

BRISTOL TRAIL



January

1998

BRISTOL TRAIL

ED's CHAT

Well here we are 1998. New Year, new Committee new Editor. Before you read the mag, I should remind you I did say that although I was happy to be Editor, I have no access to a computer or the like. Hopefully enthusiasm will make up for it.

Firstly, I would like to thank Tony for stepping into the breach last year and being prepared to take on the magazine at short notice.

Also, can I thank the recently retired Committee members for their effort and involvement over the last year/s. So let's look forward to '98 with a new Committee and new venue and hopefully a stronger, larger Club.

Remember it's up to all of us to make it work.

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 MEMBERSHIP

Paul Creed
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
"Iyanhoe"
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 views expressed in
'Bristol Trail' are those
of its correspondents and
not necessarily of the
editor or the TRF.*



PARIS/DAKAR RALLY 1998

CONGRATULATIONS to John Deacon, 8th overall and the only British competitor (motorcycle) in the events history to win a special stage. WELL DONE.



QUANTOCKS RUN

(Sun. 20th July 1997)

The first (and probably the last) run led by Roger Fowler was organised for Sunday 20th July 1997. The route was taken from the West Somerset T.R.F. report in Trailbike Magazine (June '97) and the weather was sunny and dry.

As no-one was at Gordano Services at 9.30 a.m, Roger decided to go on to Hulford Y.M.C.A. car park which was by the side of Hulford Church, (turning off main road by garage) and explore the route individually.

After a chat with a Quantock Ranger, Roger set out on his XR 250 westwards up the Staple Plain Spine Track (which was next to the car park). Once on top and with use of compass (because there were several tracks) the S.E. track was taken for several miles and continued across a metalled road. Soon the track bore east (compass again) and carried on to Aishult Wood. At this junction, double back to a small ford and head south through a gate, down and up track to Birches Corner. Here take the track for a couple of miles back to Triscombe Stone and then take track on left down to pleasant country pub called Blue Ball at Triscombe.

From here, roads were followed to Lower Vexford and sunken green lane to Coleford and Willet. Roads were still used to Faircross, Washford and Corhampton. Here a rough track was taken uphill and then a hard flat track passing through marvellous countryside to a gate, along a wide track and downhill into Dunster. Lots of pubs here but first on left at Forresters Arms welcomes trail riders.



After lunch, take road back (S.W. from Dunster) towards Timberscombe and back up tracks, previously ridden, to Bunnington. Here follow lane northwards and then eastwards where a grassy lane takes you to the main road.

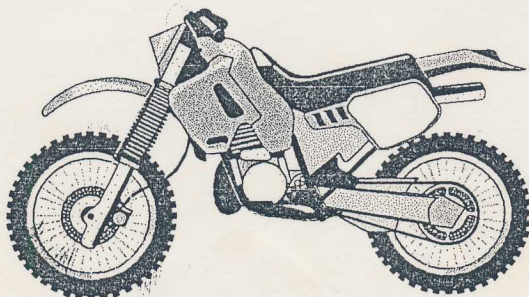
Left here towards Minehead then right through Crown Estate around a dirty ancient lane back to Corhampton. After a mile eastwards, turn down real boggy lane along (sometimes) a deep stream, through bridge under railway line.

