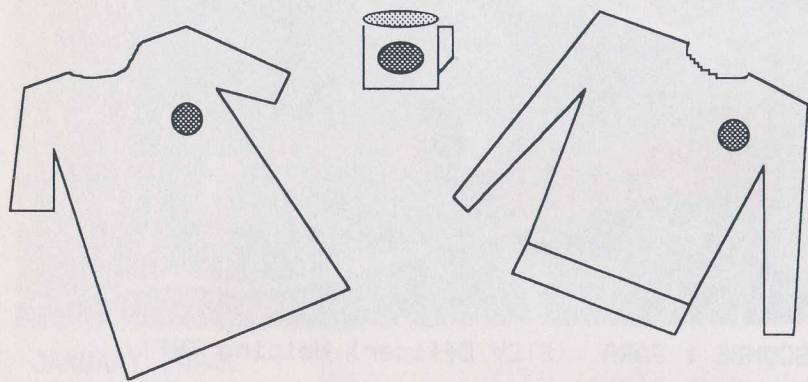


Richard says **LOOK**



Fly the Flag!

*Impress your friends and members of the
opposite SEX with a stunning*

TRF

T SHIRT at £5 SWEATSHIRT at £15

or a V NECK SWEATER at £17

**or enjoy a cuppa in a TRF
mug at a bargain £1.50**

*Speak to Richard Tallon
Tel 0249 715426*

BRISTOL GROUP TRF

Christmas 93 Issue



1994 Committee

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BRISTOL GROUP MAGAZINE, 1993 - ISSUE 6

SPECIAL DECEMBER/AGM/XMAS EDITION

Ed's ('93) Edification Dave Clegg
Ed's ('94) Edification Tony Steel
B.G. A.G.M.
Rights of Way News
Fosse Way Run G & J Pritchard
Lake District Weekend Steve Stocks

Why XRs? Ed (1993)
XMAS QUIZ and Ideas for your Xmas Presents!

ED'S ('93) EDIFICATION

Here we are, end of another year - with a number of new faces in the Bristol Group and a few new faces on the 1994 Committee. So, welcome aboard - especially our new Editor, Tony Steel. The Bristol Group (and the Mag?) can only improve with your help.

Anyway, I hope for everyone's sake you had a better year than I did. Other than finally finding a new, but poorly paid, job and on the trail riding front, 1993 could not have been more disastrous. However, I won't do a Maggie and publish my memoirs - yet.

I tried to make the 1993 BG Mags as entertaining as possible. Sometimes I felt it was against impossible odds due to so little feed back, other than when, occasionally, some unfortunate person did not get their copy. So, presumably some people enjoy reading the B.G. Mag? Anyway, I hope Tony will enjoy being the B.G. Editor in 1994 as much as I did in 1993.

I did my best on Richard Tallon's behalf to get other people interested in taking some of the load off Richard - but as usual hardly anyone wants to take on the boring committee work, so I thought I'd have a go myself - representing the Bristol Group at a National level. So thanks for your vote of confidence! Anyway, I'll do my best representing B.G. at the Natl Exec.

New Ed's Xmas Wish

Seasons Greetings to one and all! Well what happened? One minute I was having a quiet drink in the break of the AGM thinking how well I had done not to get roped into the committee, and the next I was the new Editor of this fine magazine! (Who spiked the drink?)

Thanks very much to Dave for his good work in the last year. I hope to keep up the standards already achieved and maybe add an idea or two.

Obviously your help will be needed with articles, and any contributions would be much appreciated. As well as trail run stories, the sort of items I am looking for are:

Road/Trail opinions of your machines.

Technical tips to aid you for the trail.

Riding (falling) techniques.

Photos (which will be returned).

Any interesting articles from bike mags/papers etc.

Rights of way/Politics.

Anything for sale.

In fact anything you can think of that might be of interest in the club (No sex please we're British!). Your items don't have to be typed, put on a computer disk, or anything tough like that. Merely legible hand writing in English will do.

