

**BRISTOL TRAIL**  
**TRAIL RIDERS**  
**TRF**  
**PROTECTING GREEN LANES**  
**FELLOWSHIP**  
**BRISTOL TRAIL**

April

1998

ED'S CHAT

So, here we are 3 months on, things appear to continue to go well. New faces at Club nights and new faces and machines on runs. Also, 1 or 2 new run leaders. If I can find the missing link between Wellow - Combe Hay I may even lead a run myself!! I would like to thank everyone who took the time and effort to contribute to this edition of the Bristol Group Magazine. Please continue to send me any articles or snippets of news that could be of interest. May I lastly apologise for the mag. being late. No excuses, just 4 children, 4 dogs, 1 pony and a wife and a lack of time. If anyone knows they will miss a club night when the magazine is due, you are welcome to leave an s.a.e. A4 size and I can then send the magazine on.

Enjoy the mag. enjoy your bike and see you on the trail.

CHEERS

TIM FROST - 01761 470359

1998



BRISTOL TRF CONTACTS  
1998 COMMITTEE

CHAIRMAN Keith Knight  
 4 Glenarm Road  
 Brislington  
 BRISTOL BS4 4LW  
 Tel: 01179 778214

SECRETARY Tony Steel  
 42 Solsbury Way  
 BATH BA1 6HJ  
 Tel: 01225 443200

TREASURER Paul Creed  
MEMBERSHIP 9 Redland Hill  
 Redland  
 BRISTOL BS6 6UX  
 Tel: 01179 732103

RIGHTS OF WAY OFFICER + GROUP REP. Martin Harding  
 100 Cavendish Road  
 Patchway  
 BRISTOL BS12 5HH  
 Tel: 01179 696674

LANE CLEARING OFFICER John Hitchings  
 99 Watleys End Road  
 Winterbourne  
 BRISTOL BS17 1PW  
 Tel: 01454 250439

RUN CO-ORDINATOR Steve Cousins  
 "Ivanhoe"  
 248 Bloomfield Road  
 BATH BA2 2AX  
 Tel: 01225 446148

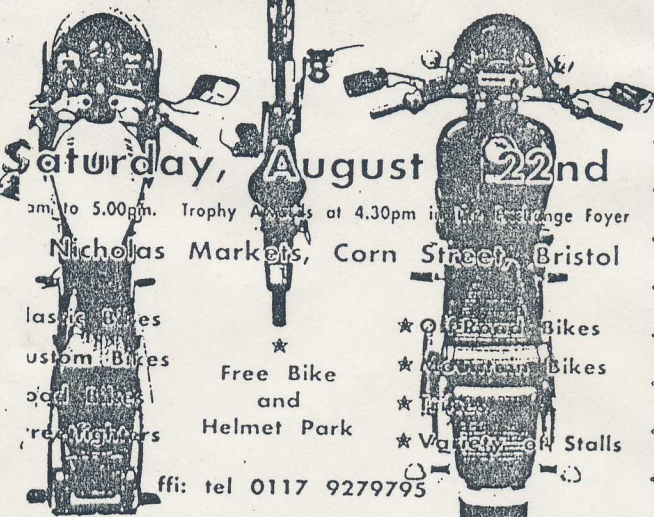
SOCIAL SECRETARY Richard Jones  
 33A Forest Road  
 Kingswood  
 BRISTOL BS15 2EJ  
 Tel: 01179 353733

LANE RECORDS OFFICER Nick Crook  
 15 Grosvenor Bridge  
 BATH BA1 6BB Rd  
 Tel: 01225 471346

MAGAZINE EDITOR Tim Frost  
 Swansbury Place  
 The Hook  
 TIMSBURY, BA3 1NE  
 Tel: 01761 470359

**The Bristol**  
**Bike Show**

at St. Nicholas Markets



Saturday, August 22nd

from 10.00am to 5.00pm. Trophy Awards at 4.30pm in the Exchange Foyer

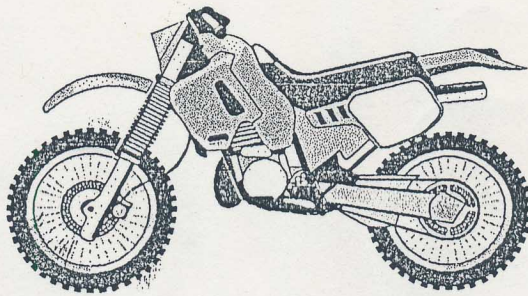
Nicholas Markets, Corn Street, Bristol

- laste Bikes
- custom Bikes
- road Bikes
- restorations
- Free Bike and Helmet Park
- Off Road Bikes
- Mountain Bikes
- Parts
- Variety of Stalls

For more info: tel 0117 9279795

In Support of Riders for Health





#### FROM THE CHAIR

HERE WE ARE RACING INTO APRIL (WELL IT WAS WHEN I WROTE THIS ARTICLE) THE BRISTOL TRF HAS A NEW VENUE, THE NUMBER OF RIDES HAVE INCREASED, THE NUMBER ATTENDING THE RIDES (10) ISH, VENUES HAVE INCLUDED, EXMOOR, NEW INN, SALISBURY PLAIN, AND NUMEROUS RIDES AROUND BRISTOL AND WILTSHIRE,

WE HAVE 12 NEW MEMBERS TO DATE AND SO THEY TELL ME THEY ARE HAVING A GREAT TIME. FOR YOU NEW TO THE CLUB, DURING THE SUMMER MONTHS WE WILL BE RIDING GREEN LANES, (EARLY EVENING START, MID WEEK) USUALLY ENDING AT A PUB.

THE COMMITTEE WILL TRY AND ORGANISE A (SKITTLES MATCH) (BARBEQUE) (FUNDURO) (TRIALS) (TREASURE HUNT) MAYBE ALL OF THEM, SOMETHING THAT YOU CAN BRING THE LOVE ONES TOO.

FOR YOU WITH ROAD BIKES WE WILL ORGANISE A DAYS ROAD RUN. (WE DID 3 LAST YEAR).

