

ED's CHAT



WELCOME TO 1999. Our club continues to grow from strength to strength with new faces at Club Night and also on the trail.

December '98 seems a lifetime ago now, but for anyone who missed it, the Christmas meal was a great success with good food and pleasant company !!!!!

The following day on the Sunday, a group of us took up the invite from the Wiltshire group to join them at Lamb's Lair. The day took the form of some trials sections in the morning, and a sort of enduro in the afternoon. I will be sending them a letter in the next couple of days thanking them for their hospitality and inviting them to join us later in the year for our family fun day at Ubley Grove.

We have a couple of new faces on the Committee with some fresh ideas so thankyou to them for coming forward and also a big thankyou to Paul and Tony for their valued help and support in the past.

Look forward to seeing you on the brown stuff. Take care.

CHEERS

TIM FROST - 01761 470359

The views expressed in 'Bristol Trail' are those of its correspondents and not necessarily of the editor or the TRF.

□CLASSIFIED□

WANTED: 1 bike, any bike
any price paid. DESPERATE

As you can see I'm not getting on at all well at this present time.

Although he's called "Spirit of the Wind" he doesn't go that fast. Maybe I'm doing something wrong !!

PAUL C



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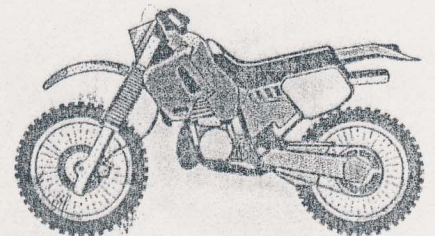
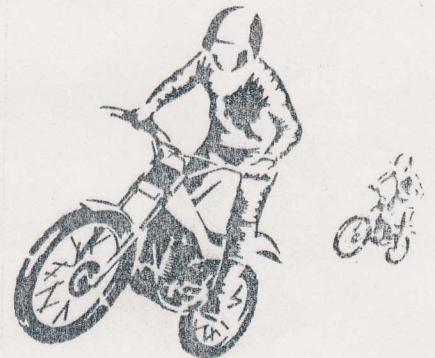
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FROM THE CHAIR

BRILLIANT START TO THE NEW YEAR, LOCKED OUT OF THE RUGBY CLUB. THIS HOWEVER DID NOT (AND WOULD NOT) DETER THE T.R.F. FROM HOLDING A MEETING AND WE DESCENDED ON THE LOCAL PUB. GOOD HUMOUR WAS THE ORDER OF THE DAY AND NOT ONE PERSON BE-MOANED OUR FATE.

HOPEFULLY YOU ARE READING THIS FROM THE COMFORT OF THE RUGBY CLUB LOUNGE AND EVERYTHING IS BACK TO NORMAL. WE CAN START AT 7.30 IF ANYONE IS INTERESTED AND THE BAR WILL CLOSE AT 11 P.M.

IS ANYONE INTERESTED IN A SOCIAL DRINK 2ND WEEK OF EACH MONTH (AT A LOCAL PUB). IT HAS BEEN TRIED BY SOME BRISTOL T.R.F. MEMBERS AND A GOOD NIGHT WAS HAD BY ALL. (EXCEPT ME, WHO BOUGHT A ROUND THAT CAME TO £11.65)

THE COMMITTEE HAS MEET FOR THE FIRST TIME THIS YEAR AND LOTS OF NEW, FRESH IDEA'S HAVE BEEN PUT FORWARD FOR 99

WE ARE GOING TO HAVE ANOTHER AUCTION ON OUR MARCH CLUB NIGHT, SO GO SEARCH OUT THE MOTORCYCLE PARTS IN YOUR GARAGE, BRING THEM TO CLUB NIGHT AND WE WILL TRY AND SELL THEM FOR YOU. (A DONATION TOWARDS THE CLUB IS ALL WE ASK)

WE WILL TRY TO ATTEND SOME MOTORCYCLE EVENTS IN 99 WITH THE VIEW OF PROMOTING THE T.R.F. (DETAILS TO FOLLOW WHEN FINALISED)

OUR FUN DAY (BARBEQUE) WHICH WAS HAILED A SUCCESS LAST YEAR WILL BE REPEATED IN JULY 99, AT UBLEY DROVE. IT IS OUR INTENTION TO ADVERTISE THE EVENT IN TRAIL MAGAZINE TO GET MEMBERS FROM OTHER CLUBS TO ATTEND, EXTENDING THE HAND OF FRIENDSHIP

ANY ONE INTERESTED IN GO KARTING, IT HAS BEEN SUGGESTED THAT WE GO AS A CLUB FOR A FUN NIGHT OUT. (SPEAK TO TIM FROST)

