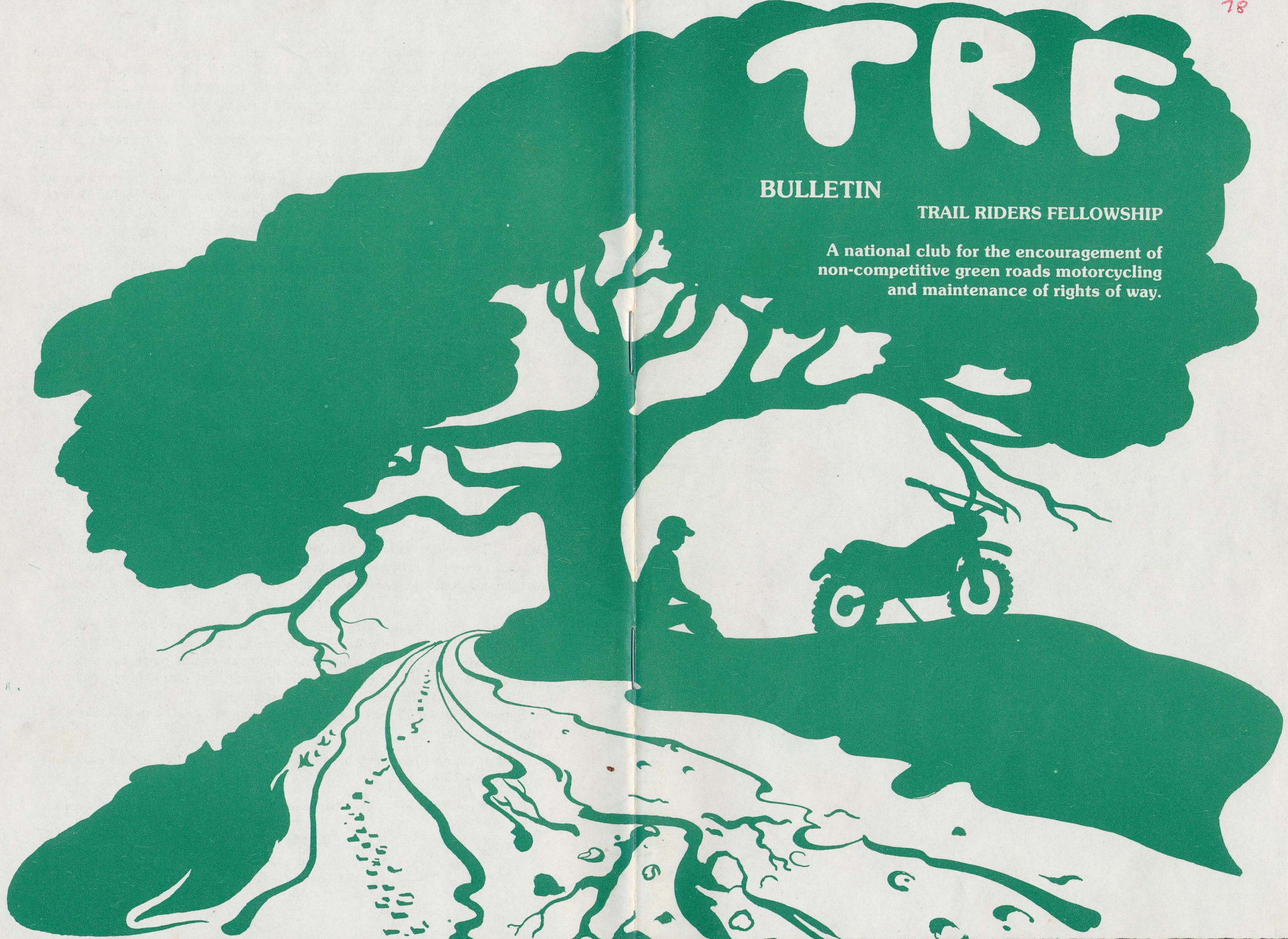


# TRF

BULLETIN

TRAIL RIDERS FELLOWSHIP

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





# TRAIL RIDERS FELLOWSHIP BULLETIN No. 78 MAY 1980

## FORTHCOMING GREEN LANE RUNS

- Bournemouth & Poole:** *May 11* 9.30 am on B3082 near Badbury Rings for a map reading and exploratory run, maps 194/195.  
*July 6* Treasure Trail Hunt. 10am at Tidpit near Martin, approx. 7 miles SW of Salisbury (GR 078192). Info sheets will be handed out at the start and lunch will be at the Fox & Goose, Coombe, Bissett.
- Cheshire:** *May 4* Contact John Ward on 061-427 4745.  
*June 8* Yorkshire Dales run, contact John Ward.  
*July 6* Contact John Ward.  
*August 10* Contact John Ward.  
*September 7* Contact John Ward.
- Derbyshire & S. Yorkshire:** *May 18* 10am at Holmfirth, contact Ian Dunsire on Barnsley 742475.  
*June 15* 10am at Totley, contact Ian Dunsire.  
*July 20* 10am at Baslow, contact Ian Dunsire.  
*August 17* 10am at Deepcar, contact Ian Dunsire.  
*September 21* 10am at Totley, contact Ian Dunsire.
- East Midlands:** *May 18* 9.30am at Ollerton roundabout, contact Richard Marshall on Draycott 3416 (run organised by A. Harrison).  
*June 15* To be decided, contact Richard Marshall.  
*June 18* Evening run, 6.30pm at Kegworth, contact Richard Marshall.  
*July 13* To be decided, contact Richard Marshall.  
*August 17* To be decided, contact Richard Marshall.  
*September 13/14* Yorkshire Dales weekend, contact Richard Marshall.
- East Yorkshire:** *May 25* 10am at Settle for Salter Fell, contact Don Burt on Hemsworth 612258.  
*June 7* 10am at Stokesley for the North Yorkshire Moors, contact Howard Wadsworth on Knottingley 83400.  
*June 22* Mid Wales weekend, contact Don Burt.  
*July 12* 10am at Marple Bridge for West Derbyshire, contact Howard Wadsworth.



