

June is nearly here and time for Steve Say to organise his mid-week runs - not to be missed. Pleasant company, flies, thick overgrown lanes and a pint to finish. What more could you want. Recent runs seem to have gone well with one or two new run leaders appearing (it's the way forward).

The last run we did, 6 out of 14 bikes were CRM's. What more can I say.

The Committee are busy arranging some social activities over the next few months, so if you can, please support us.

Take care out there. The ground at this time of year can be very unforgiving.

TIM FROST

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



1999

Leo Crane leads a group through a ford somewhere in the North York Moors. Photo by author.



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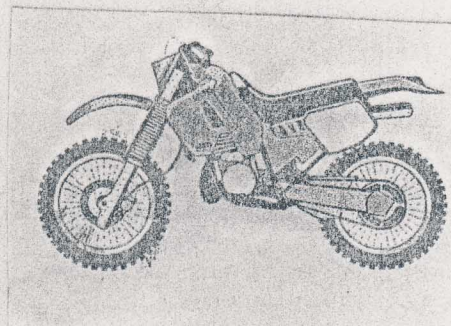
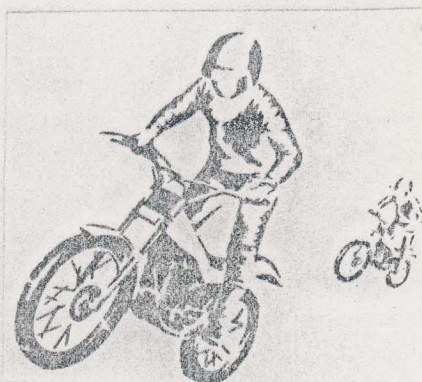
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WINTERBOURNE RUN - LUCKY 13

The week's weather prior to the Winterbourne Run looked to be favourable - cold but dry.

Up bright and early Saturday morning, bike all ready thanks to a thorough service on Tuesday. A touch of the starter button and I'm off to meet Tim on the A4175 ring road en route.

Conditions are damp and misty thanks to heavy rain in the early hours. We meet up and rendezvous with the rest of the group at 9.00 am. Some new faces, some old. Run sheet done, Steve leads the pack away. I decided to stay at the back.

Approximately three lanes into the day and our friend on the KMX 125 picks up a large nail in his rear tyre. We all stop (some to help, some to watch). On investigation there is a hole the size of a house brick in his tube.

While the lads are changing tubes, I get to ride a DR 350 and a XR 400R back to back hmm!!!

Repair sorted and we're off.

Up to Pucklechurch behind the remand centre and Lee's Husky decides it does not like mud and water! Several frustrating repairs later he decides to leave and meet us later; Steve goes with him to a local garage.

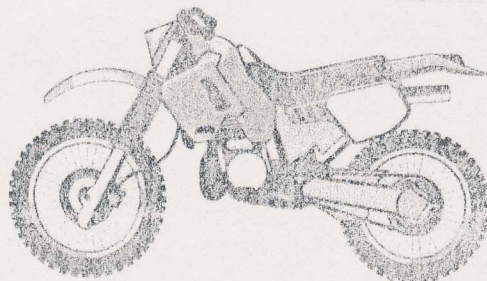
In the meantime Tim's ever-reliable CRM won't start! Draining the carb cures the fault. Steve returns and we're off again.

A lot of interesting and new (to me) lanes. Out to Swinford, down a twisty and slippery copse to the bottom, a U-turn and back up. Half-way up Steve takes a detour and we all grind to halt, nobody seems to be able to make it up the bank. I look behind I see our new member toppling sideways and backwards down the bank, he gets up and rides the easy way back as I and a few others do.

I later find out that Mad Paul's DR 350 tried to mount a tree, unsuccessfully!

We all meet up at the top and our new man decides to call it a day. (Let's hope he's back next time).

We carry on for a while and Tim's CRM plays up again, it stalls, luckily downhill. Coasting to the bottom, Mad Paul suggests tipping the bike right over to get all the petrol to one side. It starts, brilliant, we all make a mad dash for the nearest service station. We fuel up and take a well earned break.



Half an hour later Steve's taking us down lanes so muddy they make the Fosseway look like the M4! Number two DR350 rider (our new enduro man) calls it a day. We carry on(I'm knackered).

It's approximately 4.00 pm and we find ourselves at the bottom of "a gradient" as Steve describes it cheerfully. Playing catch-up I find out that Mad Paul's stuffed it again - Big Time. Unfortunately nobody saw it happen.

Three up, and four down the gradient, Matt on the KMX chips off home. I get up with many hands pushing and pulling, I stop at the top, it's my turn to help. Tim clears the gradient on his second attempt, we wait for Earl, and Steve rides past on his bike (trying it for size Steve?) A few more lanes to go, I pull away, my turn now, I hit a rock in the mud at about 2 mph. My chain jams around the front sprocket and between the swing arm. Much brute force and ignorance later we are on our way.