SKITTLES, PHOENIX HAS THROWN DOWN THE CHALLENGE FOR A SKITTLES MATCH (WE THRASHED THEM LAST TIME) NAMES OF INTERESTED PARTIES PLEASE INFORM OUR SOCIAL SECRETARY (PETE HOPES)

1998 WAS A GOOD YEAR FOR OUR CLUB, WE RODE LOTS OF TRIALS AND THE NUMBERS ATTENDING THESE RUNS HAS INCREASED CONSIDERABLY, HOWEVER WE DID HAVE THREE PEOPLE WHO HURT THEMSELVES AND IN EACH OF THESE INCIDENTS THE PERSONS CONCERNED WAS RIDING WITH DUE CARE AND ATTENTION. THIS BRINGS ME TO SUGGEST THAT WE ALL LOOK AT THE PROTECTION WE WEAR AND TO MAKE SURE IT IS OF SERVICABLE QUALITY. AND MAYBE WE OUGHT TO LOOK AT A FIRST AID KIT FOR THE LONGER RUNS (SUGGESTIONS/COMMENTS) MAY I ALSO REQUEST THAT ALL TRAIL RIDERS GOING ON RUNS TAKE ALONG A TOOL KIT, PUNCTURE REPAIR OUTFIT, SPARE INNERTUBE (21" FITS BOTH WHEELS). AND A PUMP.

IT IS NOT BRISTOL T.R.F. INTENTION TO POLICE THIS REQUEST BUT SOMETIMES I THINK SOME PEOPLE TAKE THE P--- (MICKEY).

I AND THE COMMITTEE HOPE THAT YOU ALL ENJOY TRAIL RIDING WITH THE CLUB IN 1999 AND WOULD LIKE TO ASK THE MEMBERS FOR ANY BRIGHT IDEA'S FOR THINGS TO (DO/DISCUSS/DEBATE/THRASH OUT) IN THE COMING MONTHS.

The Advertisement printed below was recently spotted at a caravan show by our Chairman K.K. It makes interesting reading.

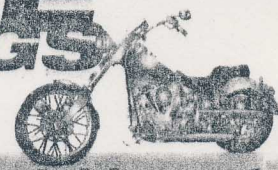


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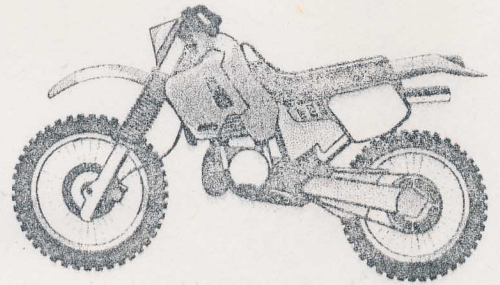
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Alternatively, it is possible to purchase from M & P motorcycle factors a product called OXOKO. This is a bottle of fibrous liquid which having removed the valves from your tyres, you pour ½ a bottle into front and rear tyres and reinflate. The theory is if you get a puncture, the air pressure forces the fibres into the hole to seal the tube. Cost approx. £8.00 a bottle, so could be a good investment.

THANKS TO BRIAN FOR THE INFO.



GENTLEMEN

THE KNIGHT RIDER IS BACK IN THE SADDLE (WELL HE WILL BE WHEN HIS NEW BIKE IS DELIVERED)

MY GAS GAS PAMPERRA, DISCUSSED, AND DEBATED WITHIN THE T.R.F. EUROPEAN BIKES, BUILD QUALITY, RELIABILITY, AGAINST THAT OF JAPANESE BIKES, AT THE END OF THE DAY IT MUST BE SAID, MAYBE I GOT IT WRONG,

SO WITH SAD HEART AND EMPTY BANK ACCOUNT THE GAS GAS HAD TO GO.

WHAT SHALL I BUY ?? DISCUSSED, AND DEBATED WITHIN THE T.R.F. JAPANESE SOUNDS GOOD, RELIABLE, GOOD BUILD QUALITY, POSSIBLY EASIER TO SELL ON,

2 STROKE OR 4 STROKE

HAD A 4 STROKE FOUND IT SLOW AND HEAVY NOT ENOUGH FUN ELEMENT (NOT IF YOU HAD A XR 200, 250, 400) CAN'T HAVE A XR (LEGS NOT LONG ENOUGH)

2 STROKE THEN. CANT HAVE A 2 STROKE (LEGS NOT LONG ENOUGH) UNTIL A T.R.F. DISCUSSION WITH JOHN RIDGEWAY TOLD ME THAT YOU CAN BUY A MODIFICATION TO REDUCE THE SUPENSION BY 50MM ON A C.R.M. 250