FOR THE MORE ENERGETIC MEMBERS, SOME OF OUR CLUB MEMBERS RIDE IN ENJURO'S AND LONG DISTANCE TRIALS,

IF YOU ARE INTERESTED YOU CAN RIDE AS A TEAM,

WE WILL TRY AND KEEP YOU INFORMED OF THE DETAILS AS THEY ARRIVE.

I HAVE BEEN A MEMBER OF THE T.R.F. FOR 4 YEARS AND OVER THAT TIME I HAVE NOTICED THAT THERE HAS BEEN A GREAT DEAL OF CHANGE.

I.E. THE BIKES THAT ARE RIDDEN ARE NEWER, QUICKER, QUIETER, THEY BREAK DOWN LESS, HAVE FEWER PUNCTURES. RIDERS ARE YOUNGER (OR AM I OLDER) MEMBERS ON RIDES LIKE RIDING ON SATURDAY'S

PUB STOPS AT LUNCH TIME ARE NOT REQUESTED.

(NEVER HEARD OF 4 YEARS AGO IN FACT IT USED TO BE INSISTED UPON)

RIDERS PREFERING A SNACK AT A SERVICE STATION.

I CAN ONLY ASSUME THAT THESE ENLIGHTENED TRIAL RIDERS HAVE OVER THE YEARS GOT THE MESSAGE THAT DRINKING & DRIVING DOES NOT MIX.

AND LET FACE IT, WE ALL HAVE THE NEED TO KEEP OUR LICENCES.

I PUT THE NEW FOUND INTEREST IN TRAIL RIDING DOWN TO (TRIAL BIKE MAGAZINE)

IT HAS MANAGED TO REACH OUT TO A NEW GENERATION OF TRIAL RIDERS THEY READ THE ARTICLES (SOME CONTENTIOUS) AND IT INSPIRES THE FREEDOM OF THE OPEN ROAD FEELING THAT WE OLDER RIDERS HAVE KNOWN FOR YEARS. I FOR ONE ARE GLAD TO SEE THEM AND HOPE THEY WILL BE CONTINUE RIDING GREEN LANES FOR MANY YEARS TO COME.



## LEADING THE KEYNSHAM RUN - NOV 97.

I thought I would put pen to paper regarding Richard Beale's Keynsham run at the end of Nov 97 as it was not only a good run but it was something of a personal triumph for me. The reason for this triumph was because I have been pressing for members to become interested in leading established runs ever since I became Run Co-ordinators and it actually happened on this run. Its ironic that the run took place after I had stood down as Run Co-ordinator and become Treasurer on the Bristol Group's Committee!

It is understood that being being asked to lead a run with 6 to 8 enthusiastic riders, a map, and not a lot else, is a daunting prospect so an attempt was made to overcome this. All that has been advocated (for longer than I can remember!) is that someone follows the Run Leader (in 2nd spot) on an established run and takes note of the route and possibly even follows it on a map. Once this 'someone' has done this a few times, and feels confident to lead the run, the roles are reversed and the established run leader follows the new run leader, assisting where necessary. Simple!

Well, a big thanks to Richard Beale who actually got off his 'butt' and did the above in learning the Keynsham run for me.

The run itself proved interesting as we encountered the Bristol Light Car Club who were out doing an event on some of the same lanes that we were intending to ride. We did all we could to cause a minimum of disruption to their day and the marshalls were very friendly, which was more than could be said for most of the competitors. Grumpy, or what! Not ideal when we should be joining forces, or maybe they did not know that they were using 'Rights of Way'!!. Nevertheless it was enteraining - ever seen a Lada saloon trying to get up Big Uplands or met a 1930's Austin 7 coming up Elwell lane on Dundry with a character driving who appeared to be dressed as 'Dick Dasterdly'? (We didn't spot Mutley)

The preceeding weeks weather had also made for an entertaining ford crossing just down from Gable Farm near Backwell. I seemed to agree to be nominated to test the depth!?! Luckily it has quite a solid base so my, by then very clean, Honda emerged on the other side. The rest of the lads were not to be beaten and everybody made it - just!

Mike on his Husky must have taken the prize for preservance as his front tyre, which was very 'road orientated', refused to remain in the 'vertical configuration' for much of the day.

All in all we had a good day out but don't forget about leading runs. In my time as Run Co-ordinator I have reported each year that about 60% of the runs were led by about 3 or 4 individuals. The run calendar would be a sorry affair if those 3 or 4 were, for what ever reason, not leading runs. Its not something that will happen overnight, so please take an interest now. Remember what was said at the AGM - 'we would LIKE to have every member of the group capable of leading at least one run'. What easier way to 'do your bit' and contribute to the Bristol Group.

To summarise, less runs means less opportunity for YOU to go riding - unless YOU know a run!

Paul Creed

PS. Top Man Richard - Who's next?



Andrew Bullock

The Fosse Way  
Saturday 17 January 1998

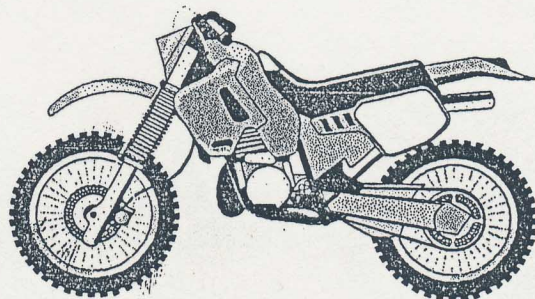
I joined the National TRF in October 1996 and the Bristol Group in November 1997, but this was my first properly, organised run. I went along because I wanted to see how trail riding should be done, but I probably ended up giving a very good demonstration of how not to do it!

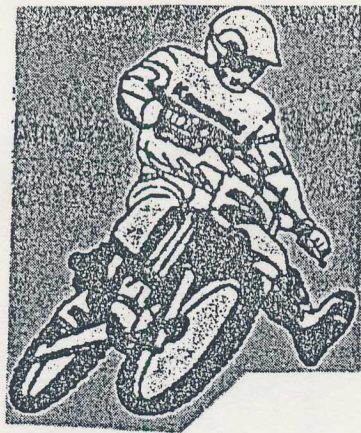
"You'll struggle with those tyres", they said as I signed the run sheet. To be fair the tyres on my XT350 looked like slicks compared to the 'knobbles' that the other bikes were shod with. But after removing a few p.s.i from the rear, I was prepared to give it a go.

