

BRISTOL TRAIL
 TRAIL RIDERS
 TRF
 PROTECTING
 GREEN
 LANES
 FELLOWSHIP
 BRISTOL TRAIL
 SEP. 1998

ED'S CHAT

October will soon be upon us with its sometimes rough weather which changes our hard baked dry trails into muddy terrain with bare hedge rows and hopefully no flies. I've enjoyed the runs I've been on throughout the summer, and am looking forward to the winter runs to come. Run attendance is still on a high as recent new members have, like the rest of us, been bitten by the bug. Hopefully you'll enjoy the mag. It would be nice if a few more people could contribute anything of interest. It was discussed at the last committee meeting that the magazine might be discontinued in favour of a monthly newsheet. This would be easier for me (my wife) to produce, but I think most people enjoy the content of the mag. So, get writing and send the run reports in.

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

CHEERS

TIM FROST - 01761 470359

1998



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The Ed. in the Lake District.



A LAKELAND JAUNT (March 1998)

RIDERS - TONY STEEL (leg) - Yammy Sorrow
SUMO COUSINS - XR 250
TATTOO TIM FROST - CRM 250



I'd never been riding in the Lake District before, but being a bit of a rambler, I've visited a few times and knew what a cracking area it is.

Me and Sumo had a chat and decided we would have a small 'recce' trip to check out the riding. Steve sent a map, and a Cumbria group member kindly marked it for us (at a price of a fiver). I sorted out B&B in Kewswick for the weekend and Tim was eager to escape for his first trip away (a virgin!).



After getting there on Friday night and getting a couple of shandy's before closing time, we were keen to explore the great unknown on Saturday morning. The first couple of lanes were just up the road and took us past an old church on a hill. The weather was just right, nice and dry and cool.

We then moved onto the Old Coach Road which is about 5 miles long across open moorland. The going is pretty easy with good views across to Skiddaw at the Western end. It didn't take long to reach the other end where we moved onto the only real mud on the weekend.

A small lane on the map looked pretty inoffensive at the start (they often do!) but then turned into a narrow, rocky gully. It was obviously hardly ever used and pretty tricky. Once at the top a small bog welcomed us ready to coat us with the customary TRF 'pile of crap'.

We had an ice cream in Pooley Bridge and headed off towards Haveswater and "Gatesgarth Pass". Heading down the side of Haveswater, I looked around for the usual dip in the hills where a pass normally goes but I couldn't see one as the hills closed in around us. We went through the gate and looked left.... and up. A steep rocky track beckoned with hairpins about halfway up. This was going to require commitment and strength! (and probably skill which none of us have). Tim was rather disappointing as he managed a tumble in the first few yards followed by another. Luckily the Sorrow is in its element being low and light and I managed the first half without too much trouble.

Steve was going O.K. on the XR but Tim was finding the limitations of the CRM as the temperature gauge rose alarmingly. We stopped for a rest and met a couple walking down. He told us he had joined the TRF a week before and would much rather be on a bike than walking. (which didn't impress his partner).

We launched into the second half and Steve made good progress as I got stuck on a rock step on one of the rocky hairpins. After Steve and I reached the top, Tim came round the last bend in some style riding on pure anger and adrenalin, the CRM's power delivery not being suited to rocky climbs. After a few minutes to regain our composure and enjoy the views, we set off down the other side which was much easier and led us down to the river valley at the bottom. We turned right, climbed back over Stile End and headed for the 'Garburn Road'.

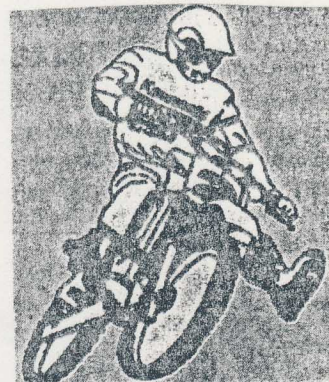
This was being 'repaired' by a working party near the bottom (all those walkers cause a lot of erosion!) one of who gave a wave as we went past. A steady climb up the rocky going seemed very easy after our 'baptism of fire' on Gatesgarth. After getting down the other side we decided to make our way back to the Old Coach Road again and do it in reverse. A pint on the way at the Kirkstone Pass Inn sunk in nicely followed by me swapping bikes with Tim on the Old Coach Road.