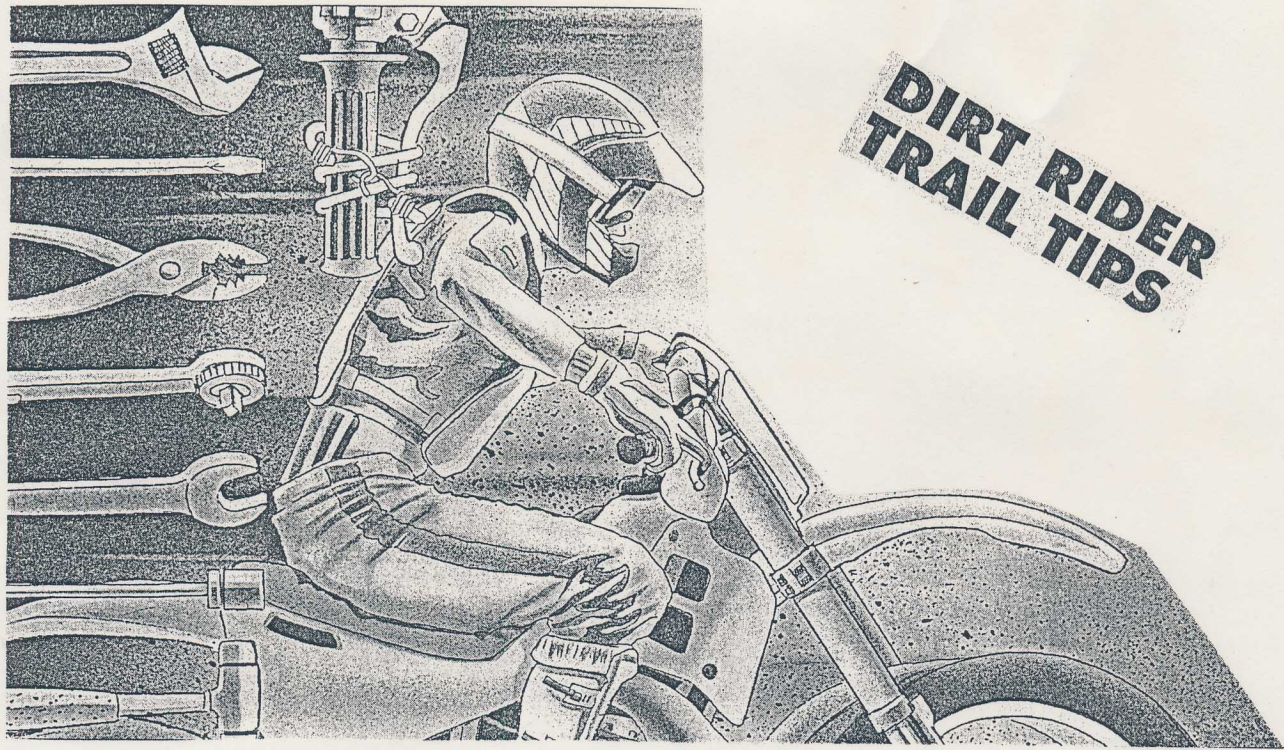
Carry on eastwards on A39 to Williton and A358 to Sampford Brett. After passing Doniford Steam and Railway line, to Lower Wearcombe and Luckers Lane, up hill to Staple Plain. Once back on the Quantocks, head eastwards along widest stoney track (with stunning views over to Exmoor and Severn) back down through woods to Holford and car park.

Many of you missed a pleasant Sunday run, not too difficult with some super views. Not many mountain bikers, ramblers or horses were encountered. Not too long a route and very near to Bristol.

Sorry you missed it.

ROGER FOWLER

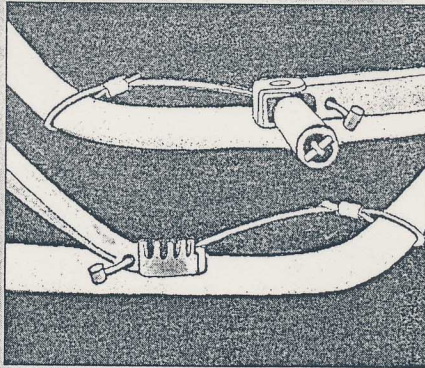




DIRT RIDER TRAIL TIPS

MAKESHIFT LEVER AND BRAKE PEDAL PREVENTERS

Prevent the shift lever and brake pedal from catching small trees and bending back by using a cable tied to the front frame tube. Take a used clutch cable and cut a piece about a foot long, including the cable end. Drill a small hole in the pedal or lever and feed the cable through from the rear so that the cable end stops the cable from pulling through. Then bring the cable forward to an appropriate location on the front frame tube. Make sure that the lever or pedal can be moved fully and freely. Loop the cable back to itself and crimp it together.



TRAIL TIPS

I have been asked to mention that it is up to all of us to be prepared when out on a run, to deal with our own breakdown from a puncture to a mechanical failure. While I know that other riders are only too happy to assist, we should always be equipped with a basic tool kit. Including a spare tube, spanners and some form of inflating a tyre.

If any items are borrowed make sure they are replaced or reimbursed so that they are ready again for future use.

THANKS - ED

ZIPPED UP

Need a place to store those extra-large zip-ties? Cut a small hole in the end of your handlebar grips and insert the ties into your handlebar. Depending on the size of the cut, you can put in as many as you want.