RING AROUND. *Trevor Pope*
(GOSPORT)

YES GOT A CRM MINT CONDITION (TOP MONEY)
NO WILL NOT DO A PART EXCHANGE ON A GAS GAS
(NO MONEY)

TOKYO TRAIL

YES GOT CRM'S MINT CONDITION (TOP MONEY)
YES WILL TAKE PART EXCHANGE GAS GAS (CRAP MONEY)

CONTAINER COMPANY

YES GOT CRM'S MINT CONDITION (REASONABLE MONEY)
YES WILL TAKE PART EXCHANGE GAS GAS (HOW MUCH TO YOU WANT FOR IT)>> O.K. COME ALONG AND WE WILL DO A DEAL)

IT WAS 243 MILES FROM MY HOUSE TO THE CONTAINER CO., AND IT TOOK ME 5 HOURS TO TRAVEL IT.

CUP OF TEA ON ARRIVAL, LOOK AROUND THE SHOWROOM,
CRM 250 Mk 3 AND A 250 AR TO TEST RIDE. RE-DISCUSSED DEAL
THEY LOOKED AT GAS GAS, DEAL O.K.

C.R.M. TAXED AND TESTED FOR 1 YEAR
AGE RELATED PLATE, WARRANTY, LOWERED SUSPENSION, NEW TYRES
(WHAT TYPE REQUIRED!) DEAL DONE.

NICE COMPANY, NICE PEOPLE, GREAT DEAL'S (WORTH THE EFFORT TO VISIT THEM)

(ALL I NEED TO DO NOW IS TO LEARN TO RIDE PROPERLY)

KNIGHT RIDER.



BITTEN BY THE BUG ! GARETH HAWKINS

My first run was Steve's run. I thought the first lane was easy until I came to the tree on it's side. It was hard to get through. When I did, I was dead.

Some of the lanes were hard and some easy, because I rode bikes when I was a kid.

There was one thing wrong with my bike though, the gear changer broke !!!

My Dad and a few others helped repair the gear changer.

THANKS.

I enjoyed my first run, it was good. It would have been better if the gear changed hadn't broken and I would have done the last couple of lanes. There was nothing for it but Dad, Ian and I left and went home.

I would like to say thanks to all the people who helped me with the bike.

Especially Pete, who helped me through a lot of the water when my bike wouldn't start.

I WILL BE DOING MORE OF THE RUNS.



BRISTOL

TRE



As a guest rider from Norfolk - the driest county - imagine my horror when Steve Cousins and 9 clubmates voted unanimously to start the run. It was pouring. I was cocooned in the Mondeo and quickly had to take the XR200 off the rack.

I was soaked thro' just donning my gear. Rain - I've never seen anything like it. I thought of the band WET WET WET with their hits "HOLD BACK THE RIVER", "COLD COLD HEART", "WITH A LITTLE HELP FROM MY FRIENDS" and should I "SWEET SURRENDER".

After a few 'teasers' of lanes at Newton St. Loe and Twelve O'Clock, we arrived at Stanton Prior. Still horizontal rain, ruts up to the spindles, filled with water which occasionally disappeared (where did the water go ?) Some wag suggested it's better riding it the other way and up the ruts !! Club Chairman 'Knight Rider's chain came off, the deep ruts modifying his plastic chain guide.

Onto Stanton Prior, a super climb and then across a newly drilled field of winter wheat (why do farmers drill over rights of way ?) to cross the ford at Priston Mill. The ford cleaned off the worst of the field clay.

PIPEHOUSE

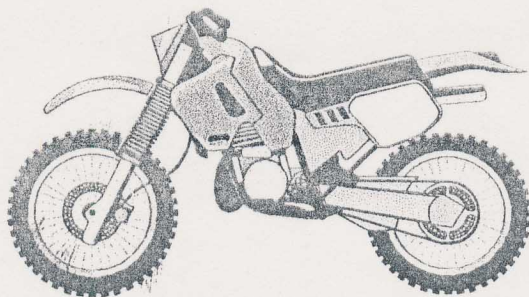
This will forever live in my memory ! I think Sammy Miller would have had the odd dab (and of course with the benefit of walking up it first). Water gushed down, frothing and noisy, hiding rocks and fallen branches. Some of the 'stars' got to the top, but the majority had to have lots of assistance. I dropped it, into a whirlpool, water gushed in around my neck and drained out of my trousers! I had never been so wet.