The CRM was built for this sort of lane. Loads of power, with lovely suspension. I was very impressed until we got to the other end where we dropped down through the quarry. Being used to 4 strokes, I normally expect some kind of engine braking, but on the CRM there is none, just more noise as you drop through the gearbox. It obviously takes a bit of getting used to!.

Saturday night, ready for some hot action ? Er no.

A load up with pizza and a pint and the old farts were tucked up in bed by 10 pm

Sunday dawned and we made our way down to Ambleside to meet Ian (WR 200) who had come across from Yorkshire for the day and had been put onto us by the Cumbria Sec. The weather was brilliant sunshine as we set off to do some lanes in the Lang Dale area. Ian knew there, so we followed him. Lots of nadjery stuff through trees with breathtaking views of the Langdale Pikes. After some nice lanes we ended up riding alongside Lake Windermere on an easygoing green lane. Unfortunately being such a nice day brought out the day trippers and there were quite a few walkers about. We then headed over to the Grivesdale Forest which was tricky trying to stay on the right lane as there were many tracks about. Lots of map reading and walkers added up to slow going. I was glad to get out of there!



A liquid lunch was followed by the famous 'Walna Scar Road'. We rode through the busy car park and made our way up and alongside the 'Old Man of Coniston'. As we progressed, the rocky going got harder and harder and we were soon tackling large rock steps. Yet again the 4 strokes power delivery gave a slight advantage as Ian's WR 200 was all revs and not a lot else. We stopped for a breather and I turned my petrol off. Yes, you guessed it, as we set off again, a near vertical 3ft step needed a good blip to get up it. I attacked it well and skipped up with no problems ... until the engine died and I rolled back off the edge backwards. Luckily with legs everywhere, I just managed to stay up but it certainly had the old ticker thumping for a second of two.

I think we all really enjoyed the challenge and at the top we stopped for a break. Steve got the map out and we then realised the post it note which said going East to West was 'masochistic'. Ah well, we like a challenge. Yet more stunning views greeted us at the top. We dropped down the other side and made our way to our last lane of the day and in my opinion the best 'cos there was no one else on it. Another testing rocky climb led to an interesting route around the top of some small 'humps'. Our navigation (or should I say 'my') let us down again as we got a bit lost on tarmac. After sorting it out we had a very enjoyable blast back over Hardknott Pass and back up to Keswick.

If you have never been go! Just not in the Summer. Keswick has a good balance of decent restaurants and pubs with good value B&B's.

TONY STEEL

KNIGHTS BIKES

I FIRST GOT INTERESTED IN TRAIL RIDING ABOUT 5 YEARS AGO WHEN I MET 4 OF MY FRIENDS AT A CAMPSITE IN PORLOCK. THEY HAD WITH THEM TRAIL BIKES AND WERE GOING FOR A RIDE OVER EXMOOR. THEY LET ME RIDE ONE OF THE BIKES AND EXPLAINED ABOUT TRAIL RIDING, SHOWED ME A O.S MAP AND TOLD ME ABOUT THE T.R.F.

1 BORN AGAIN BIKER (HOOK, LINE AND SINKER)

WHAT BIKE SHOULD I BUY I ASKED (NO T.B.M TO HELP ME THEN).

THEY SHRUGGED THERE SHOULDERS AND TOLD ME TO GO AND FIND ONE MINIMUM 125cc AND PAY ABOUT £200-£300 FOR IT.

I WENT TO EVERY MOTORBIKE SHOP IN BRISTOL AND FOUND THAT SMALL cc TRAIL BIKES WERE NOT A COMMON ITEM AND WHEN I EVENTUALLY DID FIND ONE IT COST ME £700-00

SO I WAS A PROUD OWNER OF A SUZUKI TS 125 ERZ 2 STROKE. THIS BIKE WAS GREAT DURING THE SUMMER. BUT IN THE WINTER IT WAS USELESS. THE AIRCOOLED ENGINE DID NOT HAVE THE POWER TO PULL ME UP A MUDDY LANE IN GLOUCSTERSHIRE (THIS WAS A TRAIL BIKE IN NAME ONLY).