- July 27 10am at Hexham railway station, contact Don Burt.
- August 9 To be decided, contact Howard Wadsworth.
- August 24 To be decided, contact Don Burt.
- Lancashire:** Runs... ...most weekends, contact Lesley Windsor on Farnsworth 792743.
- North Wales:** June 22 Pentrevoelas, contact Stan Whittaker on 0352 712343.
- July 20 Ladies run, contact Nick Banks on 051-427 2547.
- September 7 Treasure Hunt, contact Alan Jones on Ruabon 821715.
- South East:** Monthly... ...runs in Kent, Surrey or East Sussex. Phone Alan Jackson after monthly meetings on 01-660 5648 (home) or 01-357 2487 (work).
- Teesside:** May 11 9.30am at Birk Brow for the East North Yorkshire Moors, contact John Law on Middlesborough 592696.
- June 7/8 Dales Weekend, contact John Law.
- July 6 10am at Sledmere for the Yorkshire Wolds, contact John Law.
- August 10 10am at Slaidburn for Salter Fell, contact John Law.
- September 7 10am at Ruston for Wykeham Forest, contact John Law.
- West Midlands:** Runs... ...most weekends, contact H. Ball, Stratford on Avon 841340.
- Cumbria:** May 17/18 Kendal for a Lakes and Dales weekend, contact David Howe, 3 Greenfoot, Mealsgate, Carlisle CA5 1DF.
- June 29 10am at Helmsley for the North York Moors, contact David Howe.
- July 27 10am at Kendal railway station, contact David Howe.
- September 14 10am in White Moss car park, Rydal. Contact David Howe.

★ ★ ★

## PINT AND A PIE EVENING MEETINGS

- Anglia:** Last Thursday — White Lion, Sible Hedingham.
- Bournemouth & Poole:** 1st Tuesday — Dorset Soldier, Corfe Mullen.
- Bristol:** 2nd Monday — Stanshawes Court Hotel, Yate.
- Cheshire:** 1st Thursday — Robin Hood, Buxton Road, High Lane, Hazel Grove, Stockport.
- Derbyshire & South Yorkshire:** 2nd & 4th Tuesdays — Victoria Hotel, Neepsend Lane, Sheffield.
- Devon & Cornwall:** Every Friday — Pig & Whistle, Little Hempstone, near Totnes.
- East Midlands:** 2nd Wednesday — Flying Horse, Kegworth, on A6.
- East Yorkshire:** 2nd Wednesday — Kellingley Social Centre.
- East Yorkshire:** 4th Tuesday — Prince of Wales, Starbeck, Harrogate.
- Essex:** Every Tuesday — Warley Sports Centre, Warley Gap, near Brentwood.
- Lancashire:** 1st Tuesday — Eagle & Child, Church Road, Leyland.
- North Midlands:** 3rd Tuesday — Jervis Arms, Onecote, Leek.
- North Wales:** 1st Wednesday — Fox & Grapes, on the A55 at Hawarden, Clwyd.
- West Anglia:** 3rd Thursday — Scott Bader Clubhouse, Woolaston (near church).
- South East:** 2nd Tuesday — White Swan, Crayford, Kent.
- Southern:** 3rd Tuesday — Grosvenor Hotel, High St., Stockbridge.
- South Midlands:** 1st Thursday — Lions Den, Hockliffe, on A5.
- Sussex:** Last Wednesday in June, August, Oct. — Hassocks Hotel.
- Teesside:** 1st and 3rd Wednesdays — Station Hotel, Stokesley, ¾ mile south on the Kirby road.
- Thames Valley:** 3rd Monday — District Arms, Woodthorpe Road, Ashford, Middx.
- West Midlands:** 1st and 3rd Wednesdays — King George V Memorial Hall, Hockley Heath, Solihull.

★ ★ ★



## EDITORIAL GUBBINS

Ian Dunsire of the Derbyshire and South Yorkshire Group has produced (with a modicum of assistance from Suzuki) some postcard sized information cards about the TRF. Just the thing to push onto the tines of the pitchfork being amicably waved at you by the friendly landowner. Ian will tell you all about them if you phone him on Barnsley 742475.

Our National Treasurer Howard Wadsworth is trying to get a business venture off the ground and is so busy he has had to offer his resignation, so anybody who has the necessary top grade qualifications — an ability to write figures with up to two digits and a liking for black pudding — and would like to offer their services please let Bruce Roberts know.

Talking of Bruce he asks all Group Reps requiring agendas and minutes of committee meetings etc. to send him six SAE's for 1980 and ten SAE's for 1981. If not you won't get 'em!

The Association of Independent Motorcyclists is running an event which might appeal to the keen road riders among you. It is called the Roman Ride and is a novel 500 mile road riding event with a first prize of a Kawasaki Z400B. Each entrant will have to complete ten fifty mile sections of Roman roads (or their nearest modern equivalent) from the twenty sections provided. The sections may be ridden at any time up to September 30th 1980 and photographic evidence of completion of each section is required. The Roman roads have to be identified from map references and cryptic clues so you won't know if you have found the correct places until the winner is announced on November 1st. Details from Ron Bryan, 88 Beacon Road, Coventry, West Midlands CV6 4DQ. Tel: 0203 85774.

Kawasaki have sent me a copy of a letter sent in response to an article in the Plymouth newspaper the "Western Morning News". The article was based on the Ramblers Association release "Brief for the Countryside" which gives the RA's biased view about noise in the countryside. The Kawasaki letter, sent to the Editor of the Western Morning News by Peter Richardson of the Kawasaki Information Service, states that the News' columnist James Mildren has made "...a number of gross factual errors and sweeping statements, particularly in his attack on the activities of trail riding motorcyclists.

"Whilst appreciating his concern for the preservation of the countryside, it should be made quite clear that his claim that trail riding is illegal is totally wrong.

"His misconception concerns the definition of 'highway'. A highway does not have to feature a tarmac surface; there are literally hundreds of miles of unsurfaced roads in this country ... distinguished by the terms of 'Old County Road' and 'Roads Used as Public Paths' ... which although overgrown are legally roads to which vehicular access is perfectly legal."

The letter goes on to mention how responsible the majority of trail riders are and how selfish the RA is in its desire to close routes to other users. Thank you Peter, it shows that even the big motorcycle manufacturers are taking note of what is happening on the trail riding scene and not just taking our money and closing their eyes.

NICK WALKER

## GROUP NEWS

**Bristol: Sec** — Russ McDermid, 1 Woodlands Park, Lower Swainswick, Bath, Avon. Avon. Tel: Bath 311216.

On December 10th, we held our second Annual General Meeting, at the Stanshaws Court Hotel, Yate. A new committee was elected, and I would like to take this opportunity to thank the resigning members for their work over the previous years.

The new Committee for 1980 is as follows:

<i>Group Representative:</i>	Clive Gray. (Chipp. Sodbury 318678).
<i>Secretary:</i>	Russ McDermid. (Bath 311216).
<i>Treasurer:</i>	Dave Towers.
<i>RoW consultant for N.W. Wilts:</i>	Bill Riley. (Brad. on Avon 3811).
<i>RoW for Somerset and Avon:</i>	Ian Thompson.
<i>Social Secretary:</i>	Nick Watts. (Bradenstoke 890293).
<i>Runs:</i>	Tony Jefferies. (Chipp. Sodbury 311257).

The meeting went very well, with about 25 members turning up, and two film shows rounded off the evening. Thanks to all who came.

