock Pro-Link with adjustable damping, remote reservoir and a box-section swingarm, while traction at the front is taken care of by long-travel air-assisted forks.

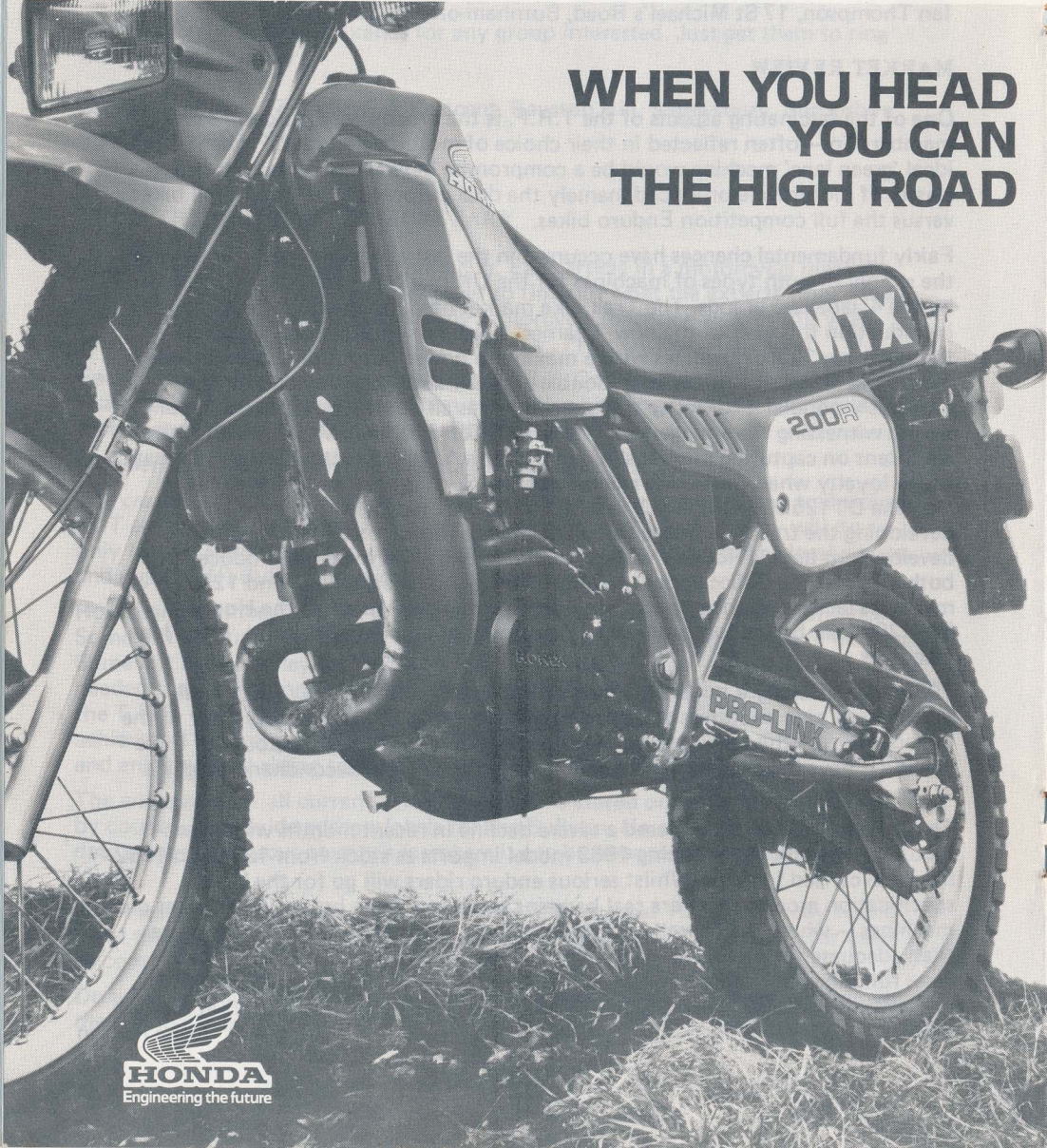
Such carefully designed and thoroughly engineered bikes as our on/off road models deserve a backup service and clothing and accessory range that's just as well thought out and well designed.

The backup service is the outstandingly comprehensive Hondacare scheme, and the accessory and clothing range comes in the form of the Hondastyle range of goods.

For literature and prices phone the **Honda Hotline** on 01-409 3189.