THIS BIKE HAD TO GO.

MY NEXT BIKE WAS AN I.T. 175 ENDURO. £645-00 I SOON REALISED THAT THIS BIKE WAS IN SERIOUS NEED OF SOME T.L.C. THE CYLINDER HEAD WAS HELD ON BY ONE BOLT AND I HAD TO HAVE THE CYLINDER RE-STUDED. THE GEARBOX WAS A TOTAL MESS AND I HAD IT STRIPPED AND REBUILT I SPENT THE NEXT 6 MONTHS AND ANOTHER £600 MAKING IT INTO A DECENT BIKE. IT WAS A TOTAL WILD CHILD, FAST WITH FANTASTIC SUSPENSION, THE PROBLEM WAS THAT AT 5'6" TALL I FOUND GREAT DIFFICULTY REACHING THE FLOOR. SNOTTY LANES AND FOOTING SENT ME FLYING THROUGHT THE AIR AND AFTER OWNING THE BIKE FOR APPROX A YEAR I LOOKED LIKE A BRUISED BANANA.

THIS BIKE HAD TO GO

THEN THERE WAS MY XT225 SERROW . A GENTLE A/C 4 STROKE ENGINE LOW SADDLE HEIGHT EASY TO RIDE. THIS BIKE PROVED TO BE THE MOST COST EFFECTIVE, LOW MAINTENANCE AND APART FROM A KICK-START BREAKING VERY RELIABLE, BUT AGAINST THE I.T. 175 IT SEEMED SLOW AND HEAVY. IT WAS FOR THIS REASON AFTER 18 MONTHS I MADE A DECISION

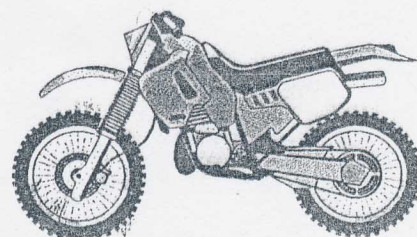
THIS BIKE HAD TO GO

I HAVE BOUGHT TRIAL BIKE MAGAZINE OVER THE PAST 3 YEARS AND I WENT BACK THROUGH EVERY COPY TO FIND MY (PERFECT) BIKE. IT HAD TO BE LIGHT IN WEIGHT. RELATIVELY LOW SADDLE HEIGHT, WITH A GOOD RESPONSIVE ENGINE SOMETHING THAT WOULD BRING BACK THE FUN OF RIDING OFF ROAD.

I FOUND IT IN THE 250 GAS GAS PAMPERRA.

THIS IS MY FEELINGS AFTER OWNING THE BIKE FOR 6 MONTHS

THE GOOD SIDE



THIS BIKE IS FUN. ITS EXTREMELY LIGHT. HAS A FAST RESPONSIVE ENGINE A HYDRAULIC CLUTCH SYSTEM, THE GEARING RATIO'S WORKS WELL FOR TRAIL RIDING AND IT HAS A STEERING LOCK THAT OTHER TRAIL BIKES WOULD DIE FOR,

THE BAD SIDE

ON DELIVERY I FOUND THE SEAT RIPPED AND A PLASTIC PANEL CRACKED
GAS GAS SENT ME REPLACEMENTS (1 WEEK)
THE PLASTICS ARE VERY BRITTLE AND NEED MORE PLASTICER TO MAKE THEM MORE DURABLE.
I DROPPED THE BIKE AND THE REAR MUDGUARD AND LIGHT CLUSTER EXPLODED. (NEW ONE £60-00 INCLUDING LIGHTS AND INDICATORS).
THE SPEEDO WORM DRIVE IS A VERY FLIMSY AFFAIR. LONG GRASS RIPPED IT TO PIECES (NEW ONE £10-00).
I HIT A ROCK AND DENTED THE FRONT RIM (I KNOCKED IT BACK INTO SHAPE).
I HIT A POT-HOLE (AT SPEED) AND DENTED THE FRONT RIM.
A REPLACEMENT HEAVY DUTY RIM WITH STAINLESS STEEL SPOKES (COST £81-00).
I CANT GET THE STOP LIGHTS TO WORK WHEN RIDING,
I REPLACED THE BRAKE PADS AT 1000 MILES THE ORIGINALS ARE TO SOFT.
AT FAST SPEED THE SUSPENSION CANNOT COPE WITH THE DEMANDS MADE ON IT.
THE SEAT IS SPLITTING AGAIN.