So whilst gorging and enjoying yourselves at Christmas (guilt card), please spare a thought for the lonely new Editor slaving away on his word processor and give him **EVEN MORE WORK** to slave over!

Happy Christmas

Tony Steel

B.G. AGM Comment

You'll find the 1994 Committee Members listed inside the front cover. Also, we seem to have gained a number of new members recently, please don't be afraid to ask any of Committee if you have a query on any TRF'ing matter - you may even find one or two who might even be described as, dare I say it, knowledgeable. (There's probably about 100 years of trail riding experience on the B.G. Committee alone!)

Of those 1993 Committee members whose efforts are worth mentioning. Personally, I feel Paul Creed's efforts throughout the year to get a consistently full "Run Calendar" were outstanding, again, sometimes it seemed to me, against all odds. After all being said and done most people join the TRF to ride but if you want to ride in group, be prepared to lead occasionally.

On the other hand, it's almost as difficult to get people to commit themselves to going on a weekend run to somewhere (other than Mid- Wales?) even if it is totally organised for them.

NATIONAL A.G.M.

For all you lucky people who didn't travel to the National M/C Museum the following is a highly abridged version of the tedium that makes an AGM.

1. The B.G. has 100% attendance of the Natl Exec.
2. Of the 39 TRF Groups only 9 have Newsletters.
3. Approximately 50% of Subs used for TRAIL.
4. Annual Subscription set at £17 for 1994.
5. Currently 1636 members of which 31 Life members.
6. Anything up to 50% members fail to renew every year.

RIGHTS OF WAY NEWS FROM THE NATIONAL A.G.M.

The following points were raised at the National AGM.

1. European Legislation could bring the loss of the legal maxim "Once a Highway Always a Highway".
2. Exclusion of vehicles from certain areas of the countryside, i.e. National Parks.
3. For "Conservation Group" - read "NIMBY".
4. Byway claims are ONLY to be pursued if that is the only forward. If a PROW can be ridden without problems - RIDE IT (if you've got good evidence).

EXMOOR ALERT

You will have, hopefully read in recent TRAILS about the problems with some of the well used PROWs of Exmoor. We must be forever vigilant for those wretched Statutory Notices that spring up from time to time to announce proposed "changes"

But for those of us who do not see the "BBT" newsletter it would appear that the Exmoor National Park are also gearing up to oppose Mountain Biking in Exmoor because of "Erosion" and "Conflict with both horse riders and walkers".

Phases like "not appropriate" and "compatible with conservation interests" and "existing road network", crop up in the National Park's Draft Local Plan. Presumably the latter refers to tarmac road network - as we all know some people are of the opinion that only tarmac roads are suitable for wheeled vehicles? So if that's what they think about mountain bikes what must they think about actual trail type motor-cycles?

So be on your guard when you ride on Exmoor - it's the nearest good riding we have, other than going over the bridge into Wales.



HILPERTON RUN



'The Plain'

As usual, "The Fosseway Run" began from The Shoe P.H. on the A420 and those riding were the "DT Twins": Julie Pritchard and Sue Durbin, Steve Beazer, RMX 250, George Pritchard, DR 400, Andy Horseman, KDX 200, Geoff Sewell, XR 200R, Ian Terry and Richard Coyne, both on DR 350s and our Leader, Steve Cousins on his XL 250RS (or is it an RS 250XL?)

We started with a few slippery little lanes near The Shoe, a good introduction to the wet and muddy Fosseway. At Castle Combe Steve's XL/RS decided to derail its chain in the slop at Summer Lane. We then made our way to East Dunley Lane, after which we rode Commonwood and onto the deep ford at Luckington. All but the ladies rode through, although Julie had wanted to, it looked like the water was deep as the DT's seat and therefore the air cleaner inlet! Richard Coyne decided he hadn't got wet enough on the first fording so went back to test the submarining capabilities of the DR. (Must be the T.A. training. Ed)