Twinhoe Wood was an excuse to 'warm up'. A mile of mud created by heavy forestry machines. It was quite a challenging trail. The powerful 2 strokes created 'roosters' which 'filled in' us crusties on 4 strokes. Suddenly John Black's 4 stroke Kawasaki died and wouldn't restart. The sight of a 2 stroke stable mate (max torque - around 5000 rpm) trying to pull him out at full revs - the rope broke, the spinning wheel, which ended in disaster with the 'towed' Kwaka, upside down, 10 feet below the trail. All hands on deck, finally managed to lift, pull, and coerce it onto an adjacent tarmac road. And I was still soaked and frozen.

A hunt for a fish and chip shop proved fruitless, so after a petrol stop, we found the driest cover available - a car wash under the big brushes. My sandwiches were waterlogged but welcome. Everyone was soaked thro' and we made our way back to the start - The Globe Inn at Corston. Yes it was still pouring !!

Many thanks to Steve and Bristol TRF for a memorable run.

DAVID CLARKE



Bristol T.R.F. - Exmoor Run 29th November 1998



Teller of Trail's :- Leigh Holvey

Run Leader :- Steve 'Crasher' Cousin's

Enthusiastic Adventurer's :- Tony Steel ; Jason Bamford & Andy Horseman.

"The Exmoor Adventurer's"

Once upon a time on one very, very cold, and dark Sunday morning at the end of November 98', the last thing that anyone with any sense would want to do, is leave the comfort of their warm, snug and cosy bed to brave trail riding on Exmoor. Unless of course you have a compulsion for adventure and a real passion for Trail Riding..!

Therefore I must either be have a genuine passion for Trail Riding or be *Nuts*..! As here I was preparing to be picked up by Steve Cousin's at 06:45am, after less than four hours sleep.

Why...? I here you ask or perhaps you've already heard or you don't really care..!

But I'm going to tell you anyway.. ..!

No it wasn't because of to much SEX...!

It was yet another one of those 'damn enjoyable' late night parties yet again...where much pleasure, much merriment and much Guinness was enjoyed by all who were in attendance...!!

As per normal Steve was a little late, but then who really care's as he was doing me a favour by collecting me in the first place. My bike had been pre-loaded on Saturday evening along with his, so it was off to Tony Steel's to collect him and load his bike, and then straight to Dunster where we were to meet Jason Bamford and Andy Horseman.

On leaving Bath, our journey was almost curtailed by a bewildered deer which ran out in front of us, *Christ..!* the excitement had already started, or was this to be an '*Omen*' that would inevitably seal are fate for the rest of this day's adventures.

Originally there were going to be *six very keen rider's*, three on four-strokes and three on two-strokes. It looked as though it would be a evenly balanced and interesting day out. Steve had already spoken with the run-leader (Paul Creed) from Saturday's expedition to Exmoor and had been informed that there had been a mishap at '*Tarr Steps*'. So it might be advisable for us to miss the ford crossing out, as it was understood that the water was extremely fast and deep and on Saturday's run the group almost lost Richard Beal and his 'New XR400' to the freezing waters, much to the amusement of a group of 'Rambler's, who had gathered on the bridge to watch the fun.

Unfortunately the sixth rider in our group, Ian Terry had to drop out at the last minute, as his trailer hadn't been delivered (*Ian - you missed an excellent day out..!*), so now we were reduced to the '*Famous Five*'....three XR's, one CRM and a KDX.

On arrival at our rendezvous point just out side Dunster Andy and Jason were already there waiting for us, so we quickly unloaded the bikes and prepare for the off.....!!

'Let the Games commence...!'

I suppose we all like to think of ourselves as accomplished rider's, but today's riding was to prove both testing for *all* and *traumatic* for the few.

On previous excursions to Exmoor, I've always ridden part of the Quantock's as well, but these ride's are usually conducted when the day-light hours are longer.

First Lane of the Day :- 'Pit Bridge'

I tend to always find that the first lane of the day is the one that usually wakes me up, and our first lane for this day happened to be one that I don't have fond memories for..! On previous occasions I've never made it past the rock steps after the first left-hand turn near the bottom and on one occasion I met with a pack of dogs and men brandishing shot guns... !

(Please believe when I say, I'm not by nature a nervous person, but this is more than enough to make you fill your waterproofs...! Something you really don't want to do within the first lane of the day...!).

Today this lane proved no problem for me at all, but I expect that this was because none of the above incidents happened and the bike I'm riding now is somewhat more advanced than the bikes I've ridden in the past. The only occurrence that springs to mind was 'almost coming a cropper, after laughing so much at Jason Bamford', as he fought hard to control his bike on the slippery surface.

Second Lane of the Day:- 'Kersham Lane' (Rocky Climb with water..!)