O.K NOW I KNOW THIS BIKE IS £2995 ON THE ROAD BRAND NEW. SO I AM AWARE THAT IT IS NOT BUILT LIKE A MORE EXPENSIVE JAPANESE TRAIL BIKE. BUT I DID BUY IT TO GO TRAIL RIDING AND EXPECT IT STAND UP TO THE JOB.

FINAL VERDICT. I DO LIKE MY GAS GAS (HONEST) TRAIL RIDING IS HARD ON ALL MOTORBIKES AND OVER THE YEARS IT HAS PROVED ITSELF TO BE A REWARDING (ALTHOUGH NOT A CHEAP) PASTIME.

KNIGHT RIDER





T.R.F. BARBEQUE

A GREAT TIME WAS HAD BY ALL WHO ATTENDED
BRISTOL T.R.F.'s FUN DAY.

WE HAD A COUPLE OF ENDURO'S AROUND THE TRACK
AND ALL GOT STUFFED BY JOHN RIDGEWAYS 12 YEAR OLD
SON ON A 100CC MOTORCROSSER.

WE HAD SACK RACING AND APPLE BOBBING FOR THE
KIDS AND THE NOT SO YOUNG KIDS.

THE BARBEQUE'S WERE LIT AND ALL TOOK FULL
ADVANTAGE OF THE WARM SUNNY DAY.

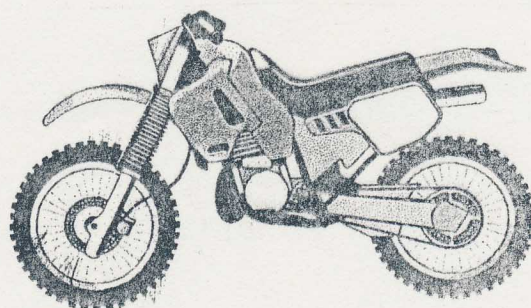
THE AFTERNOON WAS TAKEN UP WITH RIDING OTHER
PEOPLES MOTORCYCLES AND THE FOLLOWING EVENTS
HAVE NOW TAKEN PLACE.

BILL BARNES HAS BOUGHT AN XT 225 SERROW
TONY STEEL A CRM 250

TIM FROST WOULD BUY AN XR 400 IF HE HAD THE MONEY
BUT DON'T TELL HIS WIFE.

On Yeah !! - Julie Frost

KNIGHT RIDER.



PONTYPOOL (NEW INN) RUN SUNDAY 6TH SEPTEMBER 1998.

RUN LEADER PAUL CREED

13 RIDERS IN TOTAL

BIKES

2 X 250 CRM's, 2 X XT225 SERROWS, 1 X XR 400, 2 X XR250,
2 X DR 350, 1 X 250 PAMPERRA, 1 XT 350, 1 XL500, 1 XLR650



FOR THOSE PEOPLE THAT HAVE NOT BEEN ON THIS RIDE IT GIVES A MIXTURE OF TERRAIN, THE LANES ARE MAINLY ROCKY BUT RELATIVELY EASY TO RIDE. GOING OVER THE TOP OF THE MOUNTAINS GIVE PANORAMIC VIEWS OVER ENGLAND AND WALES (ON A SUNNY DAY) AND THE ENTIRE RIDE IS ONE THAT GIVES YOU A REAL SENSE THAT TRAIL RIDING IS A GREAT PASTIME.

THE INFAMOUS ROMAN ROAD TOOK ITS TOLL ON THE HEAVY BIKES AND AS WE WAITED AT THE TOP ARE JOINED BY THREE WELSH TRAIL RIDERS ON CRM 250'S (CRM'S COMMON OR WHAT).

