

TRAIL RIDERS FELLOWSHIP

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

BRISTOL GROUP



1st Qtr 1992

Approved by the ACU-BMF Committee
Issued by the Trail Riders Fellowship

CHAIRMAN:	Steve Say, 56 Fairlyn Drive Kingswood, Bristol Tel: 0272 761635
SECRETARY:	Dave Clegg, 38 West Hill, Portishead, Avon Tel: 0275 844569
TREASURER:	Bob Harris, 29 Court Farm Road, Willsbridge, Bristol. Tel. 0272 324066
RIGHTS OF WAY:	Martin Harding , 100 Cavendish Road, Patchway, Bristol, BS12 5HH Tel. 0272 696674
LANE CLEARING:	John Hitchings, 24 Orchard Gardens Kingswood, Bristol, BS15 2VA Tel. 0272 676773
RUN CO-ORDINATORS:	Tony Webb, 14 Rockside Gardens Frampton Cotterell, Bristol, BS17 2HL Tel: 0454 778238 Derek Jones, 25 Mount Cresent, Winterbourne, Bristol. Tel. 0272 777446
GROUP REP:	Richard Tallon, 5 Danvers Road, Corsham Wilts. SN13 9LP Tel: 0249 715426
EDITOR:	Ian Hingley, 31 Overnhill Road, Downend Bristol, BS16 5DS Tel: 0272 567509
PRODUCER:	Jason Bamford, 73a Church Rad, Hanham Bristol, Avon
CLUB NIGHTS:	2nd Monday in the month.
VENUE:	Tennis Court Inn, Deanery Road Warmley.

Editorial

Welcome, everyone, to the first Bristol TRF magazine for two years. This means that some of you will not have seen one before. Our aim is to return to the quarterly production of the good old days.

I want to see a lively magazine with a variety of interesting topics, but that all depends on the input from **YOU**, the members. As well as the usual run reports, how about some bike tests (anyone want to lend me a DR350 for the weekend?). Borrow someone else's bike for a few lanes and let me have your impressions. Technical tips on what to wear, what tools to carry, how to mend a puncture in a Welsh bog may all be useful to the novice or not-so-novice member.

If you have found a friendly bike dealer, or engineering shop or even favourite pub, why not share it with us all?

This issue may seem a bit full of committee members reports, but I see this as a vital function of the magazine. There are two ways of producing a more balanced magazine; either join the committee, share the workload and get your own column, or write me an article for the next issue!

At the start of each run, will the run leader please nominate someone to write a short article for the magazine? All efforts will be gratefully received.

For those of you who don't know me, I'm about the size of Richard Tallon but better looking, wear scruffy Barbour's and ride an even scruffier 25 year old BSA Victor. Most of my motorcycling is spent competing on long distance trials. If I get short of articles I can always bore you with tales of my exploits.

My thanks to all those who have contributed to this issue. Those of you who were asked but didn't respond - well, you know who you are. Also thanks to my wife, Stephanie, for helping me type this into the old Amstrad. (If anyone knows an experienced typist prepared to give up an evening every three months to type this into the word processor,

please let me know - it takes me ages with two fingers!)

The success or failure of the magazine is now in your hands - please let me know what you think of this issue. All comments, criticisms, letters, articles, photos etc. are more than welcome. Don't be shy, if you find club nights too boring to attend, or the same old lanes too easy, let us know what **YOU** want and we may be able to do something about it.

Ian Hingley - Joint Editor

31 Overhill Road, Downend, Bristol BS16 5DS Tel 567509

Steve's Say

Having served on several bike club committee's during the past 17 years, I have seen clubs both thrive and become stagnant.

My views for the continued success of Bristol TRF are that the club should cater for as wide a range of views as possible and use people in areas where they believe they are most useful.

One thing I believe must be avoided is to allow people to do the same task year after year when there are other people willing to take over. Encouraging new and younger people is the only way to ensure the club thrives and hopefully increases in numbers.

I am also a strong believer in social activities such as skittles matches, talks, Christmas meals etc.

Run leaders should be free to choose how many people they have on runs and riders should be very aware of their impact on other user groups. During an average ride, we come across few people, but we must always portray the correct image.