**WHEN YOU HEAD
YOU CAN
THE HIGH ROAD**

**FOR THE TRAIL
NOW TAKE
OR THE LOW ROAD**



NEW TRAIL BIKE PRICES (Recommended Retail – latest known prices)

A.J.S.	250 Trail £1250	KTM	125 Enduro £1495
			250 Enduro £1595
B.M.W.	R80GS £2650		356 Enduro £1749
			420 Enduro £1795
BSA	125 Tracker £810	KAWASAKI	AE50A2 £479
	175 Tracker £856		AE80B1 £549
CAN-AM	125 Qualifier £995		KE100B2 £609
	175 Qualifier £1145		KE125A10 £699
	247 Qualifier £1360		KE175D3 £649
	350 Qualifier £1435		KE175D5 £729
	400 Qualifier £1520		KL250C £899
CAGIVA	SXT 125 £770	MZ	Pathfinder 123 £560
	WMX 250 £1549		
	DG 350 £1399	MORINI	344 Kangaroo £1845
			478 Sahara £2095
FANTIC	Two Hundred £1195	NEVAL	Electronic Trail 125 £495
HONDA	XL125R-C £859	SUZUKI	TS100ERX £639
	XL250R-C £1245		TS100ERZ £699
	XL500R-C £1545		TS125ERX £699
	MTX80RF-D £775		TS125ERZ £799
	MTX125RWD £939		DR125S £839
	MTX200RWD £1045		PE175 £1199
	CT125-C £725		TS185ER £799
	CL250S-C £945	YAMAHA	DT50MX £539
	XR200R-C £1095		DT80MX £589
	XR350R-D £1445		DT100 £635
HUSQUARNA	250WR £1427		DT125LC £829
	430WR £1524		XT125 £770
			DT175 £890
			XT500C £1331
			XT550 £1433

RIGHTS OF WAY NEWS

PLOUGHING

I am doing a survey of the extent of ploughed green lanes. Please let me have details in your area. Bill Riley has already let me have a first class detailed report for Wiltshire showing 50% are gone. In Lincs about 80% are ploughed out. This survey is for the Spicer Committee.

It is already clear that this survey will show once and for all that ploughing is the No. 1 problem in the countryside, not a few motor bikes.

We are attacked simply because we are an easier target. So let me present some hard evidence to prove that ploughing is far more serious. For this report I need your help. The National Parks make trail riders unwelcome. Yet if half the green lanes in such counties as Notts and throughout the eastern side of England are gone just where can we go?

YOUTH HOSTELS ASSOCIATION

Have written to say that they want to find a way of involving motorcycles in an off-road cross-country scheme. The letter is very confused but just as welcome for an initiative that recognises off-road motorcycling from a very large countryside organisation. More details later.

The RA who regard the YHA as their private club will, I hope, be furious at motor bikes using youth hostels.

ROAD BIKE SECTION OF T.R.F.

With the T.R.F. paid up membership refusing to grow far over 1000 members, but with many more than 10,000 trail riders we must broaden our appeal. I want to form a road bike section in the T.R.F. and will move this at the AGM. We have never held a run on for road bikes or converted roadsters, or for that matter catered for slower, elderly members. A rider feels out of place on a rigid 1948 Velocette 350 Special in a party equipped with competition machines like IT Yams, XR Hondas and PE Suzies, with 17" of suspension travel at each end. We must cater for all tastes and abilities. I have heard complaints that some T.R.F. runs are like Enduros with a set mileage and no time to relax and enjoy the countryside. I held a run for the Vintage Club and roadsters on August 14th in Derbyshire which was most enjoyable and this will, I hope, be an annual event. The best day out for years.

The T.R.F. is losing out on a lot of potential members by giving the impression that the T.R.F. only welcomes members with modern trail or enduro bikes.

I don't have a trail bike at the moment. I have to do my green lane riding on a Honda 400 Automatic.

WORCESTERSHIRE POLICE ON THE WARPAT

T.R.F. members in Worcs have been threatened with a court summons if they ride any green lane not shown on the Definitive Map as a Road Used as a Public Path (RUPP) or Byway.

As a former copper I can confirm that on rights of way matters some police are very dim. They simply fail to understand the law as we see it. The problem in Worcs, like several other counties, is that there are NO RUPP's in the entire county. This doesn't mean that trail riders have to ride outside the county, but only that we have been waiting 30 years for a chance to upgrade some 200 paths and bridleways to byways. I have advised the T.R.F. in Worcs to carry on riding the many green lanes that should have been RUPPs years ago if County Hall had not slow timed the review procedure. If vehicular rights exist the T.R.F. will support any member in court to defend their right to ride under the law. Not bad for £6 year!

APOLOGIES TIME

The Countryside Commission (who I am pleased to say must read this magazine) have sent me a letter of complaint about an item some months ago about the 80 mile long Peddar's Way in East Anglia. I used a Ramblers Association news item that the Commission wanted to close parts of the Way that are green lanes. The Commission assure me they have no such plans and ask for a full apology and I am happy to do so. I look forward to the Peddar's Way Long Distance Path being free from the same endless campaign to close the Ridgeway LDP. The term 'Path' in the official designation LDP is unfortunate. The Ridgeway is a road, not a path and all too often what is RA policy one day is Countryside Commission policy the next. Although Marjorie Price is my sternest critic, the T.R.F. Group in South Yorkshire have taken me to task following my T&MX praise of South Yorkshire County Council, and tell me about several lanes with 'No Motorcycles' signs. I shall be happy to take this matter up if details are supplied.