At the first new Committee meeting, it was decided to increase club fees to 25p, (40p for non-T.R.F. members), for runs, and 20p on club nights.

### **Report on the 1979 Bristol Dirt Bike Show**

*from Geoff Barfoot.*

This was the first time that the TRF has had a stand at this show. Our thanks must go to Martin Christie, the show's promoter who kindly allowed us to have a stand on the top floor free of charge. In addition Martin gave us a supply of stickers to sell, the proceeds of which are to go into the Fighting Fund.

Over the period of the show about 25 new members were persuaded to join up then and there. We will probably find that our membership will be boosted by anything up to 100 all told because of the excellent publicity we were able to achieve. We were delighted that the 400 TRF stickers arrived on press day. We sold these at 25p each and at the end had only three or four left which meant that the club benefited by nearly £100.

Thanks must also go to Bill Riley of the Bristol Group for loaning his suitably muddy trail bike for the stand and all those members of the TRF who helped man the stand.

★ ★ ★



**Bournemouth & Poole:** Rep — Stephen Russell, 56 Winston Ave., Branksome, Poole, Dorset.

Our new Secretary Carl Nicolls, 30 Southuy Road, Somerford Christchurch, is a very interested member and has put his efforts into a recruitment drive, we all wish Carl the best.

For the past two years I have been leading runs on nearly all occasions, I do, and have, enjoyed the pleasures of exploring and map reading in all weathers, but I very rarely get to view other riders when they fall off their mounts. This could account for the record I have of nearly always being seen resting in the grass, mud, or whatever with my SP and always being reprimanded for sitting when I should be standing. All this of course is leading to the need for leaders, if the run leader was to be from the B'mouth & Poole Group each member need not lead more than twice a year. I have, for 1980, made it my task to train, convert and build as many leaders as I possibly can. Kieth Cockeril is the first volunteer. Kieth needs no training or converting though the old XL could do with rebuilding.

"Evening Echo" (Bournemouth). I will continue this contact for our club evenings and runs to be printed in the "Clubman Scene" page every Friday.

Maps. Every member should have OS maps 184, 194 and 195.

House of Commons. I have received a reply from the Under Secretary of State Hector Munro assuring us that we are receiving careful consideration regarding the TRF's and others comments towards the proposed Wildlife and Countryside Bill.

Horse Riders Society. I had a very nice letter from their secretary and our offer of help has been noted and passed on.

On the club night of Jan. 1st 1980 a discussion regarding the Byways and Bridleways Trust was entered into. It was overwhelmingly agreed that the joining of the B & BT was favourable to our interests in the countryside. It was also pointed out that for each member to join was asking too much, therefore consideration was given to joining the B and BT as a Group. This was agreed and put into effect by all members of the B'mouth & Poole Group present by paying a fee of 50p which will be annually paid by all members of the Group. The 50p annual sum is to be paid to myself no later than the 31st of March. Any sum left over after payment to the B & BT will be put into Group funds. Would each member kindly post or hand to myself 50p before the end of March 1980.

We have the pleasure of welcoming a new member — Steve Bush of 12 Cecil Ave., Charminster, Bournemouth.

The Group has been active in green lane runs, mainly in south Wilts and east Dorset. All the members have paid for the annual joint membership of the Byways and Bridleways Trust. More genuine interest in the use of the countryside has been in the fore lately, mainly due to the activity reported in many press articles. Exploitation of bridleways that have old map evidence are still being compiled in the Dorset area. Many BR's it would appear were once old carriageways. With the help of Ralph Phillips and Kieth Cockeril many of these lanes have been ridden. Some of them prove to be fine in condition and character. We have encountered 3 or 4 sign boards "Not for motorcycle use", "Private road", etc., these are boards put up by the landowner and by the age and condition of them one would say

they were erected in the 50's when all lanes were classed as BR. The next step will be to inform Dorchester County Hall of their presence and ask if they have a Traffic Restriction Order placed on them. We have explored and compiled these lanes from a map by Thomas Moule, 1784-1851. The maps of the counties of England were published in 1836. One such lane runs south from Piddletown and after approx. 1½ miles the character narrows into a disused condition with trees and bushes all around, a further ½ mile of this situation brings the route out at "Haslings" near Tincton. After two attempts to trace the lane's exit I sought Kieth Cockeril's help, he succeeded in finding the southern exit. It just goes to show how hard some lanes can be to re-discover after many years of what appears to be non use.

★ ★ ★

**Derbyshire & South Yorkshire:** Rep — Ian Dunsire, 1 Lodge Drive, Harley, Rotherham, South Yorkshire.  
Tel: Barnsley 742475.

It seems a long time since I sent in a report so here goes. November saw the Slide of the Year competition which somehow Pete Walster managed to win with a posed picture of Gerald Smith disappearing over his handlebars — not quite up to the artistic standard of last year but congratulations anyway.

Our social evening in December included a star awards ceremony for outstanding services to trail riding. The "Amphibious Trail Rider Award" for the wettest fall of the year went to the above mentioned Gerald who managed to go down with his bike in a rather deep ford at last years Beacons weekend. His large plastic duck was well deserved because of the way he kept the throttle open as he disappeared which resulted in an impromptu oil change the following morning. The "Maintain the Image Award" for the rider and bike emitting the most smoke and noise went to John Shearer and his "disreputable" Bultaco Matador. The prize of a tin of air freshener has shamed him into getting rid of the bike at last and this can only lower the level of pollution in the local atmosphere. The major prize of the evening was the "Grin and Bear It Award" for the rider who has fallen off with consistent style throughout the year. The magnificent trophy plus a box of Elastoplast went to John Blackburn and the local press published a good picture and article the following week which made a pleasant change from the usual bad news. John's answer to his continual dismounting problem was to fit a sidecar to his trusty B40. Unfortunately it proved too wide for most of our local lanes and consequently has been banned from future Group runs — we are now looking for a pair of stabilisers for him.

Pete Stefanski brought his cine films along to the January meeting and they proved as enjoyable as ever. February sees the Group AGM so I am desparately trying to make the Group accounts balance otherwise I'll have to defect to South America — what a nice thought. Have they got green lanes?

★ ★ ★



**Lancashire:** Sec — John P. Gillett, 18 Hilton Ave., Ansdell, Lytham St. Annes.  
Official runs. We have been asked several times this year to publish a run list, this we refuse to do for the following reasons: we only decide where the run is going to be at that month's meeting. We once published an official run, and we had 24 turn up, far too many. Therefore if you want to come on one of our runs please ring up the secretary after the first Tuesday of the month. Better still, come to our meetings...

Rights of Way. In 1980 we will be putting in our Byway Claims for Lancashire and Greater Manchester, also parts of West Yorkshire. A lot of the lanes have not been used for a very long time, so we are walking them. To do this we need as much help as possible, if you are willing to help please contact me.