The next lane was also very wet with a very deep puddle which caused problems for Steve Beazer's RMX 250. Richard, who seems to love the wet and mud, went through the deepest part spraying all and sundry. We made our way back to the Fosseway and met two lads from the Wilts TRF Group, I didn't get their names but they rode with us the rest of the day. The lane known as Ladyswood was unexpectedly more like a tarmac road having recently been filled in with scalpings. However, the Foss was up to its usual standard with deep ruts and even deeper water, allowing for some very creative riding as demonstrated by Geoff, careering off into the soggy undergrowth. We then deviated into Tetbury for fuel and refreshment at the aptly named "Trouble Inn". This welcome break allowed for beer supping, sock wringing, food shovelling and sun bathing (the weather was great) activities.

(Who dared to take their shirts off? Ed)

cont.

Refreshed and raring to go (home?) - no, to ride some more lanes, we headed north out of Tetbury. On one lane we passed a badger set (See note below. Ed) before the passing the disused airfield at Minchenhampton and back down to the Fosse.

Steve's XL/RS was well warmed up by now and obviously needed cooling off - so he ditched it onto the deepest puddle he could find, needing three (willing? Ed) helpers to retrieve. After this sort of abuse it's no wonder that the rear sub-frame is attached with cable ties!

We all got back to The Shoe at about 6 pm where some headed for home, and the remainder, Steve(XL/RS), George, Julie and Richard decided to ride Bannerdown which was very enjoyable and uneventful, except for meeting two young lads on scooters and without helmets.

All in all, we enjoyed a great day thanks to our Run Leader Steve "Cable Tie" Cousins.

George and Julie Pritchard

BADGER SETS

You may be aware that a major court case took place recently at Yate concerning Badger sets. Partly to do with the anti-hunting lobby - but if they're having problems there may be knock on effect elsewhere?

It was also reported at a recent club night that the course of a Pheonix event went close to a badger set and caused some concern.

As a favour to one of our B.G. members, Paul Denney and his partner, Julie Douglas who is not only Vice-Chair (man/person?) of Avon Badger Watch but also rides an Enfield Trials Bullet - she would appreciate if a note of the grid ref could be made of any set seen and passed onto Julie or Paul on 0272 557728.

In the remote south-west corner of the Lake District you'll find just about the perfect spot to start the most memorable TRF run. Hobkin Ground Farm, Broughton Mills, near Broughton on Furness warmly welcomed us after the long (and tedious) journey up the M6 from Bristol. The accommodation for our weekend on the Lakes was a self-contained static caravan with all the home comforts and large enough to house the biggest of beer bellies. (That weekend's company excepted! Ed '93)

Our first day began with a brisk walk to the farmhouse for breakfast - the crisp air arousing a hearty appetite. This, together with Dave Clegg's appetite for the excellent beer and great pub grub from the previous evening then reached critical overload, and needless to say, half a toilet roll was acquired from the caravan and joined the essential trail riding kit in Dave's "Bum Bag". (The Theakston's was superb - it must have been the water I cleaned my teeth with! Ed)

We were met at the Farm by Steve Say (XR 200A) and Brother in Law (XL 185) and the Cumbria Group lads, after a clutch cable had broken on Tim's Hondawakasaki Special delayed us until 10.30. Our Run Leader, Will Fisher (XL 185) set off to the first, gentle, lane only minutes away from the farm. Already cameras were clicking as the mountains approached. There had to be catch - such breath-taking, beautiful scenery - and the Walna Scar Road (shown on the L.R. as a Bridleway!) was IT!!

Ever wondered where all that stone comes from to build all those miles of dry stone walls? We know, it's everywhere! Jagged boulders, rocks and mountain streams had to tackled as we climbed "The Scar". But what a view on reaching the top - not a cloud in sight and we could even see Snaefell on the I.O.M. A frightening descent passing numerous ascending walkers/climbers (some of those walkers were scary! Ed) prompted a need for an early lunch at the nearest pub - so packed out we had to sit on lawn outside.

cont.

Thought we would fill the gap!