It would be a very dull life if I had no critics at all!

DERBYSHIRE

Contrary to rumours that have reached my ears the old way over Cut Gate Pass (Derwent to Flouch Inn) is not a County Road. It is a bridleway only. It was also awarded a Public Bridleway in an 1826 Enclosure Award. The evidence is rather thin. Use if you must at your own risk on a wet Thursday in November. I doubt if the T.R.F. or anyone will help you if you get caught by the hordes of Peak Park Wardens up there. What did you expect for £6 year. A cast iron guarantee?

Doctors Gate . . . The same applies. Very dodgy. A Bridleway only. Washed out bridges and chock-a-block with RA officials. Eyam Moors are still obstructed. One day when time allows, this case will go to court. User evidence badly needed. Used pre-1960s.

YORKSHIRE DALES

Foxup Moor and Halton Gyl; to Raisgill . . . Riders are again being challenged by the farmers. If anyone gets a summons contact me at once. Foxup Moor evidence is thin. Woo Gill . . . Please stop apologising to the farmer or Water Board officials. This is an old road but dodgy. Don't use if you haven't the guts to 'Use as of right' and will defend that right in Court. Faint hearts stay at home on this one.

Looking forward to a few Court battles over these sooner or later.

PLOUGHING AWAY YOUR RIGHTS

In a Report for the Spicer Committee (Spicer Committee: House of Commons Rights of Way Review Committee [of which the writer is a member]) the shock news that 80% of rights of way (including green lanes) in the County of Lincolnshire are destroyed by ploughing surprises even me. In Notts and Wilts the figure is about 50%, and many others are almost as bad.

The County Councils concerned have primary responsibility for preservation and maintenance of public rights in the countryside. In counties like Lincolnshire they have exercised that responsibility in such a way that hundreds of public roads, bridleways and footpaths have been abolished without due process of law. Millions of pounds worth of land values have been handed over to private land-owners and farmers by the total failure of authorities to implement the will of Parliament.

Those ruthless and greedy enough, have closed rights of way by ploughing out (so that no-one can use them) with an assurance that they will *not* be opposed by the highways authorities. If anyone dares to object, then the inaction of the authorities affords excellent protection for the farmer. For only councils have the power to bring a halt to the rape of the countryside and only they can prosecute.

There is a cynical distortion of the processes of government so that laws made by Parliament shall *not* be carried out to enable private interests in land to set aside public rights on that land.

This is a fundamental corruption and defiance of Parliament. We are made unwellcome in the National Parks, yet outside in arable areas most green lanes are destroyed. We should be given the power to prosecute, though this would upset the all powerful farming and landowning lobby. Have they something to fear from an effective implementation of the law? *You bet!*

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

RIDER'S REPORT — SUZUKI PE175

When I asked members to let me have reports about their bikes I expected to receive quite a number about the PE175 because it is one that is talked about a lot and has a high reputation for speed and handling. Despite several reminders and pleas in the Bulletin the response has been rather poor in quantity and I realise that this is a reflection of the actual number of bikes sold and used on the trail — not a lot!

This bike is not normally listed on the Suzuki price list and is normally sold as an out and out competition machine. It is made for the markets of U.S.A. and Australia where dry riding is the norm and in daylight. It is also made to be ridden in one event where it handles superbly and goes very fast, and is then taken home and given a thorough check-over and clean, with any parts showing signs of wear being replaced. This is fine so long as the owner is aware of what he is buying, but at one end of the scale as a posers machine around town and at the other end of the scale as a hardworking go to work and then ride green muddy lanes every weekend with only occasional maintenance it would be a disaster.

Of the several comments against the bike none were more unanimous than that about the lights. The most common word was 'diabolical' and there is no doubt that this would be almost the last bike to ride after dark. Brakes received very mixed reports, some more up to date comments said that they were good whilst others, written before our long dry summer, reported that they were terrible once mud got in. Some said the front was bad, some the back and Steve Holloway's report said the brakes were fine but the fold-back lever for the rear brake was bad. John Stock reports that he has to clean out his brake shoes after riding through mud but this gives me a chance to mention one of the better points again mentioned in many letters that the Q.D. wheels were greatly appreciated and compared most favourably with the last owned bike. It is certainly a point that any manufacturer should put (back) on his future designs list. Almost all riders thought that they had a really good bike, but then if you have invested your hard-earned money in what everybody tells you is the best machine since sliced bread you are very reluctant and even (in view of the way you might depress the second hand price) foolish to give away the bad points. So I will carry on with the good points. Firstly any rider will tell you that the suspension over really bad surfaces, and the faster the better, is really in a separate class from a normal trail bike. 'Armchair comfort' is the expression used by Ron Rickarby, and he is no heavyweight, although a keen and hard user. Petrol consumption is considered high but not unreasonably so for the power put out by the motor. For a 175cc 100 miles to a tankfull is not quite enough but for the power available 40mpg to 45 if ridden gently is considered quite adequate. All riders accepted that the engine was peaky and almost half had fitted Boyensen Reed valves, which were reported to have increased mpg and lower speed torque.