The first few lanes were OK, but I was already having problems on sticky, muddy sections. By the time we arrived at the 'Fosse', which was muddy, deeply rutted and water-logged, I was already tired and overheating. Apart from having the wrong tyres, I soon realised that I was overdressed and carrying far too much gear in my rucksack.

But I pressed on, determined to make the best of things and enjoy myself. The rest of the group waited for me at the end of each section and there was always someone to help me at the rear, when things got really bad. Comments, such as "Don't worry we've all been there" and "You're still smiling", were encouraging and I smiled when others struggled with the mud!

Apart from the tyres, I was quite pleased with the XT's performance. It coped better on grass tracks and rocky lanes. It powered its way through ruts which were





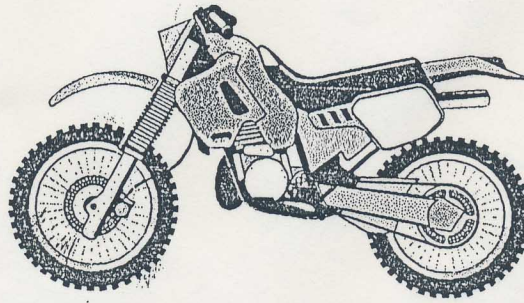
filled with water, without stalling. But it was heavy to pick up when dropped and difficult to restart.

I managed to get a break when Mike flooded his 'Husky' trying to cross a deep ford. It took half an hour to pump out the engine, empty the carb' and clean out the air filter. Everyone was willing to provide help and tools. I had another good rest and some food later on at the Shell station in Tetbury.

I don't remember that much of the route. I saw signs to Castle Coombe, Sherston and Brokenborough, but most of the time I concentrated on keeping the front and back wheels going in a straight line.

On the way back, on what turned out to be my last but one lane, my over-confidence got the better of me on a track which started off quite harmless, but which quickly became muddy. The bike suddenly turned sideways and I landed hard on my left shin and knee. I quickly got up to inspect the damage to the bike, which included a dislodged bashplate and a bent handlebar.

Was it worth while? You bet! The day was longer than I was used to, but there were plenty of smiles per mile and it was great being out with others. Thanks to Mike for riding back to Bristol with me; to Keith who looked after me at the tail; to Steve who led the run and to all the other guys, who were so patient and let me have a go on their bikes. I hope I didn't spoil their day too much. Now, where's that tyre catalogue?!



FOSSEWAY RUN

(17th January 1998)

Run Leader

STEVE SAY

"MUD, MUD, glorious MUD, nothing quite like it for cooling the blood". Sang the old bloke on the wireless when I was a boy. Well, I don't know about blood, but it did a good job of cooling our feet on Steve Say's run up the Fosseway. When I'd phoned Steve earlier in the week, he said "bring your water wings" and he wasn't wrong.

Ten of us met at 'The Shoe' on the A420 at 09.00 hrs. A variety of machines turned up, ranging from Barry Hall's 1973/74 Honda XL175 through to Mike Cron's very tidy Husquarvana. Tim Allen came on his 1982 Honda MTX 200, it was immaculate, but not for long!! Andrew Bullock's very standard Yamaha XT350 had everyone drawing in sharp breaths as they spotted his 'Avon Slipsters' sorry, I mean 'Gripsters'.

The first lane was 'Star Farm' a nice easy opener. Then we passed Colerne Airfield to do 'Thickwood' and another small lane before returning to the A420.

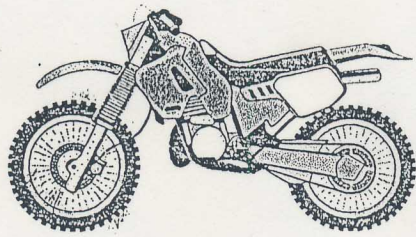
The fun (ha, ha!) really started by Castle Coombe circuit as we turned onto a lane that resembled a swamp and then on past Green Barrow farm. After Littleton Drew we turned onto a track that led to the Fosseway. It was here (I think) that we met a rider coming towards us on a new Honda XR400. It transpired that he was one of our group that had missed us at the start. So we were now 'Eleven' in number.

After passing some 4WD's and chaps with shotguns on the Fosseway, we waited at the end (Fosse Gate) for Andrew and his 'shiny tyres' to appear. Ably assisted by Keith Knight on his Yamaha Serrow. Next was 'East Dunley' Lane and another track before emerging at the ford by 'Hancocks Well'.

Everyone stopped and looked at the ford (river?) trying to gauge the depth before Steve Cousins on his Honda XR250 took the plunge and successfully passed through. (The bow-wave going up to his tank). Next to try was Mike on his Husky, but unfortunately he came to a halt right in the middle. Luckily he managed to lean against the bridge which everyone else (except two) were now crossing. Keith and I were still deciding, when I thought "sod-it" and went for it. I managed to pass through O.K. and didn't drown Mike with my bow-wave either! Only Keith was now on the other side, but he decided to cross the bridge. I think this was a very wise move considering the low seat height of his Serrow, and his own lack of stature. If he had attempted the ford he may have needed a snorkel!

I don't know who dragged Mike out of the ford as I was too busy emptying my left boot and wringing out my sock. Steve was fine as he has some of those superb inner-boots (socks) that keep your feet warm and dry. Soon several 'bods' had Mike's Husky upside-down and removed the plug, air filter and god knows what else. At this point I mentioned to Barry that 'Doris' never lets me down. He looked a bit quizzical before I explained that 'Doris' was my knickname for my DR350. He then confided that he called his Honda 'Pumpkin'.

What a pair of 'sad gits' still no harm done as no-one overheard us !!



### FOSSEWAY RUN

(17th January 1998) Cont.

Eventually Mike's Husky fired into life and we set off up the nearby lane. The first bit, a climb up solid ground was fine, but then everyone stopped as we viewed several large puddles with no alternative route. We passed through one at a time and all was fine until Tim Allen decided to take the left side of a puddle (swamp) and did a fine impersonation of a submarine on his perfect (not now) MTX 200. After nearly falling off with laughter we found some solid ground to park our bikes and walked back to drag him out. And so the second bike of the day got turned 'upside-down'.