STEVE SAYS' SATURDAY RUN

(Sat. 25th October 1997)

What a great day to go green laning. A frosty, cold, clear morning. I didn't make the mistake of over-dressing this time, as I realised the weather and myself could warm up later. Five of us met at the Winterbourne Motorcycle Test Centre for what turned out to be a very enjoyable day. This part of Bristol's green lanes were new to me and after tackling a few lanes to warm up, we encountered a new hazard (to me!!) crossing a railway line. There is always something slightly worrying about this even if there are no trains coming.

The morning progressed well as we made our way across country and up to the Lansdown area of Bath. Circling the golf course was eventful, with a few golfers stopping to lean on their "5" irons and express with fixed stare, their annoyance at our intrusion into their Saturday morning game.

(According to Richard they would be even more annoyed if we actually rode the path's proper route, as it crossed one of their greens!!)

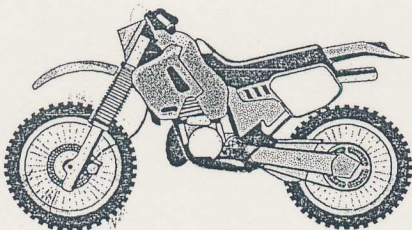
Lunch was a stop at Peasedown-St.-John Co-op (6 miles south of Bath) with 5 bikes and their riders taking up most of the carpark. After our break we made our way around to Twinhoe and circled back to Peasedown-St.-John. Here steve was confused by the recently constructed by-pass which didn't appear on his map. (How does he ride that bike and go so fast. Must be his bionic pins, plates and self tappers.)

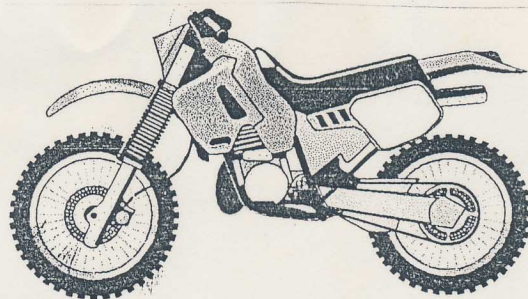
I was asked (TOLD) to lead here as this was my neck of the woods and we were making our way to Timsbury to ride up Mill Lane toward Farmborough, and on through towards Pensford.

By mid afternoon, we were around the Chew Magna area. (Sorry I haven't been riding long enough yet to know the proper names of the lanes etc.) Whether through luck or clever planning we seemed to do a few really mucky lanes and then some water splashes to clean the bikes. Our last lane took us down the riverbed to come out just up the road from Easton-in-Gordano service area. I'm sure I speak for everyone when I say we had a great day's riding with good weather and pleasant company !!! and excellent scenery.

Keep Trailing.
TIM FROST

P.S. Saturday seems to be a good day for riding, as we only encountered a few dog walkers and horses !!!!!





HONDA CB 250 RS OFF-ROAD SPECIAL

Wishing to take part in long distance (M.C.C.) trials before I was too old, I decided after seeking various people's views to 'convert' a 250 RS for the job. And then to try and ride it off road!

I had ridden this particular model many miles, to Italy, Spain and Portugal so I was well aware of it's characteristics. The RS is comfortable (!) has good electrics and is easy to start. It's also very economical. Conversion included lowering the gearing by fitting a bigger rear sprocket (up by 4 teeth) finding trials type tyres to fit front and rear wheels (18"). The front cost £12, the rear 3.50 x 18 £ 25. A friend cut and welded up an XL 250 exhaust system in order that I could have a higher system than usual on an RS. I made a bash plate out of 5mm dural. A quartz halogen headlamp bulb improved lighting along with a 20W pilot bulb. (I could and did ride off road on the latter when the need arose!)

Training consisted of many trips to Mendip, byways and rupps south of Keynsham and trips to Dorset. On the road 60+ mph could be maintained and off road it was possible to ascend steep rocky climbs even over loose stones/rocks. Slightly wider handle bars improved "control" (the word I use advisedly) and lower tyre pressures assisted the rider to at least in some part, overcome a distinct lack of suspension movement. "Controlled bouncing" became a skill to master. It was great fun !