As you probably know, I enjoy riding reasonably fast in all conditions, but if anyone would like me to lead them on slower, easier runs, I am more than willing.

If this is not too boring, I may even put pen to paper for the next issue.

Steve Say

(Chairman, married, one child, 11 year old bike [that modern? - IMH], very small budget, but I don't mind if I get wet.)

Richard's Report

Looking through my old magazines, I find, from 1979 to 1992, there have been:

2 Chairmen, 2 Treasurers, 2 Lane Clearing Officers, 3 Group Reps, 3 Rights of Way Officers, 6 Secretaries and 6 Editors.

I don't know if the turnover rate is proportional to work loads, or job satisfaction.

How many names can you put to the posts? I'll fill in some of the names in the next issue.

I was Chairman from December 1984 to 1991. I saw my job as one of holding the group together (sometimes by keeping people apart!), through the difficult times and waving the flag and promoting the group in the good times.

I felt the group was becoming set in it's ways and needed a slightly different approach to renew the members' enthusiasm. I have faith that the new chairman, along with his secretary and the rest of the committee will do just that.

We have already enjoyed a video evening and a good skittles night, the mag is back on it's feet, Martin has taken a "trainee RoW team" to Taunton Records Office, I've been researching in Bath Records Office, we've had one Public Enquiry (12 o' Clock Lane), one lane clearing session, about six group rides, John Bratton is planning a weekend in Wales, and it's still only February!

What more could we ask for in 92?

Richard Tallon
Group Representative and sweatshirt salesman!

Tony's Topics

Bristol Group TRF runs have got off to a good start this year. For the most part they have been well attended, our "New Year ride" being worthy of note, with upward of 20 riders starting from the Globe. The day being spiced with "entertainment" from farmer Robinson and an excellent demonstration of the Bristol Group synchronized heavy lifting team in action!

The next run held on 12th January was lead by Richard (I can nearly reach the ground) Tallon, showing off his new bike - 8 people watched - 8 people laughed!

The outing to the Quantocks and Exmoor on Sunday 26th January proved to be the downfall of one or two riders, the first retirement of the day was through no fault of the rider, the second retirement, was of a completely different nature. I have now found out to my cost that even 'O' ring chains need a little care and attention, also, rear sprockets are best changed before they become severely hooked. I should have known better! It would seem though, that the only reason Keith Payne's run was doomed to fall apart was the fact that an unlucky number 13 riders turned up.

To make a club night more interesting, Steve Say organized an enlightening talk by the local Silkolene Oils rep., which was interesting and well attended.

The first lane clearing session of the year was to successfully clear that old favourite, Pipehouse. [See Paul Creed's account elsewhere in this issue - IMH]

There was one cancellation on our calendar - Dave Clegg's Gordano run being called of due to lack of support. Where were you?

Congratulations to Steve Say for organizing the TRF v Phoenix MCC skittles match on 21st February. It was good to see so many TRF members and families present to beat the Phoenix by 24 pins!

John's Jottings

To ride motorcycles across the wide open spaces with no restrictions must be one of the most exhilarating feelings left to man. The challenge of rider and machine against the elements is great; to have to stop because of a fallen tree or overgrown bushes is frustrating.

A lot of work goes into finding the lanes and proving their legal rights, but efforts are also required to physically keep them open.

Over the last couple of years, Avon's lanes have not been too much problem. Early Spring with the new growth can be troublesome, but an hour with a slasher soon makes the lanes passable again. Some other lanes e.g. Pipehouse need more concentrated effort. Trees of over two feet diameter had fallen into the lane, even stopping some of the most ardent walkers. Yet given 30 strong and able bodies, aided by a couple of chain-saws and a few big choppers, and the lane was passable again four hours later.

There are a few lanes needing work done to them, so when the call goes out, please do your best to help. The work may be hard, you may get dirty and tired, blisters may appear on your hands and your back may ache, but the satisfaction of a job well done plus the feeling of "I did that" next time you ride the lane, makes it all worthwhile.

If you come across a blocked lane whilst riding, please inform me (Bristol 676773), or any of the committee, so we can get permission from Avon C.C. to clear it.