Money or rather the lack of it. The treasurer wishes to thank all those people who donated money to our funds, following a statement by myself as to how much Rights of Way is going to cost in 1980. Group membership fees are now due for the year 1980/1 (50p).

Group A.G.M. This will be held on the first Tuesday of March 1980, everybody is asked to attend this most important event.

★ ★ ★

**Thames Valley:** Sec — John Higgin, 11 Askew Drive, Spencers Wood, Reading, Berks.

We continue to have excellent attendance at meetings and runs. Social events included an excellent Christmas meal organised by Gerry Gooch. The Group Annual General Meeting was held in December and Chris Buckle, Dave Rickard and other Committee Members stood down. Dave Stewart was elected as the new Chairman, John R. Higgin as the Secretary (to attend Executive Committee Meetings) and John Collins as the Treasurer.

We have runs arranged in January, February and March and look forward to a busy year.

★ ★ ★

**Southern:** Rep — Peat Gleed, 2 Norlands, Thatcham, Newbury, Berks.

Please note my NEW ADDRESS though I am still available on phone number Compton 411.

The A.G.M. for the Southern Group is at the March 18th meeting.

It seems a Group can be very good socially, have interesting monthly meetings and be very active on the rights of way front but have poorly attended meetings. The Southern Group has five people very keen on RoW with my oar going in occasionally as well but the monthly meetings don't seem too good. We have tried films, slides, talks and social functions but most events get cancelled through general apathy. We are not even bothering to put on runs because the three regular leaders are fed up with no-one from the Group turning up. It is a pity we have so many apathetic people down south as our keen members are doing sterling work, especially Henry Wilson with his monthly beginners runs which are

proving very popular with the less experienced and new and potential members. In fact it is so long since I've ridden my bike that I ought to go on the next run to find out what trail riding is.

Enough moaning for now.

★ ★ ★

**South East:** Alan Jackson, 40 Downs Court Rd., Purley, Surrey CR2 1BB.

By the time you read this I shall have resigned as Group Rep. I have been holding the fort for 2 years and just haven't got time to do the job properly. I judge this a good time to go since there was an upsurge of interest at the last meeting in doing more publicity work, RoW work, liaison with other countryside bodies, lane clearing etc. From the various national publicity sources I am receiving about one enquiry direct to me every fortnight. I do at least give each an encouraging thorough reply promptly but even so I reckon we have only heard from a third subsequently.

Some of us have written to our MP's re the Wildlife and Countryside Bill and to Surrey County Council over Stane Street Traffic Restriction Order. I don't think we have made much impact on the Bill and we have lost Stane Street. We did not know the court case was happening until it had passed; our fault as much as anybody's, but several other competent riders were there. Sir Max Aitken wanted the TRO and got it, despite there being no evidence I could see that the lane was more than lightly used.

Finally we still have a nucleus of about 10 dedicated meeting attenders and run participants but what do all the other TRF members in Surrey, Kent and south London do? Don't resign, we need the money, but are you missing out on runs? Do you want to take on rights of way work? Our runs are not all held in the White Swan car park — we go from Dorking to Dover, Gravesend to Crowborough — information at your fingertips, 01-660 5648.

★ ★ ★





## LETTERS TO THE EDITOR

17 St Michael's Road  
Burnham on Sea  
Somerset

Dear Nick,

### Trail Riding in Somerset

There were many enquiries from Somerset trail riders at the TRF stand at the recent Dirt Bike Show in Bristol. Trail riding is active in Somerset, though not necessarily under the TRF banner.

The Bristol Group of the TRF does organise some runs in Somerset, but Somerset is not its main area of interest. In North Somerset the South West Trail Riders operate from Cheddar. They seem to have little regard for rights of way and I have had little to do with them.

In the south of the country the Yeovil Trail Riders are very active both riding lanes and dealing with rights of way. They are a small group who do little to advertise their presence, I feel they should open their doors to a wider membership and of course affiliate to the TRF.

The Special Review is still about in the country, although Brian Thompson assures me it is slowly dying. I have written a number of letters about the Special Review. I wrote to my local MP's with little useful response, even though one is a junior minister directly involved in the Wildlife and Countryside Bill. My letters to county councillors produced one supporter, a retired judge, and were therefore worthwhile.

I canvassed local horse riders. The East Somerset Bridleways Association, although originally in favour of the Special Review abolishing all RUPPs, now see the wisdom of preserving lanes with hedges (i.e. Byways) rather than bridleways which are a mere right of way across a cornfield. I believe that HEDGES are the key to popular support for our cause. Hedges mean a pleasant lane for all to use. Bridleways can have their hedges grubbed out without warning or reason being given. Only RUPP or Byways status will protect those precious hedges. Vote for HEDGES; vote for Byways, folks! (Sorry, I got carried away.)

The West Somerset Bridleways man I contacted was even more supportive. A retired general, he is a lifelong motor cyclist and now drives a pony and trap. He is strongly in favour of RUPPs and Byways. Since he is on numerous local committees, including the Exmoor National Park Executive Committee, he seems to be just the friend we need in this area.

Looking to the future, I am organising a camping weekend on Exmoor at the end of May on behalf of the Bristol Group TRF. All TRF members welcome, of course. Further details will appear in this magazine shortly.

Meanwhile I ask any trail riders in Somerset to get in touch with me. There is some superb trail riding in the county, especially in and around Exmoor, and it seems that we are in with a good chance of keeping it.

Good riding,

*Ian Thompson*

(Phone: Burnham on Sea 786263)

Holehird Farm  
Windermere  
Cumbria

Dear Nick,

Just thought trail riders might like to know of a special insurance scheme run by the BMF in conjunction with Lloyds, which was introduced recently. All you need is a BMF membership card (available by sending a SAE to Colin Patient) and a pen. This scheme will most benefit older riders, persons with more than one bike (wealthy individuals) and people with a 'no claims' bonus, though OAP's need not apply. It does not benefit myself as I am under 21 and have one bike over 350cc (only just!).

Also you might like to know that my MP, Mr. Jopling, got through to Hector Munro MP about the Countryside Bill proposals and found out that they **are** giving further consideration (whatever that means) to the aspect of trail riding.

Yours,

John Bragg.

PS. The insurance address is: Direct Insurance Services Ltd., 325/331 High Rd., Ilford, Essex.

★ ★ ★

17 St Michael's Road  
Burnham on Sea  
Somerset

Dear Nick,

### Lane Clearing

I have just received a cheque for £53.18 from Avon County Council for 4 hours work. The money will go into TRF funds and will be several times greater than our local group's annual income from all other sources. Lane clearing pays.