THE DAY PROCEEDED WELL WITH A FEW PUNCTURES AND THE OCCASSIONAL BREAK DOWN, NEIL ON HIS XL500 HAD A FIGHT WITH A WASP WHEN IT ENTERED HIS HELMET AND STUNG HIM ON HIS TOP LIP. AT THIS POINT NEIL TERMINATED THE WASP'S LIFE. T.R.F 1 WASP 0.

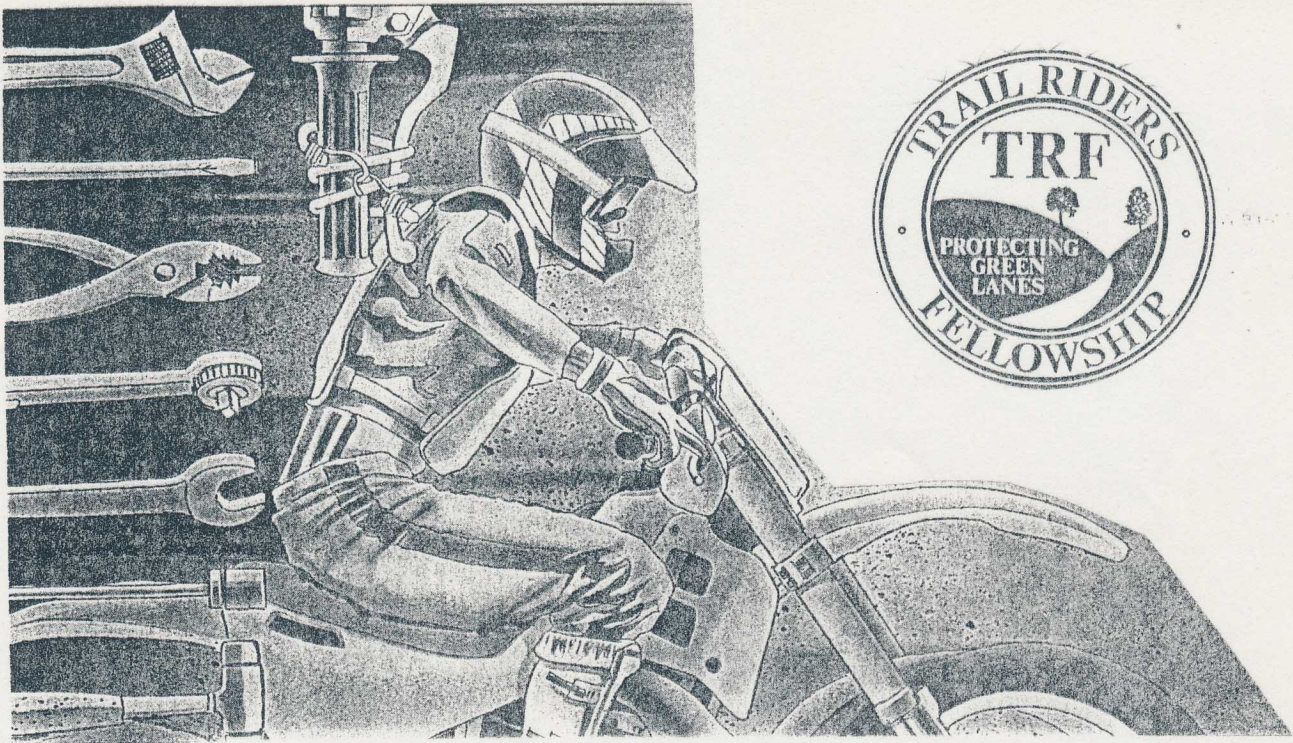
LATE IN THE AFTERNOON THE WEATHER CHANGED AND IT RAINED HEAVILY, THE CLOUD BASE DROPPED AND IT BECAME IMPORTANT TO FOLLOW THE FRONT MAN'S REAR LIGHT (OR GET LOST ON TOP OF A MOUNTAIN)

HOWEVER WE ALL ARRIVED BACK AT NEW INN IN ONE PIECE, ALL SMILING AND HAPPY WITH A GOOD DAYS TRAIL RIDING.