This is usually a some what interesting lane as it's a smooth, but deceptively rocky climb uphill over rocks which have the added bonus of being constantly wetted with running water. On this particular occasion as we approached the lane we were joined by some riders who were competing in the long distance trial which had started out from Minehead, and fortunately for us, as far as I can remember nothing of any significance occurred in this lane. Everyone made it to the top with out any incidents...!

Third Lane of the Day:- 'Weddon Cross' (Down hill -well defined track)

As you enter Weddon Cross from the west its, left up the hill and along the B3224 until you reach the brow of the hill. The start of this lane can be found to your right (Sharp right) as the 'B' road sweeps round to the left, on the map this lane is between Brendon Hill farm and Triscombe farm.

During previous descents of this lane it's been raining so hard that we've taken shelter in an old barn on the left-hand side until the rain has reduce a little. However, this time the lane was bathed in glorious sunshine and as we past the barn I noticed that for future reference we will not be able to use it as it has since collapsed.

Fourth Lane of the Day:- 'West Howetown Lane towards Winsford' (Small Ford & uphill)

This is a well marked little lane, with a short but deep'ish rocky bottomed ford at the start which can provide a good photo opportunity session if you have the time, inclination and co-operation of the other rider's in your group. It leads into a nice tight lane and at about a third of the way up there's a tight left-hander over some shrewdly placed rocks. If your in the wrong gear when you reach this section it can be very stimulating, especially if your unable to get a foot down..!! *(Thankfully the XR is both forgiving and well suspended..!!)*.

Fifth Lane of the Day:- 'Yellowcombe' (Just good views..!)

Here we climbed uphill with ease and then out onto the top at 'Summerway'. I have only a vague memory of this lane, but one thing I do remember is passing a place called "*Leigh*", where the sun was shining and the views were great. It was onward from here to our next lane of the day without incident.

Sixth Lane of the Day:- 'Court Down to Dulverton' (Another Lane with good views..!)

On the whole this is another pleasant lane, well defined and with good views of the surrounding countryside, but it's definitely one to take care on, especially if like me you are enjoy the views and suffer a momentary lapse of concentration which could result in you suffering a similar incident which be fell me sometime ago on a previous excursion to Exmoor. I had the unpleasant experience of being 'catapulted' over the handle-bars of a previously owned TLR200 trials bike, without warning..! when the front wheel jammed in a rather unexpected and hazardous rut.

(I believe that on this day I was awarded 10 out of 10 for style, poise, artistic technique and a precision landing. If you don't believe me ask Tony Steel as he was there and he's never let's me forget it...!!)

Seventh Lane of the Day:- 'Loose Hall Lane'

We descended this 'very leafy' lane which was enclosed on both sides by high banks, topped naturally and enhanced further by evenly dispersed mature deciduous tree's. On nearing the bottom we met with two horse rider's who were about to coming up, at which time we killed our engines until the horses had passed by safely. *(As we all know this is the norm and also a good, TRF code of conduct).* This lane eventually leads out onto a 'B' road (B3223) which when crossed, leads to a small ford called 'Marsh Bridge'. From here we rode towards Dulverton on the B3223.

Eighth Lane of the Day:- 'Heleball Lane' (Bungalow on RHS just outside Dulverton)

This lane we approached in an uphill direction and it's a little slippery and a touch uneven in places. It has high banks on either side, as have most green lanes in this area. Other than that it's really quite a pleasant lane to ride.

Ninth Lane of the Day:- 'Stockham Hill to Chilly Ford Bridge'

This was the first long metal surfaced road that we'd ridden so far today and on arriving at 'Chilly Bridge' we turned right onto the A396 towards our next lane.

Tenth lane of the Day:- 'Brockhole Wood'

'The Hill' - If you've ridden it you'll know the one I mean, up through the tree's on an adverse camber, and then a sharp right turn and straight up what appears to be a very un-assuming loose dirt slope with a near vertical drop on your left-hand side, and a not so steep decent on the right, but one littered with leaves and fallen branches, whilst closely planted with a mixture of native deciduous and evergreen tree's.

According to reports relayed back about Saturday's ride, I'm led to believe we could now refer to it as '*Skittler's Alley*', as this is how I believe it looked on Saturday.

For us on Sunday it became both "*Heart Break Ridge & Point Break*", all rolled into one *(or perhaps that should be Breaking-Point for both Steve and Andy..!)*

Tony Steel was the only rider to make it to the top first time on his CRM, (Which I'm sure he'd like me to point out..!) But I do believe he went first, followed by Jason Bamford who after several attempts also made it to the top. Despite Andy and Steve's many unsuccessful attempts, I'm glad to say that I managed to ride my own bike to the top, all-be-it aided by Tony and Jason after a second more successful attempt. *(Damn good these Honda XR250's).*

Alas this was not the case for both Andy and Steve, who after many exhausting attempts succumbed to letting Jason and Tony respectively ride their bikes to the top first time once again.!