I wrote to Avon C.C. Rights of Way Officer repeatedly for over two years to have the RUPP at Compton Martin cleared and nothing practical was done. Finally the Rights of Way Officer suggested I clear it myself.

I fixed a date with the RoW Officer and talked to various people at our next Bristol Group meeting. The RoW Officer contacted local landowners to warn them we were coming as **his voluntary agents** to clear a path through the lane on his behalf.

Ten of us — trail riders and families — arrived on the agreed Sunday morning armed with bow saws (no chain saws — too noisy and dangerous), spades and various slashing implements. We removed saplings, fallen trees, brambles and undergrowth, and built a ramp over two large fallen trees. Four hours hard but enjoyable (yes!) work in good company saw the lane cleared so that we could use it. We rode it in triumph and then several more lanes in the area to round off a good day.

I sent in a claim for meal allowance and travelling expenses on behalf of our party, and ten weeks later received the cheque.



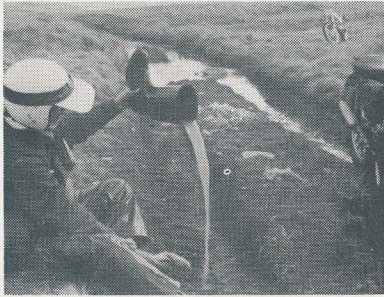
Lane clearing pays in all sorts of ways, not just financially. It gives us a superb lane carefully cleared to leave enough to make life interesting. (I defy anyone to 'clean' the Compton Martin lane on road or trail bike.) It is first class public relations, both with local authorities and with the general public who see only the negative side of motorcyclists in the countryside. This is one **positive** move by the TRF.

And no, there will be no comebacks, claiming we cleared the lane instead of the local authority and must be responsible for future work. We acted as agents for the local authority and therefore lane clearing is still their legal responsibility.

*Ian Thompson*

Rights of Way  
Bristol Group

★ ★ ★



*Speaks for itself,  
doesn't it?*

### **BRIAN THOMPSON'S RIGHTS OF WAY BIT**

**Dales National Park.** Waymarking scheme organised by the TRF following suggestion by Dales National Park and approved by North Yorkshire County Council and National Park, has been rejected by the farmers refusing to grant consent. National Farmers Union rep says "Consent will prejudice their objections to byway, and waymarking will encourage greater motor cycle use". NYCC say "Frequent complaints are received from landowners and farmers in relation to trail riders. This has led to landowners refusing trials land permission. Farmers are sick of riders straying from Unclassified County Roads, some roads are so overused that they may be closed. Only friend the TRF member has in the Dales is a fellow TRF member." Letter closed by saying "a lot of TRF members let you down and are their own worst enemies." (Letter from NYCC 15.2.80)

TRF Rights of Way Officer Steven Horrocks has resigned.

Dales National Park are looking for ways of prosecuting gangs of "scramblers" who use Stake Moss and Mastiles Lane as a race track at speeds of 50mph. (Meeting 19.11.79 Grassington). A Traffic Restriction Order is planned for Gordale Lane, Malham. We may lose access to Mastiles Lane and have formally objected to NYCC. In view of the lack of waymarking TRO's on Great Wold and High Way are now more likely. You tell me how to deal with the situation — do we do nothing? I am again "holding" the post of RoW Officer for the Dales, another volunteer wanted.

**Derbyshire.** The Jacobs Ladder Old County Road (5 miles) was closed by TRO last October following the conviction of riders "on open moorland" using this track as access to the moor. RUPP 45 NW Derbys to be closed by TRO following damage to surface. R. Marshall inspected and M. Rowley also inspected in January. Both agreed that the lanes is now unfit for **anyone** to use. Voluntary restraint has failed. Enduro bikes are using this track as a race track (say British Horse Society) every weekend. We will not officially object to TRO (no point anyway) the RoW Committee have decided. Mr. Harold Brown, Chairman of County Committee BHS, says "How can we have meaningful talks with Marshall and Thompson who have no control over these riders using excessive studded tyres that rip soft and hard surfaces to ribbons. The TRF have done more damage in months than tractors have in years. We have evidence that has created for the trail riders an appalling image in Derbyshire." (Letter from BHS 9.2.80) The BHS have already got Derbyshire CC to close one RUPP, others will follow unless some restraint is shown. Lanes will not stand weekly use as a race track for enduro bikes.

Please to say that TRF has a new Derbyshire RoW Officer — Glyn Davis, 'Glendon', Castleton Road, Hathersage, nr. Sheffield S30 1AH. Tel: Hope Valley 50705. WELCOME! I stand down now after 10 years. A weekend run is planned for September at Hollowford Centre.

Parishes of Bamford, Hope and Thornhill 'hostile' to trail riding and will seek to close all OCR's in the area of Hope Cross due to riders "off lawful highway". I suggest the TRF set up a warden scheme for Dales and Derbyshire to curb bad behaviour.

My wife is still willing to mark up Derbyshire and Yorkshire maps for £1 each.

**Duke of Edinburgh Award Scheme...** have come out against Ramblers Assoc. campaign to close all lanes. We need all the support we can get, our response to the campaign has been negligible, Lady Kirk and Charles Shippam (Byways & Bridleways Trust Officials) got David Cobb, Director of Duke of Edinburgh Scheme, to write to the Commission, meeting to be held soon. TRF members should offer their expertise to local authority Youth Depts., Duke of Edinburgh Scheme pupils have to cover 20 miles on green lanes under skilled supervision.

**The Byways & Bridleways Trust** are seeking proper representation on Countryside Commission advisory bodies and National Park Committees, at present dominated by the RA.

**TRF National Parks Officer. Volunteer wanted to fill this vacancy as Trevor Wade (Bristol) has resigned.**

**House of Commons.** Spicer Committee set up to steer the Government Bill through now has a B & BT representative. **Was** dominated by 100% RA sympathisers. Mason case to be retained in amended Bill which has been postponed until 1981. This will close all dual OCR/BR lanes and all BR's with vehicular rights (Yorks Dales which has only ONE RUPP, much of the Lakes, Walna Scar, Gatesgarth, Great Wold, etc., and in Derbyshire Hope Cross, Lockerbrook, Chapel Gate, Cut Gate Pass, etc.) More serious losses in total than the Ridgeway. The Mason case defeat was a victory for the RA who have seen to



it that the Government have extended this unpopular majority decision to statutory law. A BHS test case in February re effects of the Mason case failed. BHS had to pay £800 costs. Council says OCR or 20 year user is not admissable (see the Times 24.1.80). B & BT are arranging a meeting of MP's at Queen Annes Gate re the Mason case effect in the Bill. I will be present as the TRF presented much evidence to the House of Lords showing extent of precedence. (To join the B & BT send £5 to 9 Queen Annes Gate, London SW1).