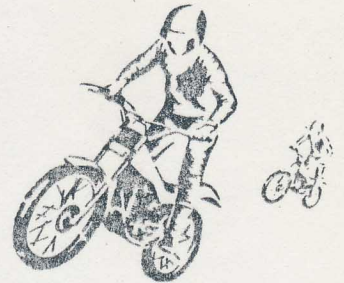
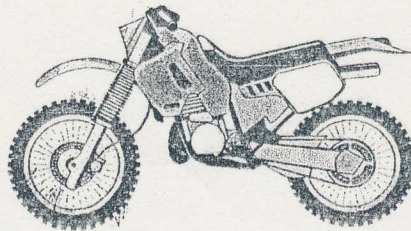
OUR THANKS GO TO PAUL CREED (ANOTHER GREAT RIDE) AND OUR ADMIRATION TO NEIL FOR OVERCOMING ALL THE SHITTY THINGS THAT HAPPENDED TO HIM DURING THE DAY AND STILL BEING ABLE TO SMILE ABOUT IT (EVEN WITH A LIP THAT LOOKED AS HE HAD BEEN HIT BY MIKE TYSON)

KNIGHT RIDER





TRAIL TIPS



CHAIN LUBE

There are two schools of thought regarding the use of clinging chain lube. Some say that it allows muck to stick to the chain, wearing it and the sprockets out more quickly and therefore do not like using it. Others, have a degree of sympathy and think the chain needs a good lubing prior to each ride. Some people have a chain oiler and others have a spray at the pub stop (and then lube the chain!)

Motorex's Motoline Chainlube 622 comes in a 500ml can which also includes a refillable pocket size container which is filled from the big can. Supplies are at HRS in Filton and there is also a Bath branch.

The other option is to see the simple oiling system as modelled by Mr Paul Creed at the recent Exmoor Run. For £15 this seems an ideal solution for chain lubrication whilst on the Trail.



13 FOR NEW INN - Sept '98

The assembled throng met at the usual place just outside of Pontypool on Sunday 6 September for some 'Welsh' trail riding to be greeted with some remarkably good weather. This was considering the 'Met' man had predicted the aftermath of hurricane 'Bonnie' but things change....more of that later!

The 'Throng' amounted to 'an ample' 13 of us, which was partly my fault as Run Leader due to a 'mis-calculation' with numbers. As it turned out, we needed to change the phrase - '13, unlucky for some' to '13, unlucky for most', as luck deserted most of us at one point or another.

The first couple of lanes got us all in the swing but then it was the 'Roman Road' just outside of Mamhilad. After advising everyone to leave themselves some space from the guy in front, I preceded to ride three-quarters of the way up this rather gnarly rocky climb and fall off (in my favourite spot) in front of everyone! By the time I managed to get to the top most of the group were already up there wondering what all the trouble was about. Neil and John could certainly answer that question. John is a brave man as he was riding a KLX 650 and the problem was the size of the bike and the rapid loss of coolant. With Neil it was rider 'melt down', as he got so hot and bothered that his head was actually steaming when he removed his lid! Eventually we all made it to the top to witness three local lads breeze up the climb, pass the time of day with us, and disappear into the mist. (Don't you just hate it when that happens).

The weather on top of Mynydd Garnlochdy had now changed to normal 'Welsh' conditions which could only be described as 'foggy' (or were we in the clouds?). I have learnt to include a compass in my 'kit' these days which is reassuring when the track divides into 5 and you can't see more than 20 yds! The other problem for me during the day seemed to be staying upright as the short wet grass and undulating ruts sent me in an impressive 30 ft arc into the heather. Not to be outdone (or was he just distracted by my antics?) Pete managed an exact copy of my manoeuvre not more than 30 yds down the track! Just as we recovered and re-mounted, Neil discovered that he had a flat rear tyre. Maybe 13 was not a good number!