WISHING STEVE (SAY) A QUICK RECOVERY

For those of you who don't know Steve got swiped off his Speedtwin on his way home from work.

He is on ward 205 at Frenchay Hospital for the next few weeks, we are sure he would appreciate a visit.

Please don't phone Jo as she is inundated.

The Webb household doesn't mind receiving calls.

TONY AND JULIE

XMAS "T.R.F.ing" QUIZ

1. What is the total length of Public Rights of Way in England and Wales?
a. 193,000km b. 193,000 miles c. 139,000 miles
2. Of the above PROW how much have vehicular rights?
a. 8,000miles b. 8,000km c. 18,000 miles
3. Where is the Definitive Map of Avon kept?
a. Avon House b. Avon House North c. Middle Gate
4. If you want to see the Definitive Map, do you;
a. just turn up and demand to see it?
b. Telephone to make an appointment?
c. get written permission from your COUNTY COUNCILLOR?
d. All the above.
5. What is the BSI code for road legal eye protection?
a. BS 1870 b. BS 3704 c. BS 4110
6. When out trail riding in a group, who should OPEN gates?
a. Run Leader b. anybody c. The No 2 man
7. What is the most vital thing a Run Leader should do?
a. Ensure that there is a good lunch time pub stop.
b. Collect the Run Fees and fill in a Run Sheet.
c. Assign someone to write a Run Report.
d. Ensure that all PROWS used have vehicular rights.
e. All the above
8. In which year was the "RUPP" introduced by the National Parks and Access to the Countryside Act?
a. 1949 b. 1959 c. 1969
9. In 1988 what did Richard Tallon break?
a. piston ring b. tibia c. clavicle d. gearbox
10. What colour are Byway waymarks?
a. blue b. green c. red

XMAS "T.R.F.ing" QUIZ

THIS QUIZ IS OPEN TO ALL 1994 B.G. MEMBERS.

THE WINNER GETS HIS/HER 1994 B.G SUBSCRIPTION REFUNDED.

SECOND PRIZE: COPY OF "AVON ALE" (donated by CAMRA/Ed '93)
THIRD PRIZE: CAN OF WD 40 (or equivalent)

IN THE CASE OF A TIE THE Ed'S (1993) DECISION IS FINAL.

JUST CIRCLE THE LETTERS YOU THINK CORRECT ON THE PAGE BELOW AND COMPLETE THE SENTENCE.

DON'T FORGET TO FILL IN YOUR NAME IN THE SPACE PROVIDED AND POST THIS PAGE TO THE ED(1993)

(in the envelope provided) - DON'T FORGET THE STAMP!

1. a b c
2. a b c
3. a b c
4. a b c d
5. a b c
6. a b c
7. a b c d e
8. a b c
9. a b c d
10. a b c

In less than 10 words complete the following sentence:

I THINK THE BRISTOL GROUP

.....

NAME:.....SIGNED:.....

Refuelled and relaxed, a little, we took a more leisurely ride around Coniston Water and the Grizedale Forest. Following the hill tops, we did around 20 miles of possibly the most scenic lanes imaginable only broken by the occasional river crossings. Unfortunately Tim's Hondawakasaki expired, and was then towed to the nearest habitation by Steve Say, where we parted company.

On the Sunday, after a short journey to the pre-arranged start near Windermere using our four wheelers/trailer we; Dave Clegg (XR 200R), Richard Coyne (DR 350) and myself (IT 465) met with Will and our Run Leader for the day, Steve Brass (Cumbria Grp Rights of Way Officer/DR 350 owner, part time farmer and real ale fan! How does he fit it all in? Ed).

We set off on a few minor lanes before heading for the famous Garburn Road, linking to Stile End and onto the Gatescarth Pass where the zig-zagging stone steps installed to cut down on erosion caused by all the walkers gave us real problems up to the crest.

More camera film at the ready as the valley opened itself to reveal the Haweswater Reservoir.