The only rider who decided that he could not live with the engine is John Stock, and he has now fitted an XL250 engine which should produce some very interesting effects if he meets other riders with standard engines. His comments were that the engine has no low speed torque and needs to be buzzed everywhere. His other moan, not mentioned by any other owner, is that spokes need to be tightened after every ride, and replaced regularly. Living in Hertfordshire I can't think that he suffers from lots of rocky going, unless he rides in Derbyshire, Wales or the Lake District, which unfortunately he doesn't disclose.

All owners are quite happy with the silencing of the bike as it comes, well, not

ecstatic, but think that it is acceptable, but then many are changing to other tail-pipes for a whole variety of reasons.



The expected parts to wear out certainly do. Fork seals are mentioned, and of course, tyres, chains and sprockets. These are the usual penalty for having all that performance on tap. Ron Rickarby says that his bike 'eats chains' but then the only bike that has ever been reported as being reasonable on them is the Triumph Adventurer, and that had steel sprockets and a cush drive.

Controls get little mention apart from Steve Holloway, who is especially particular — or the only one to think of it. He has fitted wider Renthal bars and Yamaha switch-gear for the electrics, that is smaller and neater. He also mentioned the folding tips to the gear and footbrake pedals, generally thought to be a useful innovation when seen at shows but heartily cursed in practice by Steve (who can!).

John Shearer experimented with brake shoes from the TS185 which were cheaper but not as good.

Service and parts are not reported as being any trouble in practice. There is a rumour that parts may not be available for bikes over two years old, but this was not substantiated. Lee Bros were mentioned as being very helpful for parts.

Final roundup is that the carburettor has no drain plug, which is embarrassing to any rider getting water in the carb, for whatever reason. Although the original swinging arm bearings give a good service life, it is thought that the replacements do not last anything like as long.

Conclusions are; think hard before you buy one and only buy it if you enjoy riding hard and long. It will then repay you with good handling and plenty of power, but if you are not a dedicated rider it will cost you a lot of money and probably will not be appreciated.

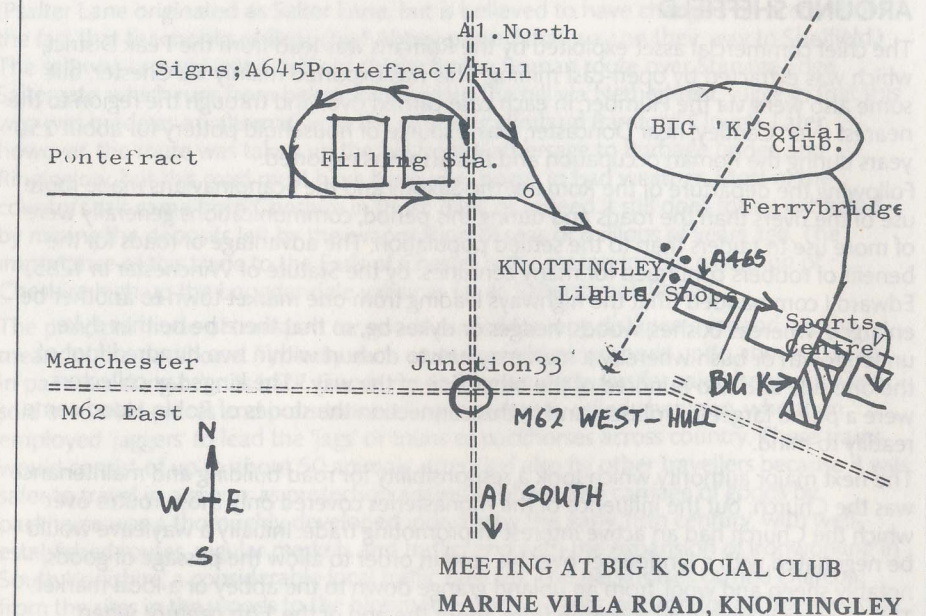
*

*

*

Next machines for the Riders Report are Yamahas. Let me have your forms filled in with all relevant details about IT175 and XT250, and following a challenging note from John Holloway, does any member ride an AJS Stormer or later variant apart from myself? Let me know your news and views.

HOW TO GET TO THE A.G.M.



NO FRIENDS OF OURS

A new pressure group 'Friends of the Ridgeway' has been formed to back up the RA 'ban the trail riders' campaign. It has two main aims. To exclude vehicles from the Ridgeway and to exclude vehicles from 'historic green ways' which are about 1000 miles of the longest and most scenic green lanes in England and Wales. How nice and tolerant they are, they say it is just an accident of history that the Ridgeway allows a right for motor cycles.