Puncture fixed, it was onward down into Abersychan when Neil saw something flying towards his helmet. Only after it was too late did he realise it was a wasp, which preceded to sting him on his top lip. We stopped in the petrol station for a quick can of drink, by which time Neil was doing his Mick Jagger impressions due to the resultant swelling! Neil was not having a good day!

We then moved on down the valley before climbing out the other side at Snatchwood. As I hadn't fallen off for at least 2 miles I thought it was time to do it again, but this time it was onto a lane with a bed of hard rock (ouch!) In the words of Paul who had stopped to get the gate 'one moment you were there..... and the next you had gone'. That seemed to about sum it up. Anyway we went on to the gate at the top and realised after a few minutes that we were no longer 13. John went back down to see what (else) had happened to find that Steve's XR had a large hole in the rear silencer which was additional to the one at the end. As this seemed to be effecting the running at low rpm, we attempted a repair. The materials to hand were a Coke can, two tywraps, some wire, a rubber strap and some sheep SH 1 T (who needs Firegum!). Subsequent performance and noise levels were excellent and we recommend this tuning mod to all TRF members. (It should be noted that the sheep wool that Jason had found was optional and we did not use it on this occasion).

Time was now pressing, so it was onward to the next disaster which was not long in coming. This time it was John providing the entertainment on a little steep climb when his bike appeared at the top and he didn't. Luckily the result was no broken parts on the bike or rider but it certainly gave us all a laugh.

I think everybody loved the zig-zag climb through the forestry out of Aberbeeg with the possible exception of Sam whose front brake locked on and he walked half way up to tell us. Spanners out (again) and a modification to the brake lever seemed to have the desired effect. The ride over Mynydd Carn-y-cefn was actually 'event free' and the views down into Ebbw Vale and Nantyglo could actually be appreciated for once as the weather was clear again.

The next stop was the petrol station for lunch (good job DC has moved on!). We were entertained while munching sarnies but a guy who turned up on an 'S' reg Blade that was so clean you could see your face in it and then proceeded to jet wash it! (What a waste of a jet wash, he could have done our bikes!)

Post lunch we took a trip around Talybont Reservoir and 'Will the Mutant Ninja Turtle' (ask him!) managed to 'bite' the Welsh peat bog but at least he had the sense to do it where there was a soft landing! On the return leg it was Sam's second turn with the 'No 13 jersey' as he first rode into a very deep bomb hole only to find he had a flat when he got the bike out! This, combined with the fact that the Met Man was now right as the reasonable conditions had turned into that very wet misty rain, meant that it was not the best place to repair a flat. At least those who had avoided the 'No 13' so far had all been brought down to earth by the weather, as I said earlierunlucky for most.

Once we got going again it was Keith's 'turn' as we climbed up towards Doman Fawr. He almost managed to ride straight into a ten foot bomb hole even though I had told him it was there! Some people never learn.

The return journey was somewhat hurried as it was now getting late and the weather was progressively getting worse. This is the time that everyone starts thinking about that nice warm bath at home but first you have to get there!

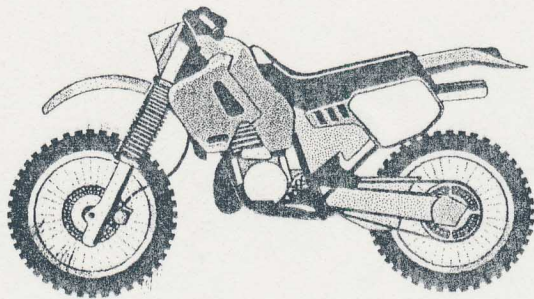
The climb out of Crumlin was as good as ever but the visibility was decreasing rapidly. John managed to fulfill his 'dream' of riding up the very steep descent that we came down on the second to last lane but he did admit to taking an excursion into the heather at the top. Trouble was that from where we were in the middle of the moor with 20 yds visibility we couldn't see him do it! I attempted to inject some humour into the wait for John by requesting £10 each to lead the group off the moor considering the visibility but this was not well received by most of the tired, wet and cold group. They didn't really see the funny side of it when we moved on to join the road after only 50 yds! Ah, well.