We carried on down to 'Commonwood' where we had to by-pass a fallen tree. We re-joined the Fosseway near 'Ladyswood' and on over the River Avon. This stretch has been thoroughly re-graded and was easy going. It was time for a break now, so we headed into Tetbury and stopped at a garage to re-fuel the bikes and ourselves. After the break four riders decided to head home and so we were 'Seven'.

We headed out of Tetbury on the Cirencester road, turning left after a mile or so and straight on to a lane that emerged by Avening Court. Next we rode onto a lane that crossed the disused Aston Down airfield. Next was a nice lane near Cherington and then onto a series of lanes that cross Tarlton Down. These lanes were not particularly wet but very, very sticky and after watching Andrew drop his XT350 (with slipsters remember) yet again. I offered to ride it to the end of the lane whilst he rode my 'Doris'. So off he set while I wrestled with old 'shiny tyres'. Unfortunately 'Doris' showed her slack-alice tendencies as we rounded a bend to find Andrew on the deck with 'Doris' on top of him. What an old slag she is. She'd only known him for 30 seconds or so.

Andrew was relieved to hear at the end of the lane that there would now be a fair bit of road work as we made our way via Cirencester back to the Fosseway near Kemble Airfield.

The Fosseway is now a curious mix of loose tarmac sections (almost road-like) and the traditional rutted grass and mud. Andrew still hadn't finished with 'falling off' and he hit the deck rather hard this time. Resulting in handle bars bent to a very strange angle. But still this man was smiling.

Mike kindly offered to show him the way home via roads and so we were 'Five'.

The remaining five of us finished off by doing the rest of the Fosseway down to Fosse Gate and so the run ended. Steve Cousins and Barry rode off towards Bath, whilst Steve Say, Keith and myself headed towards Bristol.

I'd like to end by thanking Steve Say for a superb run.

Keith Knight for bringing up the rear and making sure nobody got lost.

Andrew Bullock for smiling all day. ( He must have arms like Popeye by now )

and last but not least. DORIS, PUMPKIN and all the other bikes for getting us round.

Cheers - BOB CHAPMAN



As with anything to do with dirt bikes, we all had to be up early on a cold, dark, dank Saturday morning, when the idea of staying in bed was almost overwhelming. Ten of us set off from Hawkridge Reservoir just after 9.00 a.m. with Paul Creed as our leader. A short lane and a few road miles later, we were at the real starting point - Triscombe Stone on the Quantocks. With good views and long flowing tracks, this looked like it was going to be a good day.

After a cold road section on the A39, the tracks changed to the rocky tighter trails of Exmoor. The sound of imminent punctures as rocks hit wheel rims, and larger rocks waiting to break collar bones added an extra challenge. In fact despite the rocks and a good pace, our illustrious Chairman, Keith, was the only day's injury having hit his thumb and being in some pain by lunchtime.

It could have been different though. On one lane behind Dunster, Pitts Bridge think, we all waited at the top of the climb for Lee, we waited some more, but then Lee appeared up the hill. Knackered but grinning he had falled off a few times and had even said a polite good morning to the locals.

On one short climb, Richard Jones fell off. Always good news in my book as it's always reassuring that even the better riders have some difficulties.

Just before lunch we reached Porchesters Post. Wonderful views, and excellent riding. Lunch was had the best way - on a Garage forecourt. With no hot food on offer I quickly got cold and looked forward to restarting.

Apart from more good lanes, not much happened between lunch and Tarr Steps. Keith fell off a few more times but as always was in good spirit. Tim was getting more used to his new CRM. When we reached Tarr Steps I'm not sure who was the most surprised, me or the tourists. I was expecting a stepped climb like Pant Glas Steps. Tarr Steps is of course a bridge over the shallow but wide River Barle. The tourists photographed us riding through the river.

The afternoon ride was essentially the bottom half of the loop. Again the tracks were excellent and we all appreciated Black Monke lane at Carlhampton.

The final lane was retracing our steps back across the Quantocks. I of course went the wrong way. We finished the lane to find we were only a mile or so from the cars.

As with Paul's other run in Pontypool, this was one of the most enjoyable TRF rides I've been on. With no punctures or accidents, an everyone said they enjoyed it.

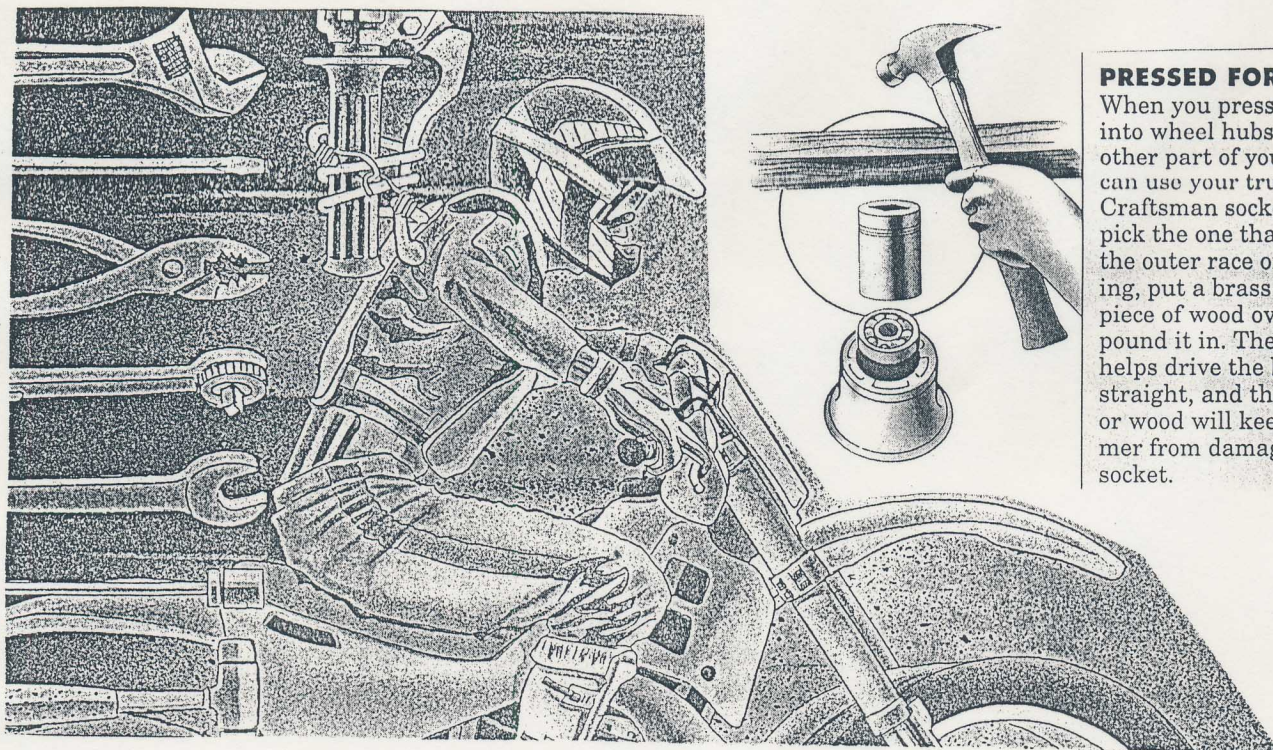
I had a wonderful time, Cheers Paul.