Easter '96 came and with it the Land's End trial, my first long distant event. Many sections (hill climbs) five in all, were taken at night. I had only seen one of them before, let alone ride them. **It was mans stuff.** Beggars Roost and Stoney Street were thoroughly enjoyed as due to a corroded fuse box, lighting became A.C. (and thereafter flickering). At Sutcombe Hill (still in the dark at 4.30 p.m. and some ten hours into the trial) I fell off due to lack of speed but the tea and cake, sold to boost funds for the local Church, re-invigorated body and soul and bike and rider flew up Darracot, Cutcliffe Lane and Crackington. Hobbs Choice, a timed downhill descent, did have the riders stomach in a turmoil though. I took my time.

The night remained dry with a full moon. **I JUST KEPT "WARM".**

By breakfast, I still only had one penalty. Still more tests were to come. Hoskin Hill was steep and in woods near Bodmin but getting back onto tarmac afterwards was more challenging. Bluehills 1 & 2 were soon reached. Oh dear, a 'dab' on 1 as I emerged from the awkward granit slabs, but the RS flew up the main hill. "EVEREST" had been climbed. And so to Land's End via three (or was it four) more sections and a Bronze Award. God I was tired. My two companions seasoned bike and car triallists got Gold Awards! They said "well done Paul". **WE DRANK LOTS OF BEER.**

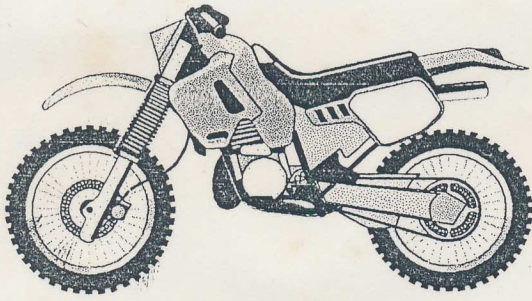
POSTSCRIPT - I rode the RS again, in the 1997 Exeter Trial in January. (It was b _ _ _ y wonderful, freezing cold overnight, ice and snow in the day!) I again cleaned all the night sections but had two "foots" (or dabs) in the day. The second, coming on the last bend of the final hill! So what had been a Silver at the bottom became a Bronze Award at the top. Again, my companions achieved Golds.

I joined the T.R.F. !!!

The "RS is resting.

PAUL WESTON





SALISBURY PLAIN RUN (Sun. 16th Nov. 1997)

RUN LEADER STEVE COUSINS

8 Riders turned up for this day's outing to Salisbury Plain:-

2 on XR 250's : 1 No XT 350 : 1 No XT 225 : 1 No XL 200
1 CRM 250 : 1 HUSKY : 1 No WR

The ground was wet and greasy, but the rain stayed away all day. Steve's sense of humour made Pipe House Lane our first (just to see if you are awake) lane. After a successful (eventual) conquest we set off for Warminster where, some gentle green lanes had one (more experienced) rider jumping into a water filled ditch. Excuse given " **LOOKING FOR A RARE LESSER SPOTTED GREEN NEWT** " names will not be given on account that all trail riders out that day spent more than one occasion looking at the flora and fauna in Wiltshire.



We proceeded onto Salisbury plain and although the day was overcast, the scenery was as ever breathtaking. We stopped for lunch at a garage in Shrewton and after approximately half an hour, everyone was ready to get back on the trails. We proceeded to Stonehenge turned right just before the stones onto a by-way which eventually took us to the little village of Wilton (just outside Salisbury) and after an excursion around the village of Wilton (just to see what it was like - or was it a wrong turning after all) we found the entrance to an old Roman road which had us riding for approximately $\frac{3}{4}$ hr on green lanes back towards Warminster.

It was at this stage we had our only breakdown of the day due to a blackthorn in the rear tyre of one of the XR 250's. What to do? We tried filling it with foam inner tube filler and although the tyre stayed up for the next lane or two, eventually it gave up and the tyre deflated. We pulled into a garage at approximately 2.30 p.m. and set about removing the tyre and replacing the tube.

QUESTION: How many people does it take to change a motor cycle tyre and how long?

ANSWER: 6 people. 3 to change the tyre, 3 to give advice. Time 1 hour.

Back on the road again the time is now 3.30 p.m. and it's beginning to get dark. We rode one more lane on the way back to Warminster and decided at the end of the lane it was too dark to continue riding green lanes. So we rode the A36 back to Bath and finished the ride.

I WOULD LIKE ON BEHALF OF ALL THE PEOPLE WHO WENT TRAIL RIDING THAT DAY A BIG VOTE OF THANKS TO STEVE FOR A MOST ENJOYABLE DAY

KNIGHT RIDER