We decide to head for home, enough is enough after all!!

13 02 99



RUN LEADER - Bob Chapman
MIDWEEK HEROES - John Black, Simon Bending, Franco Lo Sciuto
Nick Davey and Tim Frost.

We all met in the lay-by outside Keynsham Rugby Club at 09.30 hrs, on our assorted bikes. Except some bloke called Tim Frost who decided to turn up late, in full riding gear but in a 4 x 4. After informing him that we wouldn't be requiring a "support vehicle", he told us his tale of woe. He had put a new tyre on his CRM the night before but had 'pinched' the tube and came down the next morning to find it flat. NUFF SAID! He took my mobile phone number and arranged to meet us later on in the morning.

We set off at 10.00 hrs and the first lane was CHARLTON BOTTOM where I managed to 'stall' twice, but rather than fall off, I just leaned against the bank. We did a couple more lanes and then attempted UPLANDS, where Franco and Nick needed some assistance. A couple more lanes later, we arrived at RINGSPIT which everyone sailed through without much problem

Next we did a UCR in WOOLLARD in both directions and then 'went for it' as we rode the stream at the bottom of BIRCHWOOD LANE. I thought we were all through but when I counted there was one missing. We waited for a while before walking back alongside the stream to find Franco stook up to his knees holding his bike up. Now maybe someone can prove me wrong, but I have never seen a HUSQUARVANA yet that likes water !! We pushed it back onto the road and after much kicking and pushing, Franco took the plug out before kicking it back to life.

I took the opportunity to ring Tim now as it was 11.30 hrs and I agreed to meet him at Chelwood Crossroads (now a roundabout). Franco didn't fancy riding through the stream again (he was knackered) and as our bikes were at the other end of the stream, I offered to ride it to the other end of the lane via tarmac. I waited at the other end of BIRCHWOOD LANE and had a sandwich and a drink and still waited, but they hadn't arrived, so I fired the Husky up and rode down the lane hoping to find them. I was greeted by the sight of John slithering side to side on his KLX 650 (Big Bike and Big Mud = not good) and Franco 'dancing' around in the mud on my Doris (DR 350). Meanwhile Simon and Nick on the light bikes (SERROW and XL 185 respectively) were totally at ease.

We moved on to meet Tim at Chelwood and he remarked that Franco looked as though he might 'blow a fuse' as he was so red in the face. Six of us now set off to do FEATHERBED LANE which brought us back to the A37. Next was BURLEDGE HILL which we all descended well. At the bottom, I asked if they had enjoyed it as now we were going back up ! This time we took the track to the left which is a 'claggy-mud' ascent as opposed to the 'rock' of the alternative route.

I managed to 'stall' on a tree root and held everybody up, so I used the opportunity to take some photos. Simon sailed up the climb (on trials tyres) whilst Nick (all 16 st of him) hustled his XL 185 over the tree roots. John then powered his 650 up and Tim was fully controlled on his CRM. Franco and I were last as Tim took over the photo duties.

We re-joined the A37 and stopped for a bite to eat and fuelled-up in Temple Cloud and then rode on to do four uneventful lanes before joining the FOSSEWAY at Oakhill. You have to go careful in this area as 'Travellers' live in their caravans in these lanes and there are quite often children running about. However we encountered no problems on this day.

We crossed the tarmac at BEACON HILL and rode into the woods until we came to 'THE HILL'. We all stopped to look over as I explained that you had to pass between the correct two trees before descending (falling) down the hill. Nic took a look and said "What about this way?" trust somebody to notice an easier route! Before I could get my camera out, Tim went over (he's not daft) and I went next. I only managed to get photos of John and Franco (excellent descent)

After doing the rest of the FOSSEWAY, We rode through Shepton Mallet and did a couple of lanes to the South-West, one of which water runs down and can get very boggy. Next was a long lane which climbs out of Croscombe and onto the Mendips We rode a fair bit of tarmac to get to the next lane at Priddy. This lane has a huge puddle in it at this time of the year, but we all survived it before stopping at the end to take in the sunshine. At this point, I got my map out and noticed a small RUPP just down the road. We went to investigate and found that it ran beside a duck-pond at the beginning, very pleasant! It soon changes nature as we ran bang into BIG MUD and boy, was I glad I'd put new tyres on as the horses had churned it up into a right old mess. At the end of the RUPP we parked and I walked back down as we were 'two short' to find John pushing Franco who blasted out of the quagmire and covered John in the process.

From here we rode to NORDACH, a lane recently upgraded to By-Way status. It still gives the walkers and pic-nic'ers a shock when you ride out into the car-park at the other end. Next was a lane just down the road by the big mast and then down UPBLEY DROVE and out onto the A368. We stopped for fuel at Ubley and then did a By-Way out of Compton Martin, passed Blagdon Lake and then rode up STRODE. We did a couple of small By-Ways and then stopped at the Bung Inn.