by "Jim Moore"







### PRESSED FOR TIME

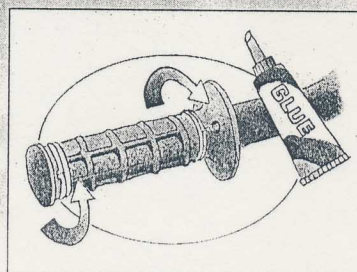
When you press bearings into wheel hubs or any other part of your bike you can use your trusty Craftsman sockets. Just pick the one that best fits the outer race of the bearing, put a brass bar or piece of wood over it and pound it in. The socket helps drive the bearing in straight, and the brass bar or wood will keep the hammer from damaging your socket.

## TRAIL TIPS



### SAFETY WIRE GRIPS ON HANDLEBARS

Loose grips are dangerous and extremely fatiguing. Prevent this situation before it happens. First glue the grips to the bar. Then use aircraft safety wire wrapped twice around both ends of the grips. On the inside thumb end, wrap the wire around the grips twice and twist the ends together tightly. Cut off the extra wire, leaving  $\frac{1}{2}$  inch of twisted wire, and push it straight through the grip stop. On the outside end, position the twisted end at 8 o'clock when viewed from the end of the handlebar. Leave only  $\frac{1}{4}$  inch, and push it down fully, catching the end under one of the wire loops.



### Air Filters

Stretch a piece of nylon tights or stockings over the air inlet tube to stop twigs and leaves entering the air box and clogging your filter. You can also stretch a piece over the air filter element for a quick clean up between regular services.

### WD 40

You can buy a pocket size can of WD 40. It is ideal for drying out electric's or lubricating tyre beads whilst mending a puncture. The jet effect can also be used for cleaning up parts/carb outers to make it easier to strip/inspect.



On Paul's last Pontypool Run we had a guest rider join us from the Norfolk flatlands. Here's his report on what everyone agreed was a most enjoyable day. "

NEW INN RUN

(Sat. 28th Feb. 1998)

PONTYPOOL

Heading West along the M4 the day before, the forecast was for "Wintry conditions for S.Wales with snow". Hence having met Paul and others at New Inn, I donned enough thermals and 'layers' to satisfy the met man.

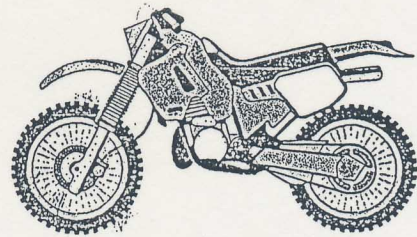
Within an hour on my XR200 at the top of Lambrook ('The Roman Road') I knew I had made a big mistake, with sweat running into my boots! The Mars Bar I was offered, melted. The sun was shining, temp in the 60's - everyone saying "what a view - usually so misty you can't see the reservoir down there"! The met man got it wrong that day.

Lambrook I shall never forget. Having earlier been introduced to Chairman "Knight Rider", I thought it protocol to stop and offer him a hand part way up when he stalled. His flailing arms indicated to me that I should "keep a goin" as we say in Norfolk. Thank goodness he did. A restart would have been extremely difficult. A bit different from the Green Lanes of Norfolk!

Onto Garnwen where John Ridgeway had a photo shoot - each of the eleven riders in turn getting "higher and higher" over the natural jump. Everyone survived.

Cwmavon was up through narrow and steep forestly tracks and out onto open moor. John Ridgeway offered me his Serrow 225 - it had so much more power than the XR200 and didn't 'bounce around' on the rocks so much. John thought my tyres too hard and that the brakes wanted re-lining. I had around 18 PSI and did drop them later, but I kept 'mum' that my linings were new and just run in! Compared to his, they hardly worked. Having stalled the Serrow on a tight bend, I could not find the kick starter. "Just press the button" said an overtaker. It burst into life. That's a 'must' on my future shopping list. A super allround bike. Thanks John.

After sheltering for a few minutes under a bridge prior to Mynydd Carn-y-cefn, when Knight Rider attempted to clear a misfire, the twisty climb caught me out, disappearing off the track at a tangent on one of the hairpins. "This way" shouted Paul, and I eventually regained the track. The XR felt gutless and twitchy after the Serrow, and it wouldn't stop. Further on piles of hardcore with steel rods poking, turned 400 yards into a one day trials section. Luckily no-one got a puncture there. The drop down to Ebbw Vale was awe inspiring, with the escarpment to starboard encouraging me to 'get nearer and have a look over'.



A Fish & Chip shop was spotted in the town, so a quick detour had us lurching on its steps outside. As a finale the Manageress brought out the remains of her chip pan for free.

A little flurry of snow (was the man right?) but onwards. However Knight Rider decided to stop and sort his misfire and would join us (hopefully without misfire) on our way back. The rest of us progressed towards Talybont Reservoir where we were promised an ice-cream! Down by the reservoir had a chat with a Norfolk reg. Mondeo driver - turned out he worked for the same Insurer I had just retired from after 35 years. Famous for its (now extinct) Rider policy! Small world, but no ice-cream van!