They regard trail riding as highly offensive, noisy and disturbing.

Take a look at the line-up involved... Their Lordships Avebury, Kennet and Melchett (RA President); Patric Cormack MP and Douglas Jay MP; Oxford Dons Atkinson and Neild, the boss is Maurice Mendoza, former Government Minister, second-in-command is Brigadier Bellman MC, a Wilts County Councillor.

Secretary is Nigel Forward, former Under Secretary at the Department of Employment, plus a lot more dignitaries, peers and academics. Do you wonder therefore, at their ability to get Government public inquiries and reports dismissed that are in our favour. I don't. One bright spot, the so-called 'friends' do admit that the motor cyclists are well organised.

Most of these armchair conservatives live in London, a good 60 miles from the Ridgeway. If they succeed, we can sell our trail bikes and take up an RA approved activity in the countryside. We really need to set up a proper full time rights of way officer to keep a watch on the powerful and well connected anti-trail riding lobby and build up our own lobby. Don't forget if trail riding goes it's trials and motor cross next.

THE EARLY DEVELOPMENT OF ROAD COMMUNICATIONS IN AND AROUND SHEFFIELD

The chief commercial asset exploited by the Romans was lead from the Peak District, which was extracted by open-cast mining. This was exported mainly via Chester, but some also went via the Humber, in each case carried overland through the region to the nearest river. Cantley, near Doncaster, was a source of household pottery for about 250 years during the Roman occupation and this also was exported.

Following the departure of the Romans, the Saxons and the Scandinavians made more use of the rivers than the roads and during this period, communications generally were of more use to raiders than to the settled population. The advantage of roads for the benefit of robbers continued for many centuries: by the Statute of Winchester in 1285, Edward I commanded "that the highways leading from one market town to another be enlarged, whereas bushes, woods, hedges or dykes be, so that there be neither dyke, undergrowth or bush whereby a man may lurk to do hurt within two hundred foot of the one side and two hundred of the other side of the way." The king's tax collectors were a prime target for robbers and in this connection the stories of Robin Hood come readily to mind.

The next major authority which took a responsibility for road building and maintenance was the Church: but the influence of the monasteries covered only those routes over which the Church had an active interest in promoting trade. Initially a wayleave would be negotiated with a landowner over his land in order to allow the passage of goods, notably sheep and wool, from an upland grange down to the abbey or a local market. This became increasingly common from about the end of the 12th century, when although the monastic movement had begun to decline, the Church became the chief organisers of the wool trade. Regular routes were also required for other traffic between monasteries, such as provisions (generally driven on the hoof) and monastic officials such as abbots and friars. There was regular traffic also to the principal Medieval centres such as York and Boston. Heavy goods such as stone for building churches was carried overland by ox-carts, where there was no river transport. Oxen were used since they have cloven feet which spread under load and grip better on poor surfaces than horses' hooves. However, the Churches road programme was confined chiefly to repairing and improving existing roads, although they also built bridges in the form of Chantry bridges (one of which survives at Rotherham): and to finance these they collected alms for the purpose. Monasteries were amongst the foremost promoters of the early iron industry: in the mid-12th century, Kirkstead Abbey in Lincolnshire was given two grants of land with dead wood and ore by the Lord of the Manor, Roger de Busli, to erect bloomeries and forges at Kimberworth near Rotherham. For the roads in which the Church had no interest, upkeep depended only on a vague obligation on the Lord of the Manor to keep them passable. Generally little was done, so that they were passable only in the summer months.

The export of lead from Derbyshire had by the early 1700s reached an annual 4,500 tons, all of it carried overland to Bawtry for shipment down the river Idle. Between Sheffield and Tideswell, coal was carried on the outward trip and lime on the return, the main route being by way of Ringinglow, Fox House, Grindleford, the Sir William Hill and Great Hucklow. The lime was used both as a fertiliser and in the smelting of iron ore. The other important commodity carried in the Middle Ages was salt. It was heavy to

carry and expensive to buy: and while it was much prized as a condiment by the rich, its chief use was as an essential food preservative. Many routes were established for carrying it and there remains widespread evidence of this in place and road names. (Psalter Lane originated as Salter Lane, but is believed to have changed on account of the fact that the monks of Beauchief Abbey passed that way on their way to Sheffield.) The salt was brought into Sheffield chiefly by the Roman route over Stanage Edge. Saltergate, which runs from below Bamford up the hill via Netherhurst, suggests that this way was made as an alternative to the daunting climb up Bamford Clough. Later, however, the route was taken up the hill from Hathersage to Burbage bridge and Ringinglow, but this road must have been very boggy in bad weather. Most of the country's salt came from Cheshire in those days, as indeed it still does today, extracted by mining the deposits left by the evaporation of seas of millions of years ago. The importance of this trade to the Earls of Chester is the reason for the extension of Cheshire high up the Longendale valley as far as Salterbrook Bridge.