(What true hero's we have amongst us..!) Something, I'm sure Andy and Steve were glad of at the time, although a little miffed that neither could quite manage it themselves....!!

Eleventh Lane of the Day:- 'Machine Cross'

Back onto tarmac and past 'Louisa Gate and The Tower' and downhill towards 'Machine Cross' where we turned right to go back along the A396 towards our next lane and up through 'Barlynch woods'.

Twelfth Lane of the Day:- 'Barlynch Wood Lane'

This lane is an uphill climb within the confines of a soft slippery and muddy narrow lane. Fairly exhausting work - ("God..! I could kill for a pint of Guinness right NOW...!). And for a very short fleeting moment, I wished my bike was a 'CRM', as I could have done with it being a little lighter, because up through here the mud really saps your strength on an XR.

Thirteenth Lane of the Day:- 'Louisa Gate across Bury Hill to Hunt's Farm'

The entrance to this lane is marked by a huge iron gate..! There's a well established wood to your left hand-side and it exists for most of the tracks length - So take care here as there are plenty of free range pheasants running about...!

Fourteenth Lane of the Day:- 'Bury Ford'

Tony Steel 'Poses for Photo's and Jason Bamford washes his bike..!



Fifteenth Lane of the Day:- 'Dry House Corner'

(N.B. - .Not Very Dry - Slippery Rocks half way up - Collapsed single Gate at bottom..!)

Would definitely have been easier coming down this one...! Extremely exhausting - Where's Tony gone..?!!

Up until now we had been making good progress, but this lane has really slowed things down...!!

'Exebridge' Stopped for Fuel - Both bikes and ourselves....!

Re-fuelled and raring to go !!

Sixteenth Lane of the Day:- 'Hinam Farm to Hawkridge Ridge'

We followed this track into the tree's and somewhere ahead of us, way, way up in the tree's at the top of the hill on the right hand-side was 'Mounsey Castle hill Forte'. Onward through more tree's, along a well marked track beside a stream and then across a ford and up onto 'Hawkridge Ridge'.

Seventeenth Lane of the Day:- 'Hawkridge Common'

As you enter onto the common through a gate there's a signing asking you to keep to the track, where there are plenty of deep tractor ruts full of cold muddy water - (See Andy Horseman for pictures) From here we rode to 'White Post' and then turned right towards our next lane.

Eighteenth Lane of the Day:- 'Porchester Post'

Is a wide Tree lined avenue - Gates at both ends - With hard well defined gravel surface. (N.B. - There are signs at either end requesting that you don't use it in extremely wet conditions).

Nineteenth Lane of the Day:- 'Worth Hill' (was it Worth 'IT' Hill, in Steve's Case....?)

This lane follows straight on from Porchester's Post and is slightly down hill - across open moor and is well defined and easy to follow - but extremely slippery - ask Steve, he fell and broke his collar bone...
.....*Ouch*...!

Withypool to Dunster by Road

Steve walked down to the road from the 'Withypool' side of 'Worth Hill' - Jason rode his bike to the road - Tony administered First Aid - and Andy and myself were grateful that it wasn't either of us..!

Tony then rallied the troops taking charge of the situation.. like any great leader would.. (It must be his Boy Scout training and army background...!!) and led from this point forward. Jason, Andy and Myself acted as Steve's out-rider's and watched him carefully for any further signs of fatigue, as we rode back towards Dunster.

When we arrived back at our start point, Jason phoned the emergency services on his mobile phone and requested the location of the nearest 'Accident and Emergency Department'. Tony and Myself placed Steve in the van, gave him a hot coffee and started the van to heat up the cab. We then proceeded to load the bikes and our gear into the back. (*More like stuff everything into the back of the van as quickly as possible - As time was now of the essence and we were concerned for Steve..!*)

Dunster to Minehead Casualty - by van.

Andy and Jason followed us to Minehead Casualty, and luckily we were the **ONLY** people there...! Surprising really as there had been a long distance trial in progress on the same day, and you would have expected that they would have had some minor mishaps.

Steve was attended to straight away - *No waiting..!!*, something none of us are use to...
(*As it's usually at least a three hour wait, in the RUH at Bath..!!*). The doctor checked Steve over carefully and confirmed what our own talented Boy Scout Tony Steel had already suggested,
.....

"It's a broken Collar Bone..!"