John Hitchings: Lane Clearing Officer

A Letter from Rob Gardner on the 1991 AGM

Dear Editor,

TRF BRISTOL GROUP - AGM

During the recent AGM several points sprang to mind, which it was not always easy to convey to those in attendance.

1)
There were many times during the meeting when various members felt that they had an opinion to express. Almost without exception the member concerned was unable to complete the statement that they wished to make, due to the impatience of other members who immediately sprang into voice to give their own opinion on the subject matter. Very often the original train of thought was completely lost in the ensuing melee!

2)
It would be prudent to remind members of the protocols which exist to regulate meetings to ensure that a fair and proper hearing is given to all.

i) All speakers to be selected by the Chairman.

ii) All speakers to address the Chairman.

iii) No one to speak unless asked to speak by the Chairman.

iv) All speakers to be asked if they have anything further to say by the Chairman before the floor is offered to further contributors.

v) Anyone wishing to speak should raise their hand until selected by the Chairman.

vi) The Chairman should attempt to ensure that any speaker only speaks on the subject currently under discussion.

3)
The subject of new riders and the speed at which runs are conducted was raised. I was a novice rider once, and under some conditions still am!

There is a point that was missed. It is common practice for the run leader to wait at the end of a difficult section in order to allow the "stragglers" time to catch up. However, as soon as the last person is out of the lane the leader quite happily sets off in pursuit of the next conquest. What is often forgotten is that any novice rider is going to have difficulty with a hillclimb, fallen log or a bog. He/she is also liable to expend probably five times as much energy in completing that section and will in all probability take 2 - 3 times as long to complete it.

The experienced riders meanwhile have finished the lane and had the benefit of a rest at the end of it. The poor novice has just struggled like hell to complete something which exhausted him/her and without a break or any opportunity to seek advice is immediately hurried into an assault on the next "Hamburger Hill"!

I therefore appeal to all run leaders to allow a break of at least a minute or two after the last member has completed a section to ensure that expended energy can be regained.

It would also seem a trifle unfair to ask the "group" if they are all OK to carry on, as no one in their right mind is going to admit to being a wimp.

I often wonder how many new members continue active membership after their first run. I know that my first run absolutely killed me.

Finally, may I take this belated opportunity to thank those members who were on a wet and muddy run on 24 February 1991, when, whilst chasing after Derrick on his IT465 down a totally strange lane assisted me after a fall. If it weren't for their dedication in picking up my IT175 and sitting me back on it, and then giving me a helpful bump start off down that slippery slope then I might, just might... mind you, have had

the chance to point out that my sodding knee was broken. After the fifteen mile ride home I was doomed to spend the next nine weeks with my leg in plaster from hip to toe!!!!!!

Yours

Rob Gardner

[Certainly food for thought there, with some good points raised. I'm afraid I wasn't riding my BSA fast enough actually witness Rob's downfall, but I did literally help pick up the pieces - IMH]

1992 Start Up

What a way to start the new year when twenty riders turned up for the new years day run. Meeting at The Globe, many of the faces told a tale of enthusiastic celebrations a few hours before and Paul with his Father Christmas hat firmly stuck to his helmet indicated that this was going to be a light hearted expedition.

A quick look at the bikes showed a wide variation in size from an XT125 to a KLR650 with Paul's 350 Suzy the newest and Dave Clegg's sixteen year old 250 Suzy probably the oldest. The KLR650 belonging to Paul Dinney, a new rider with the group, aroused a lot of interest with many wondering how he would manage such a beast especially when it was fitted with road orientated trail tyres. He managed very well but at the end of the ride the ends of his control levers were missing, showing he came to grief a couple of times.

Martin Harding was the only rider two up and managed every obstacle, except Hanging Hill, with his passenger aboard. This location was one of the most difficult of the day with some riders finding the large rock steps a problem and then after getting past those having to stop to allow a horse and rider to descend the climb. Getting going again for some proved entertaining as they fought for grip.

Perhaps the manner in which the other two problems of the day were dealt with indicates the determination of the group in 1992. The way a burnt out a wreck, that once was a 4X4 Sierra, was moved by the mass effort of the riders, when it was found completely blocking the byway, to Mr Robinsons gate being lifted off its hinges in front of his very eyes.