An incredible sight blurred only by the concentration needed to keep on the right track - that was the one with the rocks smaller than your front wheel! We were all getting quite used to this kind of terrain which is probably why on reaching the Old Coach Road (A6) the pleasant, soft, texture of peat bog was all too much - the IT swallowed itself into the stuff and sent me on my way - head first.

A most entertaining weekend for all. Many thanks to Dave Clegg for his efforts in organising the weekend + Richard "Acerbis" Coyne for providing and carrying the petrol! The Cumbrian Group made us most welcome and really showed us a thing or two - these are real men with stone balls!

Thanks Everyone, Steve Stocks

NOTE; Hobkin Ground Farm is a real gem: TRF friendly (barn/garage) great value & views + good pubs nearby.

IDEAS FOR CHRISTMAS PRESENTS
FOR THE KEEN TRAIL RIDER

1. RIGHTS OF WAY RESEARCH GUIDE By TIM STEVENS

Following my comments in Issue 93-4 concerning the Rights of Way Research Guide (c Tim Stevens). I know of only one person who has acquired the Guide - Richard Tallon who picked one up an Exec Mtg.

So, as the guide tells you everything anyone would want to know about PROW Research and only costs £5. Is it the old problem of actually putting pen to paper/cheque book? (was that too to much hope?) So to overcome this insurmountable obstacle the B.G. has purchased a batch of Guides that can be purchased on any Club Night. See DCC or MH.

For those who can't wait until the Club Night! The Guide, professionally published and bound, is of course still available direct from Tim Stevens. So support your National Rights of Way Officer - he obviously put a lot of work into its initial production. Just send £5 to Tim!

2. O.S. L.R. MAP No 172
(or any other number for that matter.)

You can never have enough O.S. maps!

Currently the B.G. have a number of L.R. 172s for sale. For you new members they will come marked up with all the non-contentious PROWS you can ride, and then help to keep clear these valuable PROWS.

It's then up to you to use the Tim Stevens' Guide and with Martin Harding's help to find out all the other interesting places you can ride.

cont.

STOP PRESS

Talk about luck! Not only did Tony Steel become B.G. Ed for '94 but he also WON a KLR 650 at the NEC Show! (All you need know, Tony, is a set of MT 17s for it!

XMAS PRESENTS cont.

3.. "FLIP UP" GOGGLES by "miniMAN" of Sweden

THE ORIGINAL "SYSTEM 2000" -
THE NEW GENERATION OF GOGGLES
(or so the manufacture's say!)

Those who have ridden with me may have noticed that I have always used this unique "Flip Up" goggle. Mainly because I wear spectacles I find removing ordinary goggles a pain, 'cos they tend to remove the specs as well, unless you use both hands - which can be somewhat hazardous on the trail!

Despite being made from Lexan, the manufacturer's couldn't, or wouldn't, get BS 4110 approval hence making them illegal for highway use in the U.K. So I could continue using my "Flip-Up" I made a new lens from a larger BS 4110 visor. No sooner said than done, and while in the IOM, I had the "a Bit of a Happening", landing on my head and smashing the special peak into several pieces!

So the quest for a new "Flip Up" began. By sheer coincidence, Dave Jarvis, of the Herts group, who I went to the IOM with, and who then immediately went onto the Irish Trail Riding (and Guinness Drinking) Safari found the man who who currently owns the entire U.K. stock (to our knowledge) of :-

"FLIP UP" GOGGLES" by "miniMAN" of Sweden

Which if anyone wants one can be purchased for the superb price of £12 + P&P. (for TRF members only) In fact, I bought two and they were delivered to my door the next day as the vendor actually runs a business (nothing to do with motor-cycling) and just so happened to coming down the M 5 and was able to make a detour/delivery into Portishead. How's that for service!

So ask Father Christmas to bring you "Flip Up"! (or failing that, contact DCC with the money)

WHY I RIDE XRS

As the "Outgoing" Ed and own a motley selection of M/Cs I thought I'd kick off what I hope to be a regular series with EVERYONE able to make a contribution. ('cos you've all got bikes?)