Onto Bryniau Gleison and met with Suzuki 4WD. Driver advised of very deep ruts - they were incredibly deep - what sort of 4WD vehicle is capable of causing so much damage. Concentration and some serious 'rut hopping' was the order of the day. Back down via Trefil, like a ghost town. Where was everybody? - they couldn't all be watching the Rugby.

Turned off right before Ebbw Vale up a long steep climb onto Cefn Manmoel. Thought we had all done well to make the summit but was 'miffed' to find a 7½ ton BBC lorry there! How did it get there? - from the opposite direction. What was it doing there? - transmitting the local rugby match, it being the only way to get a signal out of the valley.

A flat straight stretch along Pen-y-fan where Paul offered me his XR400 - what a bike - not only did it 'go' and pull like a tractor, but I could also stop it. What a difference 15 years of development makes! Thanks Paul. I soon came back to earth with a bang when I caught my leg on the rear guard of the XR200 to end up in an embarrassed heap. Damage was minimal with a disintegrated front brake lever and a 'growth' on my shin. I don't think the entourage saw me wince when I fired it up, to tackle Crumlin which was steep and stony - too high for 3rd gear and to low for 2nd.

Paul stopped at edge of an escarpment "it's steep" he said. Master plan was for 2nd gear. Great until I went for the front brake - now taped up around speedo. With speed increasing and the beginning of a 'tank slapper' I thought "this is going to hurt". Luckily found bottom gear and it eventually straightened out. Andrew Bullock XT350 came a purler on the steepest part, luckily without damage to steed or self.

It was then back to New Inn and I was glad of the thermals after all!

Many thanks to all the riders for making me so welcome and for making a day to remember.



THE KEYNSHAM RUN  
Saturday 7 March 1998

After a week of persistent, heavy rain, Saturday morning turned out to be bright and sunny. Nine of us set out from Keynsham Rugby Club. The first lane was the Byway from Charlton Bottom to Queen Charlton. It was covered in water from top to bottom and finding the best line over the slippery rocks wasn't easy. After bouncing over one tricky section, I stalled and came to a sudden halt. Keith then rode up the inside of me, took my left leg off the ground and both of us ended up in a heap with our bikes piled on top of us. "I can't get up", I said. "Neither can I", said Keith, "Until you get up". Eventually we eased our feet from under the bikes, got them upright, remounted and splashed our way to the end of the lane.

"Blackrock", littered with stripped, burned out, rusting cars, "Charlton Field" and "Uplands" came next. The top section of the Byway down to Stanton Prior was muddy and there were some very deep puddles. Most of us struggled through with the help of push or a pull, but Sam on an XT 350 fitted with road tyres, and Richard opted out from this one and went round the road. The stream at the bottom of the lane to Englishcombe was passable despite the recent heavy rain and everyone got through without flooding their engines or falling off. John tried to cross the stream to the right of the foot bridge, but got stuck in the mud and had to be pulled out.

I struggled along the muddy, slippery field boundary from Wellow which then went up to Twinhoe. Then came the notorious "Pipehouse Lane". I wondered what I had let myself in for as we scabbled upwards over slippery boulders and rocky steps! "Keep going", said Keith as I veered to the left



and went straight up one steep section. It was sound advice which worked! Later on, in the afternoon after a stop at a garage for lunch, I started to find the going a lot easier. Taking advice from John, I lowered the rear tyre pressure to 10 psi, used a little more speed and tried to 'attack' each lane with greater determination and self-confidence.

There were some very good lanes just off the bottom of Landranger 172 that I didn't know about and had never ridden before. At the end of one of them, I discussed with Tim why it was that a lot of people new to Trail Riding start out on XT350s equipped with road tyres. The dealers must see us coming a mile off! To his credit, Sam stuck with it and completed the run. The XT350, when fitted with decent tyres is actually a good bike. It has plenty of power and reasonable ground clearance, but it starts to get heavy after a full day's trail riding.

After riding the old Roman Road (Fosse Way), remembering to turn right on to the grass verge at the top where the lane suddenly meets the A367, we made our way back toward our starting point; partly retracing our steps but riding some new lanes as well. Altogether we covered about 70 miles through some spectacular scenery. Apart from a miserable shower of rain shortly after the lunch stop, it was a great day, full of FELLOWSHIP and FUN and showed that you don't have to travel miles far from Bristol to do some good trail riding. I rode along lanes which I wouldn't normally ride alone for fear of getting stuck. Thanks to John (and Richard) for leading the run, to the other John for his help and advice and to Andy for looking after things at the tail and fixing Sam's puncture in remarkably quick time.

Andrew Bullock



A TALE OF CAUTION  
W TAIL

ON SUNDAY THE 5TH APRIL, I WAS HELPING A MEMBER OF THE PHOENIX MOTORCYCLE CLUB CHECK A ROUTE FOR A PROPOSED LONG DISTANCE TRIAL, ONE OF THE LANES WE ATTEMPTED WAS AT CASTLE COOMBE RACING CIRCUIT. THIS LANE IS USED FREQUENTLY BY 4 WHEEL DRIVE VEHICLES AND WAS EXTREMELY BOGGY.

SO BOGGY THAT WE GOT A HONDA XR250 STUCK UP TO HIS SUMP.

THE PROBLEM WAS THERE WAS ONLY 2 PEOPLE ON THIS RIDE AND WE FOUND IT IMPOSSIBLE TO GET THE BIKE OUT OF THE MUD.

WE TRIED FOR 1 HOUR TO GET THE BIKE OUT WITH NO SUCCESS

THE EVENTUAL USE OF A MOBILE PHONE GOT 3 WILLING (POSSIBLY) PEOPLE TO COME OUT TO GET US.

IT TOOK 5 PEOPLE 1/2 AN HOUR WITH A ROPE A SPADE AND TREE TRUNKS (LITTERED AROUND THE TRACK) TO EXTRACT THE BIKE.

DURING OUR RIDE ALL GREEN LANES FREQUENTED BY 4 WHEEL DRIVE VEHICLES WERE BOGGY AND DIFFICULT TO RIDE.