The principal mode of transport for goods carried for long distance overland was by means of the packhorse. Typically each animal would carry goods up to about $2\frac{1}{2}$ cwt in panniers slung over its back. Goods made by manufacturers for sale elsewhere were sold in market-places and pubs to travelling merchants, called chapmen, who then employed 'jaggers' to lead the 'jags' or trains of packhorses across country. These trains would consist of up to about 50 animals, attended also by other travellers because it was safer to travel in a group, as protection against robbers. The carriage of goods by packhorse was a thoroughly developed industry by the early 18th century, with well-established routes, regular markets and traffic: and with the expansion of ironworking in South Yorkshire, a considerable local traffic built up. The packhorses carried charcoal from the sites in the woods to the bloomeries and furnaces, pig iron to the fineries and forges; and brought wrought iron and finished products from them. But as iron makes for a heavy and often an awkward load, it was rarely carried for more than a few miles overland between sites. However, by 1700 Sheffield was estimated to be exporting over £50,000 of finished wares, while the principal raw material, Swedish steel, was still being carried the 20 miles overland from the River Idle at Bawtry. It was not until 1726 that an Act of Parliament authorised the extension of the Don navigation upstream from Doncaster, reaching Rotherham by 1740 and Tinsley by 1751, with a turnpike road opened from there to Sheffield four years later.

The main packhorse routes into and out of Sheffield were as follows: To Doncaster: via Lady's Bridge, Wicker Common, the lower slopes of Spital Hill, across the Don at Washford Bridge and via Rotherham and Conisborough.

To Bawtry: the River Idle and the Great North Road: leaving the above route at Tinsley and going via Tickhill.

To Worksop: leaving the above route at Attercliffe and passing through Handsworth (where Joseph Huntsman later invented his crucible steel-making process).

North to Barnsley and York: via Lady's Bridge, then left along the street past the Duke of Norfolk's nursery to Bridgehouses, up Pye Bank and down the hill to Fir Vale then along Grange Lane and via Thorpe Hesley.

To Manchester: up Western Bank and Lydgate Lane to Redmires, over Stanage Edge (where a guide pole has stood from early times) to Bamford, Shatton and Hope; then either up the Edale valley and via Chapel Gate, or via Castleton and Winnats Pass; to Sparrowpit and via Chapel-en-le-Frith.

Or by Fargate, Coalpit Lane and Sheffield Moor to Little Sheffield, then over Sharrow Moor to Ringinglow and Burbage Bridge, directly down Callow Bank (although an easier route was later made via Overstones) to Hathersage and Hope.

To Buxton: following the above route as far as Ringinglow, then branching left over Houndkirk Moor to Fox House, down through Padley Woods to Grindleford; the route then climbed by the steep Sir William Hill road to Great Hucklow and Tideswell. Another route to Glossop and Manchester, known as the Racker Way, climbed out of the Don valley by Whitehouse Lane and Walkley Lane, then passed either down Rivelin Street, across Rivelin Bridge and up Hollins Lane to Stannington; or went down Walkley Bank and the short piece of road now called Racker Way to Wood End across the River Rivelin, then up Wood Lane to Stannington; then over Rod Moor to Moscar Cross and by the old Cutthroat Bridge (named after the man who was found there in the late 16th century, robbed of his money), through Ladybower Wood above the present road and down to Cock's Bridge. From Cock's Bridge you could go either directly up Crook Hill or follow the road to Derwent and take the road up the hill to join the other at Hagg Side. This road joined the road from Hope at Upper Ashop, passing up the Woodlands Valley and Lady Clough and so by Doctor's Gate to Glossop.

To London: via Fargate, Coalpit Lane (now Cambridge Street), Sheffield Moor, over the River Porter at Little Sheffield, through Highfields and over the River Sheaf at Heeley, then via Newfield Green to Gleadless and to Mansfield and Derby. Alternatively, passing through the manorial park, over the Sheaf Bridge near Sheffield Castle and via Intake.

Another North-South route, important for the carriage of lead and lime from Derbyshire, came from Penistone over the Midnope Moor via Cut Gate to Hope and Tideswell; although this route later gave way in importance to that via Bamford and Bradfield Moors, which also served the bloomeries at Wortley and Oxspring.