Looking at the two XRs that currently lurk in my garage - only 50cc difference in capacity but totally different in character and performance. After a brief sojourn with a brand new DT 175, a great little m/c, after the dead weight of the TS 250, but unfortunately built down to a price and horribly thirsty on fuel, for a 175, under adverse (mid-Wales) conditions, so in 1986 I aquired a 1982 XR 200R for £590.

The first XR 200R I owned, identical to the 200R I currently own (other than it had been properly cared for in it's early years!) was stolen in 1989 from a little place called Haltwhistle. So I HAD to buy, for, this time, £595, another XR 200R because, to use computerese, they are so "use friendly". You can get away with some pretty inept riding, and survive, mainly due to the light weight, masses of suspension travel with good forks and a torquey little engine, that rattles well, but appears almost unburstable.

As an added bonus the little beastly can do anything up to 85 mpg and never falls below 55 mpg even under the toughest trail riding conditions. Also, at the end of days hard riding, if I fall off, the 200R is light enough for me to pick up without help - sometimes.

However, on the debit side the 200R is getting a bit long in the tooth and various bits are just about worn out, i.e. the hubs - bearings requiring Loctiting in at MOT time and the actual brake drum diameters have worn somewhat oversize - a disc brake on the front is a mod I have planned for some time. Also, being only 200cc and rather low geared, tarmac journeys over 20 miles are very tedious and the narrow, hard seat is not that comfortable (I wrote that before riding Paul Creed's new KLX 250!?! Ouch!) Murder on the "Chalfonts" after a day out in freezing conditions!

cont.

XRs cont.

The lights are only barely passable - partly due to the 45w generator and partly due to the minuscule headlamp with plastic lens - at least it doesn't get broken - often. Then how often do you go trail riding in the dark? (in fact, not a good idea, as nocturnal 4x4 activity was one reason given for implementing a blanket TRO on some byways in Herts!)

XR 250RL

Immediately identifiable from other XR 250s, the RL (1990) was the first model to have disc brakes back and front but retain the small enduro headlamp and rear light.

Albeit, the 8 years difference in vintage makes an obvious difference to the general mechanical condition of the M/C and as a consequence the engine doesn't rattle and the suspension doesn't "clonk" like the 200. In fact the suspension is so good that I found myself floating over adverse surfaces at speeds such that I would be breaking the TRF Code of Conduct (Heaven Forbid!) and if, unlucky, possibly my neck! The high seat height also doesn't encourage footing and forces a more aggressive riding technique than I would normally use.

That is when I can get the 250 started. Starting both hot and cold can be a very temperamental operation and the RL can be an absolute pig compared with the 200R. When you can get it fired up a major factor in favour of the RL, fitted with only one carburettor unlike some earlier models, is the fuel consumption - which is nearly as good as the 200R (the way I ride it.)

The overall ride comfort is far superior to the 200R and as a trail bike the RL is highly tarmac capable and even the small headlamp, when fitted with a halogen bulb, gives adequate light both on or off tarmac and as such the RL wins hands down - which is why I plan on keeping it until someone comes up with a pristine late 200R or a used KLX 250 (with soft seat) comes along.

B.G. Mag for 1994

Hopefully, for Tony, the run reports will keep on coming in sufficient quantities to make it worth while to compile an A5 format Mag.

So, as a parting gesture, Run Leaders, assign a Run Reporter - or write it yourself! (as per a couple of the reports in this issue.)

We now have a number of new BG Committee members, some of whom will no doubt have their arms twisted and will write articles to be included in later editions!

Tony says, "Please keep them coming".

If you want to have a whinge about anything, jot it down on the back of envelope or something and send it to the Ed. Don't wait until a club night - DO IT NOW! The Ed (1994) promises not to edit out anything - (unless it is contrary to TRF guidelines.)

During 1993 I specifically included a couple of personal run reports from such far flung places as Taly Bont (not on Usk) and the IOM. Also, I think that the few B.G. members who went to the Lakes had a really good time on some of the toughest and most scenic tracks in the U.K. So let's have some input from even further afield - I know of at least two B.G. members who went riding in Kos (and one who didn't ride in the Balerics! All these expensive holidays - could have bought a new bike?)