During the muddy climb out of Weston the XT125 clutch gave out and Tony Webb's attempt to tow it did the Armstrong's clutch no good, forcing Tony to leave before the end of the run. [Not having much luck so far this year are you Tony?! - IMH] The only other breakdown was the complete demise of engine on the last corner as Richard Tallon entered the car park. Could this be the end of the trusty DT.?

Seeing all the grinning faces at the end indicates to me everyone had enjoyed the run which contained a few experiences which I'm sure will be retold in years to come.

Ian Jefferies

[Wot! No mention of our National Chairman, Dave Giles, joining us on this run? - IMH]

Lane Clearing - Pipehouse, 2nd February 1992

Those of you who have ridden Pipehouse Lane recently will know of the large tree stump which needed to be negotiated in the steeper rocky section of the lane. This was getting progressively more difficult to get past and needed to be cleared.

Once the intrepid few had found the lane through the fog and frost on Sunday 2nd Feb, work could begin. Furious digging, chopping and pickaxe work started when, through the fog, Dave Clegg arrived with his chainsaw. For once people were happy to see a noisy, smokey two stroke.

Unfortunately after about 5 minutes of use the teeth on the chainsaw were about as sharp as the ones on Tony Webb's rear sprocket!back to the manual approach. After some good team effort, progress was made, and then the Bristol TRF Tug-o-War team made its debut appearance in order to move the pieces of tree stump down the lane. The team won all the pulls mainly due to the anchor man who shall remain nameless, but I will say he pulled better than his Husky did on Exmoor.

Eventually the task was completed and in the words of Richard Tallon "Its like a motorway now". He must have been right, as Paul Dinney, on his KLR 650 subsequently breezed up to the top in the fast lane .

The next task was to find refreshment.....Enough said.

Many thanks to all involved.

Paul Creed.

[Cast, in order of appearance, were John Hitchings, Nick Crook and son Tim, IMH, Ian Jefferies, Paul Creed, Tony Webb, Paul Dinney, Richard Tallon, Dave Clegg, Martin Harding, plus a cameo role for Steve Say and family. - IMH]

Bristol Group Run Survey

22 replies were received for Steve Say's survey, and the results are summarized as follows:

Have you ever led a run? Yes = 13 No = 9
(With 13 run leaders, why so few volunteers??)

If not, what reasons would you give:

Cannot read a map	0
Worried about being challenged about status	4
Think you would be too slow or too fast	3
Too lazy	1
Not been a member long enough	4
Got a very poor memory	2
Got a very unreliable bike	2
Would rather watch other people fall off	2
Do not know enough lanes	7
Do not want to complete a run sheet	0

Other reason:

Information not readily available	3
Simply didn't want to	1

Do you find organized runs:

Too fast	6	Too slow	2	OK	15
Too long	2	Too short	0	OK	17
Too hard	0	Too easy	2	OK	17

Do you prefer runs on:

Sundays	19	Saturdays	11	Evenings	9
Winter	18	Summer	12	Weekends	10

[I may not be a statistician, but there's something about the above figures that doesn't add up! - IMH]

* DON'T FORGET THE FOURTH FRIDAY SOCIAL

24TH APRIL 1992:- THE BULL AT HINTON
(O.S. LR. 172/735768)

(8.30 p.m.) WADDIE'S 6 X &
ORAL MOTORCYCLING

29TH MAY 1992:- THE BLACK HORSE AT
CLAPTON IN GORDANO

(8.30 p.m.) (O.S. LR. 172/473739)
HARDINGTONS BEST &
MORE ORAL M/CING?

STOP PRESS: CAN ANYBODY BEG, BORROW
ETC, A "LONG REACH" STAPLER FOR
STAPLING UP THESE A5 SIZE MAGAZINES?
PLS SEE IAN HINGLEY OR DAVE CLEGG, TKS

Dave Clegg Secretary

Martin's Mutterings

Due to the amount of time and effort Martin has put in both before and after the recent Public Enquiry, he has not had time to submit an article. A few salient points came over during his phoned apology though:

The Public Enquiry for 12 o' Clock Lane looks like another success for the TRF. Martin believes he may be setting legal precedent, as he is being allowed to submit a claim for costs against the NFU, albeit with no guarantee of success. He is very concerned however about some of the legal workings of Avon C.C. and seems to have opened a can of worms.