Steve was then given pain killer's and the nurses put his arm in a sling. *But before they did this I had the extremely unpleasant job of removing Steve's muddy kit including, his boots and wet smelly socks and then having to carefully re-dress him...!!*

Andy remained ever vigilant outside guarding the bikes, as we didn't want another occurrence, as per the "*Swansea Experience*"....where both Tony and Steve had their bikes and trailer nicked, whilst being attended to in casualty.....!!

When we emerged from the Hospital it was straight into the van and home.....!!

Journey Home :-

Topic of Conversation : - *What would Steve's wife, Helen say...?!!*

ANSWER :- Use your imagination.....#@!!*

Many thanks for a "Most Excellent Day...!!" must go to the following people who without who's help and support I would not have been able to tell this 'trail tale'.....

Thanks to:-

Steve Cousin's for a memorable day's riding.....!

Tony Steel for his pro-active leadership and for driving the van.....!

The Doctor and Nurse's of Minehead's Casualty Unit for a job well Done...!!

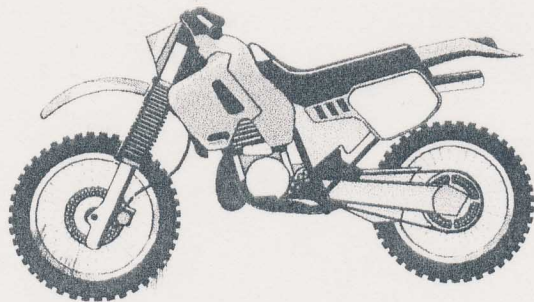
Jason and Andy for the pleasure of their company and all their help.....!

And last, but not least to Steve's wife, Helen for being so sympathetically understanding, so close to Christmas....

Here endith my Trail Tale.....

Regards,

Leigh Holvey



Gordano Run 09/01/99 (and cheap riding gear!)

A motley band of 10 of us met at the Services on a cold Saturday morning. Personally, my hands had dropped off in Bitton 10 miles before but never mind, the Sun was starting to show itself.

Steve Saye led us off into the first lane and straight into a big s**thole full of water! RMX man (sorry can't remember your name) promptly drown his engine and took a while to get it started. My feet also got wet helping lug it out of the water.

The next couple of lanes caused a few problems with traction and I was enjoying myself despite the wet feet. I must get some more Goretex socks, well worth it.

Johns son started having a few problems with his DT125. I think the carb was playing up. All or nothing on the throttle doesn't help when trying to ride smoothly. Also his footwear raised a few eyebrows at the start. A pair of trainers! Can't say I've seen that before. Obviously I was not the only one with wet feet.

I was following Tim on his CRM thinking feet up and smooth while I was legs all over the place. On informing him of this we entered the next lane and he was all over the place and I was OK. The trouble with slippy going is that when you get it right it's good, but when you get it wrong you just cannot get it together, know what I mean?

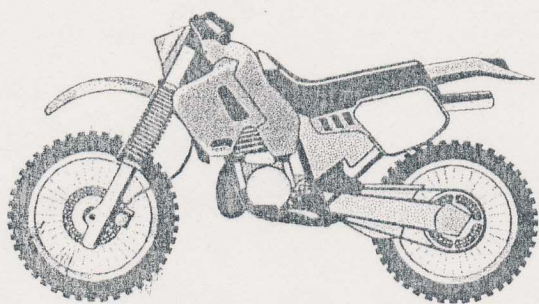
We headed off around Banwell, then off towards Dundry. Pretty spectacular views over the bridges and city. We skirted down toward Chew Valley where we made a mess on the floor of the village shop and had a pasty. DT was having trouble with his gearchange and he and John headed off home. We went toward Keynsham down the usual lanes such as Ringspit etc.