If you haven't ridden anywhere recently what about a recollection from a dim and distant past outing?

Something that crops up from time to time in TRAIL is the occasional M/C Test but instead of that for the B.G. Mag I've kicked off in this edition:

"Why I Ride"(in my case) an XR 200R.

So if you enjoy punishing yourself on some odd M/C write an article and let us all know why!

Another item that I feel could be a regular feature are articles lifted from BBT. i.e. :-

Exmoor Alert and "The Walkers Perception"

SPECIAL NOTE

PLEASE DO NOT DELAY WRITING OR SENDING IN COPY FOR THE B.G. Mag

PLEASE MAIL ANY COPY DIRECT TO THE ED

+ THE ED WOULD LIKE SOME FEEDBACK.
IF YOU DON'T WANT TO WRITE ANYTHING JUST COME AND HAVE A WORD ON A CLUB NIGHT - (maybe he'll "ghost it"!)

BOLD PRINT

Obviously nobody noticed 'cos nobody commented but in Issue '93-5 the type face/font is VERY BOLD? We have Jason Bamford to thank for this due to the recent acquisition of a Laser Printer - Tks, Jason.

SMALL ADS

WANTED

VOLUNTEERS REQUIRED TO LEAD RUNS
START: MAP REF (L.R.) OF YOUR CHOICE

SEE PAUL CREED ON ANY CLUB NIGHT

FOR SALE

O.S. LANDRANGER MAPS (1:50,000)
OF VARIOUS VINTAGES AND
VARIOUS LOCATIONS
£2.00 EACH

I have located two sources of second-hand O.S. L.R. Maps so if you're interested in knowing where to ride or where you've been AT LESS THAN HALF PRICE.
(I can't guarantee I can get every one of the 204 L.R.s.)
SEE GRP REP, Dave Clegg on any Club Night

BRISTOL GROUP EVENTS CALENDAR 1993/1994

DECEMBER 1993

5th: RUN; Fm YATE, (TESCO CAR PARK) START 09.30
LDR; DEREK JONES, Tph; 0454

12th: RUN; Fm NEW INN, NR CWMBRAN, START 09.30
LDR; PAUL CREED, tph 0272 73210

13th: CLUB NIGHT at WARMLEY @ 20.00 PROMPT
POSSIBLY YOUR LAST CHANCE TO SEE
YOUR PALS THIS YEAR UNLESS YOU COME TO THE -

21st or 22nd: SUPER XMAS TRF'ing SOCIAL, TPH STEVE SAY
OR JUST TURN UP AT:-----
(to be decided at the December club night.)

* * * * *

JANUARY 1994

2nd: FUN RUN, Fm THE GLOBE P.H., START 10.00
FANCY DRESS MANDATORY or TWO UP or 15 YR OLD M/C !
LDR; STEVE COUSINS, Tph 0225 446148

10th: CLUB NIGHT at WARMLEY @ 20.00 PROMPT

ANY QUERIES: PAUL CREED RUN CO-ORDINATOR: 0272 732103

PLEASE DON'T FORGET TO TELEPHONE THE RUN LEADER
** AT LEAST 48 HRS IN ADVANCE TO BOOK YOUR PLACE. **
(yr average run leader is not going to hang around
waiting for you to tph on a Friday or Saturday night!)

OVERNIGHT TRIPS NEED TO BE ARRANGED WELL IN ADVANCE TO
BOOK B & B, CO-ORDINATE TRANSPORT ETC.
SO PLEASE GIVE THE ORGANISER PLENTY OF NOTICE.

Please note that the views expressed in this magazine
are not necessarily the official views of the
TRAIL RIDERS' FELLOWSHIP or THE BRISTOL GROUP'S



SHOSCOMBE : SARA (BTCV Officer) Helping TRF!
(+ Lucy watching)



'Where are we?'