**The Donkey Sanctuary** asks if any trail rider "off the beaten track" sees a donkey in distress please notify Slade House Farm, Salcombe Regis, Sidmouth, Devon. You might laugh but the Donkey Sanctuary is wealthier and better organised than the TRF! It is nice to have friends if from a most unlikely quarter! Please keep a look out.

**Norfolk.** The Countryside Commission are to make the 30 mile Peddars Way which is mainly RUPP/UCR a Long Distance Footpath. Like the Ridgway, also a LDF, how long before calls for a traffic order are announced? We have formally objected (sic!).

Brian Thompson, 39 Warren Road, Thorne, Doncaster, South Yorkshire.  
Tel: 0405 814388.

★ ★ ★

### INFORMATION APPEAL No. 9

**Cables.** T. Richfield & Son Ltd., 8 Broadstone Place, Baker St., London W.1.  
Tel: 01-935 0402.

The above firm will make speedo cables; by return of post even. They may need the old cable, so check with them first. A typical cable including post and VAT will set you back around £3. They can also make up brake and clutch cables, specialising in British bikes. They may need the old one or just details of length — again check first.

**Speedometer repairs.** T. Richfield as above also repair speedometers.

**Suzuki Sp 370.** Sammy Miller, Gore Road, New Milton, Hampshire now make a chain tensioner for the SP 370, available for £5 plus 50p post and packing.

**Sprockets.** Gearbox and rear wheel sprockets can be made to order from John Burdon, Frankfield Road, Great Ayton, North Yorkshire. Tel: Great Ayton (064 945) 2873.

**Info wanted.** ...on DT 175 MX and PE 175/250. Do the latter really get through pistons and rings at a horrific rate? All this and any other details would be greatly appreciated.

Best wishes, keep writing.

John Shearer, 21 Woodfoot Road, Rotherham, Yorkshire. Tel: Rotherham (0709) 79078.

★ ★ ★

## RUN REPORTS

### Seven Stars Run — September 2nd

"No experienced riders on this run unless handicapped by a pillion passenger, bald tyres or a four stroke." I may have the actual terminology wrong, but something similar was stated firmly by John Collins in the club room when giving final details about his annual beginners run. I considered for a millisecond confessing my once round the car park 20 years ago total experience of driving an outfit and decided it may go unnoticed. I was hoping to have my latest project — an MZ sidecar outfit — ready for this one, it always proving a good social outing as wives and girlfriends are encouraged to take the usually vacant seats. On the morning of the run Gary, my eldest son, and I wheeled her out of the garage not long after dawn, I wanted to take in some lanes on the way to the start to make sure everything was OK. Far more important of course was my total lack of skill on this type of conveyance. I omitted to mention my own doubts as we started off down roads which suddenly seemed only 10 feet wide with 9 foot wide cars parked along them. Our journey to the start was fairly uneventful, one turnover and a sump guard modification on the only rock in the Thames Valley. At the meeting point I was discussing the route with John when up sided Colin Fern, apparently he had got his bike out in the morning determined to ride, with such excuses as; road going Adventurer, twin leading shoe front brake, etc., when along came an unsuspecting young lad. He had hardly managed to say "Betcher can't beat Graham Noyce" when a spare crash helmet was rammed on his head and Colin had a passenger.

Our group was very ably led by Bill Corney and covered a route designed to be easy and not discourage newcomers, the current dry spell making it ideal. Linden Hill was the sting in the tail but even that was down to about 8" of sticky clay. Here Carol Patient demonstrated her natural ability, taking her 175 Yamaha through the first patch unaided, the second feet up and the third — chivalry forbids me to record. Colin came through non-stop as usual, his passenger arriving covered in clay half an hour later. Gary was proving a very able passenger, his misplaced confidence rescuing us from many a tight spot, whilst the MZ pulls like a train and steers remarkably well, a tribute I hasten to add to all the information willingly divulged by sidecar enthusiasts, particularly those of the Wimbledon Club.

As for my conclusions, if you have ever thought about a third wheel try it, it's like starting trail riding all over again with the added advantage of joy and problems shared. I don't regret a minute of the time spent building since I first followed Peter Jones on his MZ outfit thinking to myself "That will get stuck in the first bit of mud". It didn't and I was bitten.

Brian Crook (Thames Valley).

★ ★ ★



## Gloucester Group Run — September 9th

15 riders turned up at Nailsworth in dry, hot overcast weather. Geoff Barfoot of the neighbouring Bristol Group very kindly had his arm twisted and volunteered to act as a guide. I led (and I use the term loosely) the other group.

Just before we left the local bobby arrived in size 27¾ street knobblies to see what we were doing. After explaining that we were the local TRF Group etc., etc. he took my name and address just in case the local nick got flooded out with telephone calls and natterjack toads (yes, we have them here too). Have any other Groups had this happen to them?

My group headed south east aiming for Avening. We missed and ended up in Tetbury. Out north east on the A433 towards Cirencester for 2 miles then north on two more tracks. Very overgrown with long grass and scrub combined with hidden ruts, very interesting. Next was Avening Court and then onto Windmill Tump, this lane is very good and about 3 miles long. From there SW to Devils Churchyard and then to Gatcombe Park (HRH Princess Anne), doff hats and down into Avening. By this time the pubs had been open some time so a hasty retreat was made to the New Inn at Waterley Bottom. This hostelry is reached via a rather steep downhill track.

After suitable refreshments, back up the hill which proved interesting as the beer at the pub was real ale!

Heading back to Nailsworth via a couple more tracks petrol became a problem so after a fill up it was on to Tiltups End and Beverstone via Chavenage Green. We then headed SW to Westonbirt and Silkwood. After yours truly got crossed up on hidden ruts and took a nose dive we headed on to Saddlewood Farm. From there onto the A46 back to Nailsworth. All told we covered about 80 miles and every one in my group fell off at least once. Nick Bell has a thing about trees, he tries to climb them on his bike, I understand he is getting in training for the World Champion Tree Climbing (motorcycles) Contest to be held next year.

Anyway a good days riding, not a soul in sight all day and no breakdowns.

Dave Rolfe (Gloucester)



## The 1979 Dalcassian MCC Kerry Safari

This year's Safari took place in Kerry on 10-15th September. After much indecision plans were finally made late the preceding Thursday and by Friday evening we were boarding the Pembroke to Cork boat. We—that is, meaning Will Priestly and myself.

After a 60 mile ride from Cork we arrived at Kenmare around 9.30 on Saturday morning. We located our digs, a bungalow on the Sneen road and were soon joined by John and Peter Dunn and Geoff Hancock. By lunchtime we were all in bed and fast asleep.

That evening at the Kenmare Bay Hotel (the Safari HQ) we learned that Mick MacEoin the Safari Chief would not be riding with us this year due to illness, but would be arriving on Sunday and would follow us around by car and meeting us at the various "time checks" on the route.