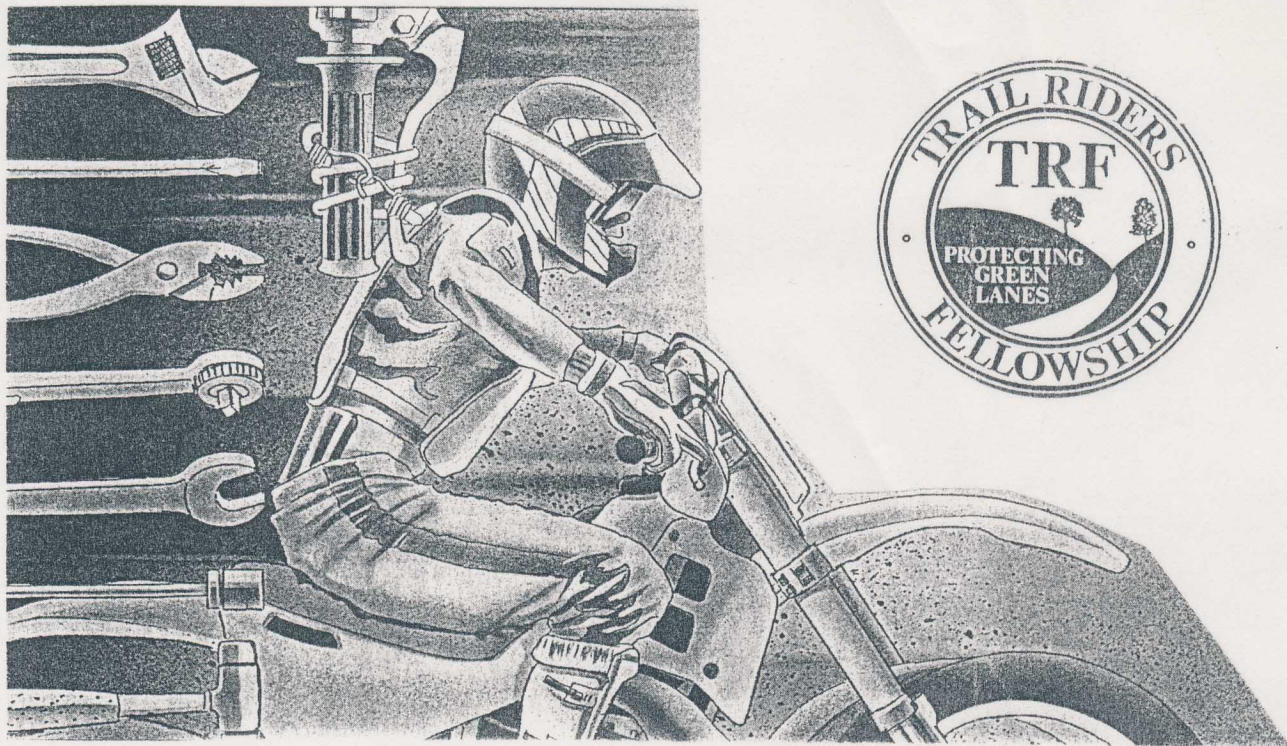
At Keynsham I headed off home mid afternoon whilst the others headed of to Stanton Prior to continue their fun. An enjoyable day, thanks Steve.

Update on the Goretex socks: I've just bought a pair of military Goretex booties for £14.99 for the long ones (These are £35 from Silvermans) from the military surplus stores in Hotwells Road Bristol. Unfortunately I had the last pair of long ones (17") but the guy said he was going to try and get some more. He still had plenty of the shorter ones for £9.99 which is a bargain if they work! A bit more expensive were the leather goretex gloves for £36 I bought. These are very comfortable with a strap to tighten them around your wrist for when its very wet. If you want to know how I am getting on with them just ask as I've not tried them out yet.

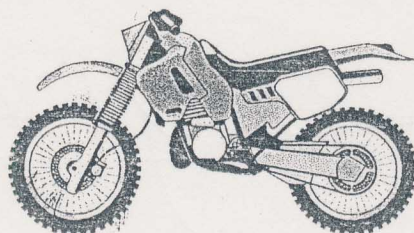
I also bought another pair of military Dutch Goretex combat overtrousers recently. These are the ones without the zip in the front. I already have a pair of these and can highly recommend them as they are waterproof, hard wearing, and you can chuck them in the washing machine at the end of a ride. They cost £21 from the military surplus shop in Walcot St, Bath. So there you have it, some top quality kit at excellent value. If it ain't green, its s**t!

Tony Steel





TRAIL TIPS



(1)

It's a good idea to carry a clean piece of cloth somewhere on the bike easy to hand. I always keep a piece tucked behind the headlight cowl. It has a number of uses from **blowing one's nose** to **cleaning your goggles**. One word of warning here, it's best to clean your goggles before blowing your nose. !!! ED

(2)

If you (and you should) carry a spare inner tube make sure you keep it in something like a sock or thick piece of rag. When we were recently on the Brecon Weekend, I suffered a front tyre puncture, no problems I thought, I have a spare. After removing the tube from the bum bag and inflating it, there were 4 holes in it. The cause was that it had been rubbed by either the valve or some spanners, I was also carrying. It's best to learn from someone else's experiences. ED

(3)

If you find it necessary to have to tow a sick bike to either get it started or to a garage, tie one end around the back end of the lead bike. When securing to the broken down machine, simply wrap the rope around one of the footpegs a couple of times and let the rider hold in place with his foot. The advantage of this is that if the bike following has a problem, the Rider can simply lift his foot and the rope will fall from the peg, and not get tangled or pull the rider from the machine.

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