Nick needed assistance here as he had lost a bolt holding his silencer on his X 185. Simon helped to repair it with a zip-tie (thank-you Franco) and some wire. We set off again but as we slowed down for some horses we noticed that Franco was missing. I went back to find that his chain had snapped. We could not find the link but I always carry a spare split-link so we soon fixed it and were on our way again.

We attempted to do FROG LANE but a tractor was coming the other way so we turned around and did the lane that runs alongside the old quarry near Winford and another small RUPP into Winford. Then we rode up UPPER LITTLETON and into Dundry. John left us at this point as he could drop down over the hill at Dundry to his house. The rest of us rode on down East Dundry lane and into Whitchurch, where Nick picked up a nail in his back tyre (and boy what a 'mother' of a nail it was!). We tried two cans of 'Finilec' but it was no good. So it was out with the tyre-levers. We stuffed a 21 inch tube into the 18 inch tyre (dozy me had been carrying around two 21 inch tubes thinking I had one 18 inch and one 21 inch) and everything was rosy again.

Four of us did the last lane back to Keynsham as Tim had to be back home at 18.00 hrs and it was 17.30 hrs when we started the tube-swap. (Oh yes! we found out why the Finilec didn't work when we took the old tube out as it was completely blown apart) We finished the run at 18.15 hrs and after saying 'Au revoir' we dispersed to our various homes.

I have probably not picked up half of what went on during the day, as it is hard to see all the run when you are 'up front' leading the run. But I'm sure a good time was had by all and it made a nice change to ride mid-week.

CHEERS - BOB CHAPMAN

Ridgeway Run April 17th 1999

The Guests –

Myself, Leigh Holvey, Tony Steel, Tim Frost, Paul Creed, Earl Bennett and Bob Chapman.

The Starter –

Early, very early I am leaving home at 6.15am to pick up Leigh and Tony, and that's with the bikes already loaded into the van the night before. We made our way to Beckhampton arriving about 7.15am ready for a 7.30ish gataway. Paul and Bob are already there (very keen) and Tim did a driveby before returning to the layby. Earl arrived being the only one to ride over. Exchanging a few pleasantries with the horse riders on the gallops we were off.

The Main Course –

The first few lanes over Cherhill were nice and easy, a bit slippery on the chalk but it woke everybody up. Onwards to Jugglers Lane, this definitely woke everybody up, mud big bombholes and very sticky, I thought I would try and blast through a bombhole and not balance on the very narrow bank, bad idea, very, very deep and gooey. After pulling the bike out (it took four of us) everybody rode along the narrow bank from Jugglers Lane with a bit of help from Tony we made our way up onto the ridgeway. The views from the ridgeway are amazing on a nice day and the going fairly easy but watch out some of those hard rutts can catch you out. We made good progress meeting a fair few walkers along the way, we met a couple of novice trail riders at Sugar Hill whilst eating Bob's cheese and pickle sandwiches. There was also some memorable synchronised falling from myself and Paul Creed. We got lost around Baydon but with a bit of Tony's expert direction finding we were soon heading back towards the ridgeway. Onwards up the ridgeway stopping at the Monument for photo's and onto East Ilsley for lunch, sat in the garden with the sun shining. From East Ilsley we took the long byway towards Chievley and Chievley services for fuel. Straight out of services and into a gooey little byway with acres of mud and from here Bob led us through Newbury and onto Wayfarers Walk. Over Inkpen Hill and down to a few byways around Collingbourne Kingston. Tony took the lead again as my sense of direction was flagging again and led us back towards Beckhampton. Earle made a dash for home just as the rain started but it never came to anything and the sun came out again. Tony led us on through West Woods fames for its bluebells and deep puddles where Leigh took great delight in filling me in. Back towards Beckhampton along the roman road over Chehill and back to the car park.

The Sweet (not) –

Ten hours riding 140 miles and the majority of it offroad, lots of aches and pains for a couple of days but hope everyone enjoyed it. We did get lost a few times but this was only my second time putting together this marathon ride. Many thanks to all who turned up especially to Tony Steele and Bob Chapman for being standby runleaders when I got lost.

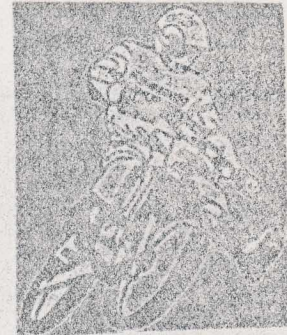
Steve Cousins

2000-2001 - August 11

UNITY ROAD MOTORCYCLES 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
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IN GENERAL AND WE HAVE RECEIVED SOME QUALITY ENQUIRIES SINCE
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been met with a lot of interest

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