BE WARNED.

KNIGHT RIDER.



## NORTON MALREWARD

On the Thursday 12<sup>th</sup> and Friday 13<sup>th</sup> February the Appeal against the planning Inspectorate's decision to reclassify the RUPP at Norton Malreward as a Bridleway was heard in the High Court in London by Justice Sullivan.

The case had been scheduled to take place on the Wednesday 11<sup>th</sup> February but At 4-30 pm on the Tuesday 10<sup>th</sup> the Judge decided that the case that was being heard was going to run over so they put our case back one day, Tim Stevens by this time had already left home for London and I had made arrangements to travel up to London early in the morning I found out at about 6-00 pm I phoned a number of other people only managing to speak to Charlie Morris, A lot of people turned up on the Wednesday not knowing the case had been postponed until the Thursday 12<sup>th</sup> but they were able to listen to another PROW case with the same Judge.

I travelled up to London on my bike early on the 12<sup>th</sup> arriving at the High Court and found a number of motorcycle parking bays right outside the Court entrance with lots of room to park motorcycles at no charge.

After a five Minute walk through a time warp including arched corridors flagstone floors up and down stone staircases I found court No 76, In the corridor were lots of supporters many of whom were not members of the TRF and only one objector ( Mrs Masters ) all waiting to enter the court but another case was still in progress.

When we were allowed in there where only two spare seats in the court, Mr Justice Sullivan the Judge did not seem to understand our case put to him by our barrister Edwin Simpson I was surprised by the way our case was put with many references to the Inquiry at Norton Malreward when I understood it would be only concerned with case Law.

Justice Sullivan was not persuaded by our case so RUPPs remain ambiguous and so we should have evidence before we ride any RUPP.

We still haven't been informed about the amount of cost that we will have to pay but we have already paid £9000 for our legal costs so we are collecting all the pledges as we think the Planning Inspectorate's cost will be the same and possibly more.

I am afraid that I have no faith in the British Justice system after my experiences in the High Court , The Gloucester Court case and Public Inquiries like North Stoke, It doesn't help that when Justice Sullivan was asked that Tim Stevens should not have to pay costs as the case was very much in the public interest "said that he was shure that clubs could put their hands in there pockets". I also understand that the Judge was in chambers with the Barrister representing the Planning Inspectorate before he became a Judge which was not that long ago. I will let you form your own opinion.

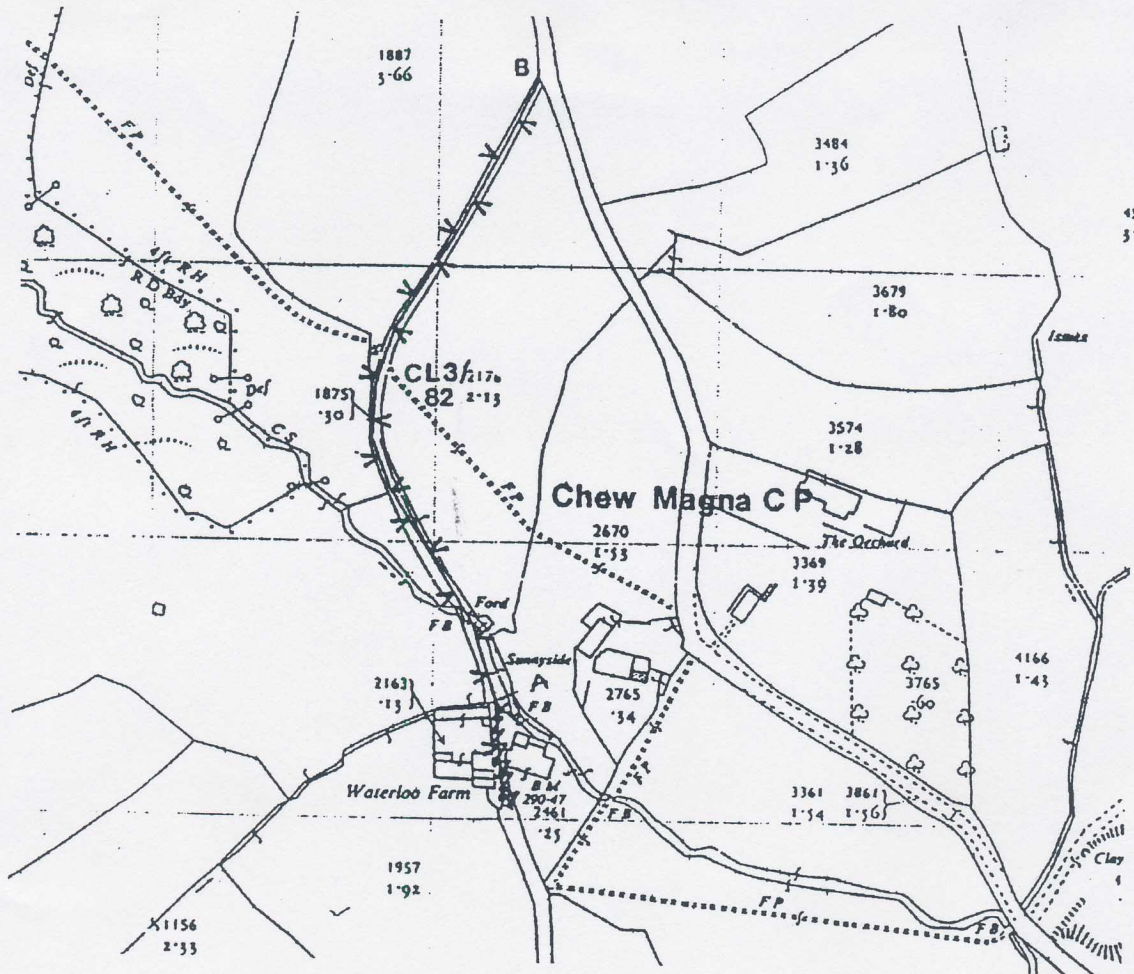
I have a copy of the Judgement If anybody want's to read it let me know.