In the later Middle Ages, many of the more important packhorse routes were paved with stone slabs, this being considerably cheaper than laying out a full-width road. Similarly, many packhorse bridges were built just wide enough to accommodate a packhorse, while the bulging panniers could overhang the parapet. Generally, however, road surfaces were poor and it was only with the building of the canals and turnpikes to supply the Industrial Revolution that communications began to progress. At a time of increasing traffic on the roads of the mid-16th century, the Dissolution of the Monasteries in 1539 stopped, at a stroke, much of the repair and maintenance work done by the Church. In an attempt to alleviate this, the Highway Act of 1555 stipulated that each parish should be responsible for the upkeep of those roads passing through it, with each parishioner liable for four days statutory labour per year. This was later increased to six days, but was unsuccessful as the labour was half-hearted at best and there was no real knowledge of roadmaking. In 1603 James I took five weeks to ride from Edinburgh to London to become king. In 1657 the residents of Attercliffe complained to the Duke of Norfolk that they had difficulty in attending the parish church in Sheffield two miles away, since the road was so often obstructed by floods. The problem was not properly resolved until the Highways Act of 1835 set up statutory authorities to be responsible for the upkeep of roads within their area.

J. Blackburn

ADVERTS MEMBERS ONLY * £1 for 4 lines

FOR SALE: TRAILER 2 BIKE; Strong, V.G.C. Built in ramps, 2 spare wheels, lights, £85.00. Would also take single bike trailer in part exchange.

ALSO – DT 175MX 5900 miles; 'V' reg, mechanically excellent throughout, fair appearance, weight reduction mods, engine tuned for mid range torque, £230. Would exchange for good C70 (for the wife).

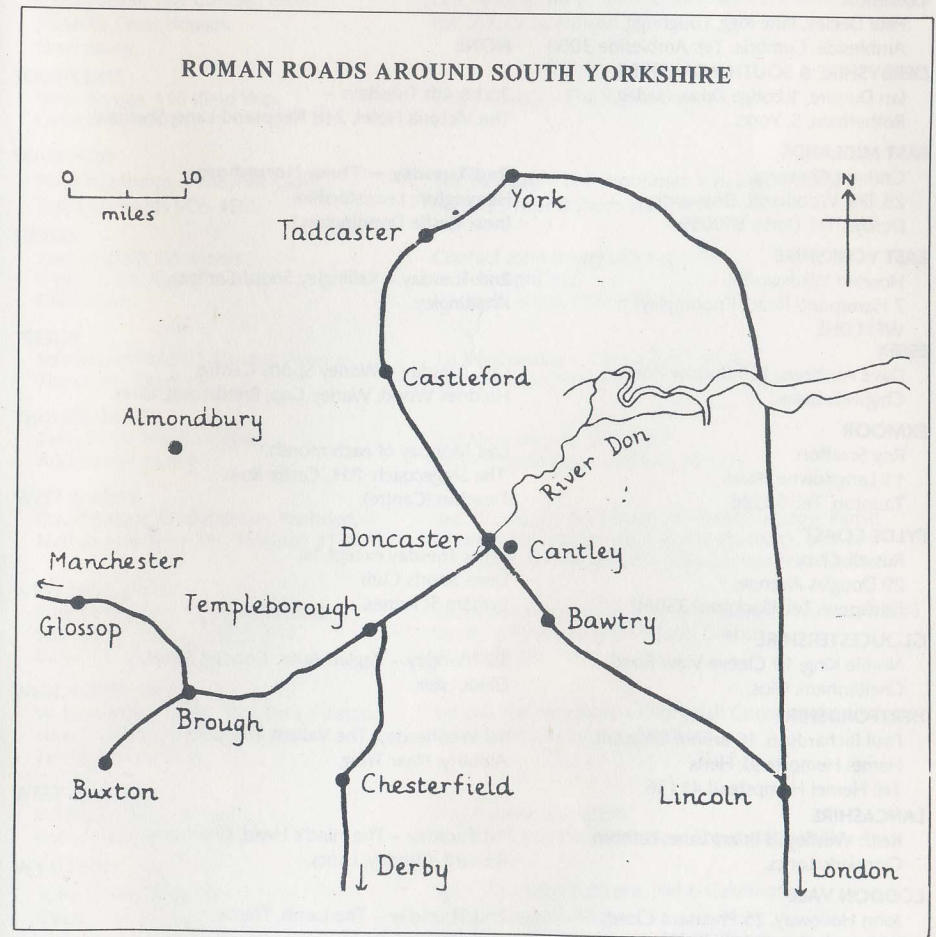
GORDON DALGARNO, TEL: York (0904) 761594

FOR SALE 1980 XT 500. Gold rims and alloy tank. Nice clean condition. Never seriously trailed. 11,000 miles, a few spares. £650 o.n.o.

1972 BULTACO SHERPA rolling chassis, takes XL 250 Honda motor. Complete bar engine, but leaky tank seat unit. £130.

MODERN TRIALS SIDECAR. Sound fibreglass body and alloy wheel, good tyre. Fits Sherpa or similar. £50.

SID ORMROD, TEL: Grange 3367



TRAIL RIDERS FELLOWSHIP**Group and Group Rep.****BOURNEMOUTH & POOLE**

Keith Cockrell, 'The Bungalow',
Winterbourne Kingston, Near Bere
Regis, Dorset.