Sunday saw a small group of Englishmen attempt the Dromoughty road which was previously rough and stony but sadly has been levelled and gravelled since last year. This made the majority of the track very easy but the steep hairpinned section was quite hairy with loose gravel claiming Peter and his KE 175 — the first fall of the week. Close to Glengarrif on the main road we espied an interesting track up the lower slopes of Crossferry Mountain. We descended the hillside down a very pleasant green road at Rosnagrenna and found the farmer at the bottom of the hill road. No the track did not go anywhere. Yes we can go up the mountain and try if we want! Soon I was hard on John's heels dodging boulders thrown up by the KTM's rear wheel, a very pleasant climb indeed. At the top of the hill the track petered out and I followed an indistinct trail to Barley Lake, obviously the route used by fishermen. The descent was steep and boggy and Geoff cautioned us on the dangers of getting into a "hole" we could not ride out of.

At the lake we forded the Owenacahina stream and began to climb through thick dry grass about 3 feet tall. Underneath there must have been rocks and holes and ditches but the PE buzzed over it all like a fly on a bowl of cold pea soup. Geoff found a rock and had to turn back for a second attempt. When he finally caught us up he was fluorescing nicely in a pleasant shade of pink. We climbed on over rocks and heather to reach the summit where the view over the Cookmarkane valley was breathtaking. 900 feet below there were a couple of cottages and people working in the fields. After about half an hour sitting in the sunshine we had a meeting and the unanimous decision of the committee was that no way were we going to ride down there!

"Go east young man!" said John and we headed to Glengarrif forest, manhandling our bikes down the rocky descents. Throughout the day I had ridden perfectly and had put neither foot nor wheel wrong. Six feet from the road there was a ditch... Well you can't win them all!

From the top of the hill we had seen another trail. We rode up the valley to consult with the farmers. Yes there was a road, yes you will get through. After about ½ mile we stopped on a 1 in 3 climb covered with boulders. I have often thought they grew the bloody things in Ireland, now I know for sure.

It being rather late for another heavy session we turned back, avoiding the farmer for fear of embarrassment, perhaps he runs a Sherpa. Taking the Esk path we returned to Kenmare for steak and Guinness.

Monday, the first official day of the Safari dawned (or sometime later) bright and clear after overnight rain. The trails would be in prime condition. We assembled at the K.B. Hotel where Mick briefed us on the days route. Opening speeches were made, group photographs taken (kinky) and finally the opening ceremony was completed by the English contingent who sat there with engines running until the Irish riders and Chris Lavery were either ready or suffocated by the smoke.

Our route led to the Old Kenmare Road which was to be ridden in its entirety (this is an Irish expression which means all of it). The stretch between Kenmare and Derrycunihy is 5 miles of brisk going with 3 or 4 fords and quick rocky bits. However, the original road diverts north-east to Muckcross via Esknamucky Glen, this stretch being some 5 miles long to the good forest road at Muckcross. Now



Esknamucky Glen is a pretty fearsome place being narrow and full of big trees, many of which are dead and lie across the track just to make things interesting, so Mick said "Use the Eskamucky by-pass." This is a route devised by Mick MacEoin and is basically open cross country with rocks and ditches hidden in the grass, bogs, stream crossings, bog flies and all the other things which make trail riding so enjoyable. After some 2 hours the whole group (21) made it to the forest and we proceeded to the Ladies View Cafe for elevenses (at 2 pm).

After elevenses we negotiated the nature trail along the banks of the Gearhameen River with some pleasant woodland going then returned to Kenmare via some very nice tarmac lanes.

Tuesdays route was to lead us south-west to Castletown Bere mines. The tarmac run out led to Reenkilta where some of us got lost. We continued on the main road, stopping at the end of the first trail which we had missed. The main body soon caught us up, they had been turned back by an irate farmer. We continued to the next village for petrol and were caught up by the second wave. As our numbers increased from day to day two groups were now necessary. We continued to the mines and after a good fast gallop visited Castletown for lunch. After some more fast rocky trails and bog roads we proceeded to Adrigole and returned to Kenmare via the Healey Pass, which may be tarmac but is a scratchers paradise. Today had been a fast run, Wednesday would be for the trail and trials riders. That night in the hotel we learned that Dick Sparling from Limerick, Mick's right hand man, had fallen and cracked a bone in his leg and was now recovering in the local hospital. We wish him a speedy recovery and softer landings in future!

I could continue to bore you further but in order to give our hard working Editor a break I shall keep you in suspense until another issue.

Dave Eaton (Cheshire)

★ ★ ★

### A Welsh Weekend

Six riders met in Dolgellau car park on Saturday 22nd September for a weekend riding the lanes, one of many weekends we have had in Wales. There was Mick Williams, John Priest, Vic Stephens, Terry, Pete Cookson and myself Harry Ball. Having got our muscles loosened up on the track from Coed to Tyddyn Ednyfed we did a bit of exploring to pick up the RUPP that runs from Bwlch-Coch round the NW side of Cader Idris and comes out on the A487, it was not too difficult to find and was quite interesting. The usual rock steps and muddy patches and well defined in most places. On to Abergynolwyn up to the slate quarry to try and pick up the track which comes out on the Pennal to Machynlleth road near the bridge over the river Dovey. We got hopelessly lost and decided to make out way down through the forest and came across a very irate lady at a nice big house, she could not understand how we had got to her secluded spot. After a bit of apologising and flattery she showed us the way to the road and shook my hand as we left.

We then made our way to a track south of Machynlleth which goes off the A487

about a mile out of town on the left, climbs up through the forest and through tunnels which are actually made by the trees and down to Bwlch and a nice chat to the farmer whose farm is on the RUPP, very pleasant chap. He was telling me that he had been talking to a Forestry Warden who was a little concerned about the use of this RUPP, but the farmer said it was the local youth who were overusing this track so I asked him if he would point this out to the Warden. We bade him cheerio and made our way to one of the nicest tracks in the area that runs down to Anglers Retreat, we had one or two mishaps here, I for one came off and Pete and one or two of the others had one or two hairy moments. Then on to Talybont to fill up with petrol and a welcome can of coke and bar of chocolate.

Main road back to Machynlleth, pity there are not any tracks on the way (or is there that we do not know—anybody know any?) then the A493 to Pennal and branch off right about 1½ miles out of Pennal up the Happy Valley road to the old coach road (Nant-Braich-y-Rhiw) to Brynchrug. The surface is everything one could hope to ride on ie. rocks, mud, loose stones, uphill and downhill. Had a chat to a couple of blokes and birds on trials bikes who were hoping we would fall off crossing the brook but we had to disappoint them. We then made out way along the B4405 skirting Bird Rock and onto a track which is actually a BR but the farmer has always let us use it, we always ask him and have the usual chat. This track is one of the steepest in that part of the country, it eventually comes out onto the Tywyn coach road and rises up to over 1500 feet in about ¾ mile, very interesting when it is wet. On to Dolgellau and finish for the day. A wash and brush up then out for a meal at the Red Lion in Dinas Mawddwy where I can recommend the food and ale, very reasonable and plenty of it.