## BARTON DROVE

Good news in the second Inquiry the Inspector confirmed his first decision that it should be a BOAT, This is very good news as this route was on the Definitive Map as a Footpath and the horse riders applied for it to be upgraded to a Bridleway this was met with a lot of resistance from the authority's officers but was eventually advertised as a Bridleway. Woodspring Bridleways Association had done more research and found more evidence to support BOAT status which they put before Councillors persuading them to ask the Inspector to modify the order which he did at the first Inquiry. Winscombe Parish Council decided to object to the Inspectors decision causing a second Inquiry to held.

Before the Inquiry the Footpath was obstructed by the owner of the house extending his garden taking the path into his garden so instead of removing the obstruction the Council diverted the footpath, now although the footpath goes around the garden the BOAT still goes through the garden because the diversion was only for a footpath.

NORTHWICK CL 3/82.



Its not very often that local residents phone up complaining that the TRF are not using a BOAT so come on after all my time and efforts at two Public Inquiries make shure we use this BOAT

CL 3/82 Map Ref 584657.is the Centre of the route best ridden from South to North.

**STOLEN**

Have you seen my Honda XL 250 RC Reg PDW 431Y stolen from Westbury-on-Trym last month, it must have been taken away in vehicle as at the time the chain was removed and locked securely.

The swinging arm had been extended and cadmium plated along with the rack, It had a 54 tooth chain wheel, Front wheel was fitted with a Barum wraparound tyre and the back with a Barum C11, The side stand had been modified with a large round washer welded on the end.

The exhaust had been blanked off and fitted with a piece of 25mm tube bent down and cut parallel to the ground to make a handy lifting handle, keep a look out I would like it back as I have lots of parts to keep it running for many years.

MARTIN HARDING

# Green light for trail riding fans

ENVIRONMENT chiefs have ruled that off-riders don't wreck country trails.

Environment Minister Michael Meacher said: "We have found no

evidence of problems - there is no case for a general ban."

His comments will boost the fight to stop Rhayader council plans to ban bikes from the

Monks Trod trail.

Powys county councillors, who are responsible for the Monks Trod, will discuss the proposed ban next month.

MCN 18/2/98



## BRISTOL'S BIGGEST BIKE RIDE

Those people who went on our TRF cycle ride last year should try this one. I have ridden on this ride for the last three years and it gets bigger and better each year and this year they expect 5000 riders. This is a fun ride not a race so bring the family.

The date is 7<sup>th</sup> June 10-00am from Queens Square, the route is very safe and flat you will be segregated from traffic from Queen's Square to the Portway and the Portway will be closed to other traffic until 1-00pm. There are three distances an 8 miles route along the portway and back, or the route I take which is a 15 mile ride along the Portway through Shirehampton village over the Avon Bridge to Pill and back along the cycle path alongside the river to Brunel way picnic area and if you want on to ride round the docks with its many pubs.

If you want to be a hero there is a 38 mile route to Clevedon and back.

Borrow a bike buy a TRF Tee shirt and bring the family and friends you are guaranteed to have fun. I have already persuaded 25 members of my local British Legion to enter as a team to gain sponsorship for the Poppy appeal we have already got out Patchway British Legion Tee shirts, our riders range from 4 to 67.

## THE WELSH NATIONAL MOTORCYCLE SHOW

May 23<sup>rd</sup> & 24<sup>th</sup> at the Royal Welsh Showground, Builth Wells, (camping from the 22<sup>nd</sup>)

All tickets include a free chance to win the Daytona Bike week Holiday.

Lots of Stands, Bands, Stunts, 24 hour Breakfasts and even Kids attractions

If anybody is interested in going give me a ring.

## EURO DEMO 98 BONN GERMANY

This years Demo is being held in Bonn Germany on August 29<sup>th</sup> with 20000 bikers expected to attend from all over the world. Camping is available 28<sup>th</sup>-30<sup>th</sup> outside Bonn on a disused airfield with all the usual Stands, Bands, Stunts and Food & Drink with the Bike-convoy into Bonn for the Demo ride.

I went to the last Euro Demo in 96 in Brussels and had an unbelievable time that I will never forget making so many friends even meeting people over a week later in Germany and France who had travelled on after the Demo to visit other countries. I even met some TRF members from the wilts group who were travelling back from Hungary stopping off at the Demo on the way home. This event is one that you must attend to experience all the good things in motorcycling.

When I returned from the last Demo I promised that I would go to the next one so I am making plans and arrangements now and a number of other people have already shown an interest.

If you want any more information or you are thinking of going give me a ring we could even take a TRF Flag to fly on the Demo Ride.

## TRF WEBSITE

Has anybody visited the TRF Website <http://ds.dial.pipex.com/trf/> I would like to hear any comments or suggestions you may have if you do look, What would think if you were not a member and do you think it is clear how to join.

*Martin Harding*

UNITY ROAD MOTORCYLES HAS PUT UP A BOARD ADVERTISING BRISTOL T.R.F. THE BOARD WILL ACCEPT PHOTOGRAPHS AND JOHN RIDGEWAY (OWNER) WHO IS A T.R.F. MEMBER HAS ASKED FOR DONATIONS OF PHOTO'S. UNITY MOTORCYCLES DO A LOT OF SERVICING AND REPAIRS TO TRAIL, ENDURO AND MOTORCYCLES IN GENERAL AND WE HAVE RECEIVED SOME QUALITY ENQUIRIES SINCE THE BOARD WENT ON SHOW.

PLEASE HELP IF YOU CAN.



UNITY ROAD MOTORCYLES  
UNIT 4  
WANSDYKE WORKSHOP  
UNITY ROAD  
KEYNSHAM  
BRISTOL  
TEL: 986 3267  
FOR SERVICING, REPAIRS, M.O.T.s

FOR SALE

YAMAHA XT 225 SEROW

1987 T & T NEW CHAIN & SPROCKETS

£1100

TEL: KEITH 0117 977 8214

**FOR SALE**

YAMAHA TTR 250  
'93 - 'K' REG.

STANDARD FEATURES INCLUDE  
ANODISED RIMS (PURPLE), DIGITAL  
SPEEDO/TRIP, INDICATORS (MINI)

BOUGHT FROM CONTAINER COMPANY  
20,000 KMS, £2,500 ON/O  
NIGEL - 0275 891111