BRISTOL

Ron Carter, 'Lynton', Westwood Road,
Ebley, Stroud, Glos.
Tel: Stonehouse 2707

CAMBRIDGESHIRE

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

CHESHIRE

John Ward, 11 Fern Hill,
Mellor, Stockport SK6 5AN

CUMBRIA

Pete Deeley, Pine Rigg, Loughrigg,
Ambleside, Cumbria. Tel: Ambleside 3050

DERBYSHIRE & SOUTH YORKSHIRE

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

EAST MIDLANDS

Graham Chinnery,
28 The Woodcroft, Diseworth,
Derbys. Tel. Derby 810059.

EAST YORKSHIRE

Howard Wadsworth,
7 Hammond Road, Knottingley,
WF11 0HL.

ESSEX

Dave Andrews, 123 Burrow Road,
Chigwell, Essex.

EXMOOR

Roy Scrafton,
11 Langdowne Road,
Taunton. Tel: 54386

FYLDE COAST

Russell Clark
29 Douglas Avenue,
Blackpool. Tel. Blackpool 33060

GLOUCESTERSHIRE

Neville King, 19 Cleeve View Road,
Cheltenham, Glos.

HERTFORDSHIRE

Paul Richardson, 16 Bronte Crescent,
Hemel Hempstead, Herts
Tel: Hemel Hempstead 41136

LANCASHIRE

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

LODDON VALE

John Holloway, 25 Pheasant Close,
Winnersh, Reading. 785995.

LOCAL GROUP MEETINGS**Pie and Pint Night Venue**

1st Tuesday – Dorset Soldier,
Corfe Mullen

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

**1st Monday of the month – The Falcon
Mill Road, Buckden, Huntingdonshire**

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

NONE

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

2nd Tuesday – Three Horseshoes
Hemington, Leicestershire
(near Castle Donnington.)

2nd Tuesday – Kellingley Social Centre,
Knottingley.

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

Last Monday of each month,
'The Stagecoach P.H., Castle Bow,
Taunton (Centre).

Every Tuesday except 1st
Lions Sports Club
Lytham St Annes.

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

1st Wednesday, The Valiant Trooper,
Aldbury, Near Tring.

1st Tuesday – The Hind's Head, Charnock
Richard, Chorley, Lancs.

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

NORTH MIDLANDS

Bruce Roberts, Sonwell House,
Fountain Square, Youlegreave, Nr. Bakewell

3rd Tuesday – Jervis Arms, Onecote.
Near Leek, Staffs.

NORTHUMBERLAND

David Young, 9 Edwards Road,
Whitley Bay, Northumberland

3rd Tuesday – The Robin Hood,
Military Road (B6318) West of Whittle Dean Reservoirs

NORTH WALES

Stan Whitaker, 15 Wedgewood
Heights, Holywell, Clywd.

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

NORTH WEST LONDON

Roger Newark, 76 Hale Grove Gardens,
Mill Hill, London, NW7. 01-959 2386

1st Wednesday. The Valiant Trooper,
Aldbury, Nr Tring.

NORTH YORKSHIRE

T. Thornell, 38 Woodlands Grove,
Harrogate 888191.

2nd & 4th Tuesday – Prince of Wales,
Starbeck, Harrogate.

SHROPSHIRE

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

Last Wednesday of month, (except December)
Bell Inn, Cross Houses.

SOUTH EAST

Steve Neville, 115 Ifield Way,
Gravesend. 57061.

2nd Tuesday – The White Swan, Crayford.

SOUTHERN

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

3rd Tuesday – The Woodman Inn, Lower Upham,
on A333 near Bishops Waltham.

SUSSEX

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

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

TEESIDE

John Bloomfield, 31 Thames Avenue,
Thornaby, Cleveland.

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

THAMES VALLEY

Terry Jolley, 49 Herondale,
Addlestone, Surrey.

3rd Monday – District Arms,
Woodthorpe Road, Ashford, Middx.

WEST ANGLIA

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.

WEST MIDLANDS

Albert Billington, 171 Valley Road,
Solihull, W. Midlands B92 9AY.
021-743 5801

1st and 3rd Wednesdays – King George V Memorial Hall,
Stratford Road, Hockley Heath, Solihull,
W. Midlands.

WEST YORKSHIRE

W John Netherwood, The Barn, Fulstone
New Mill, Huddersfield.
Tel: Holmfirth 5492.

1st and 3rd Mondays – Frizinghall Conservative Club,
Off Manningham Lane, Bradford.

WEST WILTSHIRE

Bill Riley, 141 Bath Road,
Braford on Avon. Tel: 3811.

First Tuesday in month,
The Old Bear, Staverton, Near Trowbridge, Wilts.

WYVERN

John Stokes, 3 Jay Road,
Kingswinford

Every Thursday 8.20 pm, Hill & Cakemore
Ex-Serviceman's Club,
Victoria Road, Blackheath, W. Midlands.