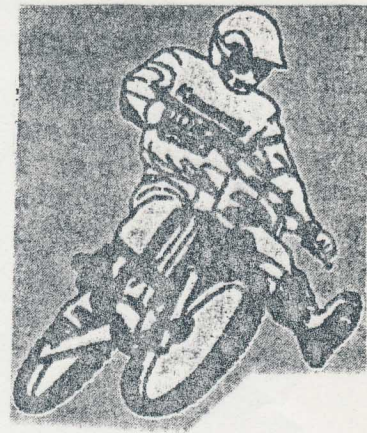
One short lane and it was back to the motors which did then raise a smile (just relief I suppose).

That's about it, I enjoyed myself (I think?), hope those who went did!

Just one other thing and that's thanks to Tony, Tim, Jason and Paul who after a reasonably uneventful day seemed to prove that 13 is not unlucky for absolutely everybody (or did I miss a few 'things'????)

Paul Creed.





BRISTOL T.R.F.

OCTOBER THE 26TH IS BRISTOLS A.G.M

TONY STEEL AND PAUL CREED ARE STANDING DOWN FROM THE COMMITTEE AND WE NEED REPLACEMENTS.

THIS IS YOUR OPPORTUNITY TO GET INVOLVED

ITS NOT THAT DIFFICULT TO BE A COMMITTEE MEMBER.

WE MEET SIX TIMES A YEAR . DRINK LOTS OF BEER AND TALK ABOUT MOTORBIKES SOMETIMES WE DISCUSS ISSUE'S THAT WE THINK ARE IMPORTANT AND SOMETIMES WE MAKE DECISIONS.

TONY WAS SECRETARY AND WE NEED SOMEONE THAT CAN READ AND WRITE SO WE CAN HAVE THE MINUTES OF THE MEETINGS PROPERLY DOCUMENTED.

PAUL CREED AS SECRETARY HAD ALL THE CLUBS MONEY, A NEW MOTORBIKE AND HOLIDAYS ABROAD.

WE ALSO NEED A SOCIAL SECRETARY TO ORGANISE ALL THE FUN EVENTS FOR NEXT YEAR.

BASICALLY THOUGH WE ALL CHIP IN TO DO THE WORK NECESSARY TO MAKE BRISTOL T.R.F. A GREAT CLUB

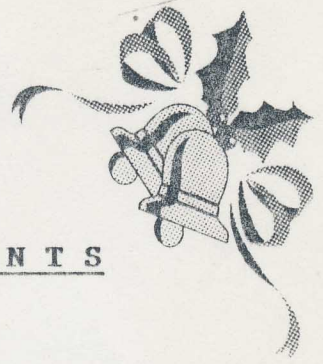
THE MORE COMMITTEE MEMBERS, THE LESS WORK ANY ONE OF US DOES. (AND WE DONT DO ANY AT THE MOMENT)

NOVEMBER THE 23RD

PARTY NIGHT. JUST BE THERE FOR A LAUGH!!!

DECEMBER 28TH NO CLUB NIGHT. SEE YOU 4TH WEEK IN JANUARY.





F O R T H C O M I N G E V E N T S

THE CHRISTMAS MEAL

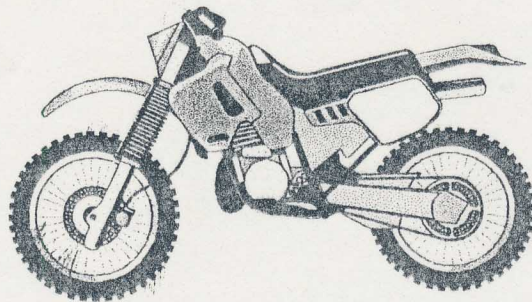
This year being held at THE WELLSWAY, West Harptree on Saturday 12th December. Priced at £ 12.50 per person for a four course meal with entertainment to follow.

At time of going to press - HO! HO! menus were not available. (But will be shortly). If you are interested, please see Paul with a £5.00 deposit per person.

THE BRECON WEEKEND !!

~~X~~ 10 hairy bottomed bikers riding 2 days of trails and sleeping in a disused Brownie Hut.

See the next issue of this magazine for what exactly happened.



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

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