Sunday we woke up to rain which is quite usual in Wales? Anyway we set off to the track which runs from Bontddu, it is an old Roman road over the top of Bwlch-y-Rhiwgyr to Cors-y-Gedol. There was plenty of water about and we were up in the clouds on the top. After descending out of the cloud we could see the sun shining on the beach near Llandanwg and blue sky appearing, it brightened up very quickly and in the best of spirits we went on to the old bridge Pont Scethin, mentioned in the Doomsday Book, where a stone plaque commemorates an old lady who used to walk this track from Taly-bont on the A496 to Dolgellau. 14 miles and she was 84 years old, they breed them well in these parts. After Pont Scethin the track climbs up and over the mountain again back to Bontddu (we call this the Old Womans Track). We then went onto a track which leads up to the Shooting Box, very good for trying out front forks and shocks. Needless to say I was on my earhole again and used my chin for a skid. We stopped for dinner (yes Ed. we take kitchen equipment with us) and some of us did a bit of fettling on the bikes.

Time was getting short so we pushed on up to the Gold Mine and waterfalls at Pistyll-Cain, a very pleasant ride. We decided to explore a new track and asked the farmer if we could use same (not a RUPP) this goes across the river at a supposed ford—very slippery. It came out somewhere near Hafod Traith where we spoke to the farmer who was English and told us we would not get through to



Pont-Aber-Geirw. We decided against going any further and made our way back to Brithdir and the vehicles to end a very pleasant weekend in Wales (I suppose Ed. may have done some of these tracks).

Harry Ball (West Midlands).

★ ★ ★

### Coniston Ride.

The first run of the autumn saw the Cumbria TRF start from Coniston on Sunday 23rd September in glorious sunny weather with good views.

9 motorcyclists rode through Tilberthwaite Woods, one of the most picturesque areas of the Lake District, and over Arnside Intake old road to Grizedale Forest. Here the group via the Theatre to Sawrey and took the ferry over Windermere to Troutbeck for lunch at the Queens Head with Youngers real ale.

After a petrol stop at Ambleside the group took the main road to Coniston to finish the day with Walna Scar over to Seathwaite and the Park Head Road to Broughton.

David Howe (Cumbria).

★ ★ ★

### On green lanes to the AGM — October 12th

It was just an idea really, a run down to the AGM at Yate using as many green roads as convenient. A casual mention to Colin Fern and Nick Walker as we attempted to eat the Fern household out of biscuits resulted in the sudden appearance of surplus holidays and an enthusiasm which I have come to expect over the years. Clearly the reality of a long weekend and a reasonably presentable appearance at the AGM required more organising than the original "Down on Saturday, stay in a cave then on to the AGM" idea. Because of Nick's work arrangements we had to be back on Sunday night which cut out a green roads run back on account of early darkness and Greeves Pathfinder headlights not being compatible with anything short of a motorway.

A phone call to Tony Jeffries of the Bristol Group, who I didn't know and who certainly had never heard of me, resulted in an immediate willingness to allow me to leave a car and trailer with him for the trip back. Accordingly Colin and I drove down to Chipping Sodbury to be given a cheerful welcome by Mrs. Jeffries, waving what appeared to be a trowel in one hand whilst moving the other with practiced ease to thwart a child's attempt to examine the cement mixer. An equally cheerful Tony emerged from the house and despite the appearance of a master builder proved himself a true motorcyclist when we discussed trailer design and his at first glance "standard" KL 250.

Friday morning dawned bright and sunny, so with Colin having stayed overnight it only remained for Nick to arrive for us to be off to the first lane which was the infamous Oakley Lane. Only a shadow of its former glory, it has never recovered from the '76 drought and was completed in about 5 mins, I have spent as many hours getting through when it was really in its prime. This goes for many of the

lanes in the Thames Valley area and goes a long way to explain the appearance of so many large four strokes (nice though they are) in the TV Group. The rest of the lanes up to and including the Ridgeway are regularly covered in TV Group runs and the previous heavy rain had made them ideal for our usage. From Clyffe Peppard on, the lanes had been chosen from the map to most closely match the direction of travel and happily raised no aggro. Strangely total mileage was only 3 miles greater than the motorway route.

Saturday opened with a deluge of rain but we were able to do the small amount of fettling necessary in a large dry barn at our comfortable hotel — the Portcullis at Chipping Sodbury. 10.30 was the appointed time for the run organised by the Bristol Group and I was pleased to see so many TV Group members. Our group was led by Tony Jeffries and took us over the Severn bridge then up and down the Wye valley over a most excellent selection of lanes. The well led and paced run ended at the start point just as dusk was falling.

Sunday of course was the AGM and the reason for our excursion. Suffice it to say that we were joined by even more TV Group members bringing our total to 19 and probably yet again, the largest represented single Group. My (our) thanks to Geoff Barfoot and the Bristol Group for a well appointed and organised AGM.

Brian Crook (Thames Valley).

★ ★ ★

### SMALL ADS (free to members)

#### FOR SALE

Suzuki SP 370 — low mileage, 'T' reg., fast and economical, neat. £650 o.n.o. Consider TL 250/180/150 part exchange. John Bragg, Tel: Windermere (09662) 2678.

#### ACCOMMODATION

Kate and Terry offer trail riding couples accommodation and a chance to visit our local lanes (North Surrey Downs) over Bank Holiday periods. A reciprocal arrangement would be welcome. Phone Weybridge 41869 for more details.

#### FOR SALE

Short time working forces sale of my Triumph trailbike (Adventurer type). 'T' reg., ex military, low mileage, PP mudguards, Tomaselli controls, Cheney exhaust, Trials Universals, sidecar fixings, all major engine parts replaced, new clutch, sprockets, chains, etc. Extras include rear wheel with knobbly, tacho drive, etc. Bills for over £400. Will sell as package or split. For details phone 0734 696783. Might consider part ex. cheap trail bike and cash.

*The Bulletin is now produced bi-monthly and the copy date for the next issue (July) is June 15th.*

#### Editor & Distribution

Nick Walker  
13 Central Avenue  
Hounslow  
Middlesex  
TW3 2QJ

#### National Secretary

Bruce Roberts  
36 Rosemary Drive  
Bromham  
Bedfordshire

Tel: Oakley (02302) 3139

#### Membership Secretary

Colin Patient  
14 Ryecroft Close  
Woodley  
Reading RG5 3BP