Further success for Martin in Gwent with written confirmation that "Devauden to Lower Fedw (Coal Road) C53/11 is a County Highway". Thanks to all those who completed run reports before Christmas.

The situation with farmer Robinson and Broadmoor Lane, Weston continues to deteriorate, with Solicitor's letters flying back and forth. Martin suggests you contact him for the latest advice if you intend to ride this lane.

IMH pp Martin Harding: Rights of Way Officer

Daves Ditty

Since the 1991 Group AGM and with a new (well, almost) committee (listed elsewhere) elected we all looked forward to 1992 and getting in some good lanes, welcoming (real ale) lunch stops, no aggravation and successful Public Enquiries. I even managed to put pen to paper and write to the National Bulletin, see January edition.

But I must have been tempting fate when I joked about work being the curse of the drinking class as well as trailies because within a week I found myself joining that non-exclusive club formerly known as "Maggie's Millions" and the new owner of a UB40. (They even give you a clear plastic wallet to keep it clean in - pity the UB40 is not a bit bigger, as the plastic cover could double up as a run leaders' O.S. Map holder!)

Let's look on the bright side, all this free time can now be spent on various activities i.e. ROW research, attending public enquiries, getting involved with a John "Clockwork" Cleese type charity run organiser (more about that at some other time) as well as M/C fettling and standing in for Group Rep at Exec Meetings etc,etc.

On the Social Front, our new Chairman, in keeping with his competitive activities has organised a skittles match versus the Phoenix Club, to take place on the deadline for this missive. So I hope we had a good turnout of Bristol Group members at the Rising Sun (it is in the CAMRA Good Beer Guide so must be worth a visit.) as it will be all over by the time you read this.

As I also promised to continue as Social Sec, I'd like to know what you fellow trailies do on the fourth Friday of every month? Obviously drinking decent ale isn't one of them. However, I must give Ian Jefferies a special mention for his support of the "FF" socials. Even though he doesn't drink real ale, he's not missed one yet. We even recruited a new member, Tony Judge, at one "FF" and he doesn't even have a trail bike. Just goes to prove oral motorcycling can be fun!

Dave Clegg: Secretary

EVENT DATES

Sat / Sun 28,29 Mar

Breacon Weekend. Come for one day or the whole weekend. B&B at the Beacon Guest House. approx 14 per night inc. bike lock up.

Contact: John Bratton, 0454 772973

Sat 11 Apr

Run up the Fosseway starting from The Shoe Inn on the A420 towards Chippenham.

Contact: Steve Say 0272 761635

Sun 26 Apr 9.30am

Yea Valley run.

Contact: Martin Harding, 0272 696674

Sun 10 May 9.30am

Run from Gordano services. This run is garenteed to have a good pub stop at lunch time!

Contact: Dave Clegg, 0275 844569

NOTE:

For further details please remember to contact the run leader one or two days before the run. The run leader will only turn up if he knows that he has a run to lead. There will also be a run donation of 2 instead of the normal 1 if you turn up without the run-leaders knowledge.

TRAIL RIDERS CODE OF CONDUCT

USE ONLY VEHICULAR RIGHTS OF WAY

Trail riding is only legal on unsurfaced public roads. It is an offence to use Bridleways and Footpaths without permission. If in doubt check with the County Council or TRF.

KEEP TO DEFINED WAYS ACROSS FARMLAND

Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.

GIVE WAY TO WALKERS, HORSES, AND CYCLISTS

They have right of way. On narrow lanes, stop and switch-off engines.

FASTEN ALL GATES

Except those tied open for farming purposes. An open gate invites animals to stray endangering themselves, crops and traffic.

TRAVEL AT A SAFE SPEED

Ride at a reasonable speed taking regard of conditions and visibility. This should not exceed the voluntry maximum of 25mph.

RIDE QUIETLY

Machines must be effectively silenced. Use the throttle with discretion as exhaust noise can offend.

HONOUR THE COUNTRY CODE

Respect the countryside and those who live, work and recreate in it.

Issued by the Trail Riders Fellowship.

Approved by the ACU-BMF Countryside Committee.