

Trail Riders Fellowship

CHRISTMAS PARTY

Music



Buffet

Entertainment

KEYNSHAM RUGBY CLUB

Friday 10th December 1999

8-00 til 12-00

Bristol Group  
CONTACT

Keith (0117) 9778214  
Pete (0117) 9867406

£10 per head

Advanced Bookings Only

**BRISTOL TRF CONTACTS**  
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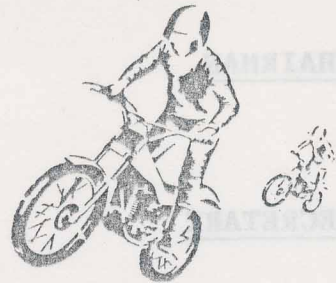
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ED's CHAT

Let me start by apologising for the lack of a Magazine at August's club night !!!

Two problems caused this :-

- (1) I was on holiday.
- (2) Only one person had sent me anything to include. !!

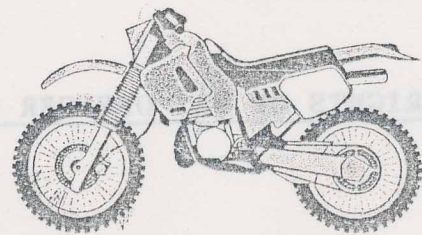


But !! as hopefully you will see, things have improved since then and we have quite a good and varied selection of material.

I have devised a new system for gaining information to be included in the Mag. Phone people up and then badger them until they agree to send me something.

We have a couple of articles penned by a man who has recently been named more times in Trail Bike Magazine than Si Meller, our very own **JULIAN KENDALL**.

Also, as with some other glossy mags we have a page entitled Reader's Wives!!



Thankyou to everyone who has been good enough to write in.

Please keep the info coming.

REGARDS - TIM FROST



FROM THE CHAIR  
HERE WE ARE IN SEPTEMBER 1999.,

LOOKING BACK OVER THE YEAR, THE NUMBER OF MEMBERS HAVE GROWN AND THE VENUE (KEYNSHAM RUGBY CLUB) LOOKS STILL TO BE A FIRM FAVOURITE LOCATION.

I HAVE **REJECTED** SUGGESTIONS TO RE-NAME THE CLUB (BRISTOL CRM OWNERS CLUB). ESPECIALLY AS MINE HAS NOW BEEN STOLEN.

WE WERE LUCKY WITH OUR FUN DAY AT UBLEY DROVE, THE SUN SHONE, AND WE HAD QUITE A FEW PEOPLE TURN UP FOR A PLEASANT DAYS RIDING, PETER DID EXCEPTIONALLY WELL WITH HIS ORGANISED EVENTS AND EVERYONE WENT HOME HAPPY, (EXCEPT MARTYN HARDING WHO BROKE HIS THUMB AND SUBSEQUENTLY HAD TO GO TO HOSPITAL FOR AN OP) GET BETTER SOON. THANKS GO TO PETE AND JULIE HOPES

THE BRISTOL BIKE RIDE TURNED OUT TO BE ANOTHER GREAT SUCCESS THE SUN SHONE AND THE PERSONS INVOLVED RAISED £600 FOR CHARITY (A GREAT RESPONSE FOR OUR EFFORTS) THANKS GO TO MARTYN HARDING

THE 4TH BRISTOL MOTORCYCLE SHOW HAD THE SUN SHINING DOWN ON US ALL DAY, WE HAD THE T.R.F. DISPLAY MATERIAL AND HAD A GREAT DAY TALKING DIRTY TO ANYONE THAT HAPPENED TO PASS BY. A LOT OF INTEREST WAS SHOWN IN THE CLUB AND 5 NEW POTENTIAL MEMBERS TURNED UP ON THE NEXT CLUB NIGHT.

THANKS GO TO MARTYN HARDING AND M.A.G. FOR ORGANISING IT

NOVEMBER CLUB NIGHT WILL BE BRISTOL T.R.F.s A.G.M.

I AM STANDING DOWN FROM MY POSITION AS CHAIRMAN AFTER A 2 YEAR STINT I FEEL THAT IT IS TIME TO LET OTHER PEOPLE COME FORWARD WITH NEW IDEA'S AND ENTHUSIASM TO TAKE US INTO THE YEAR 2000.

PLEASE DO NOT BE SHY TO COME FORWARD FOR A POSITION WITH THE COMMITTEE, A LOT OF SUPPORT HAS BEEN GIVEN TO ME FROM PREVIOUS COMMITTEE MEMBERS AND THEY STILL DO A LOT OF GOOD WORK FOR BRISTOL T.R.F. IT WILL BE MY AIM TO HELP THE NEXT COMMITTEE IN ANY WAY I CAN. MAYBE EVEN LEAD A COUPLE OF RUNS (WHEN I GET ANOTHER BIKE)

PETER AND I ARE NOW CONCENTRATING ON THE CHRISTMAS PARTY THE VENUE WILL BE KEYNSHAM RUGBY CLUB, 10TH DECEMBER 8-00 TIL 12 WE WILL PROVIDE A BUFFETT AND A LIVE BAND. THE TOTAL COST PER PERSON WILL BE £10 PER HEAD, FRIENDS AND FAMILY WILL ALSO BE WELCOMED. WE NEED TO SELL 100 TICKETS TO BREAK EVEN. SO CAN WE ASK FOR A LOT OF SUPPORT FROM YOU AND OUR FELLOW BIKING FRIENDS.

THIS WILL BE MY LAST DONATION TO BRISTOL MAG AS CHAIRMAN SO I WOULD LIKE TO THANK ALL OF YOU FOR YOUR SUPPORT OVER THE PAST 2 YEARS FOR MAKING IT SO ENJOYABLE.

KEITH KNIGHT  
CHAIRMAN



Trail Riders Newsletter.

I wanted to bring up the subject of imported bikes and the positive/  
Negative aspects of ownership.

I have recently bought a Suzuki RMX 250 which was imported from  
Japan.

The positive side for me is that it is quiet up against the UK RMX also for  
trail riding you get indicators, Horn, separate oil reservoir which is much  
less hassle and overall less power which makes it easier to handle.

The negatives are the snooty local RMX specialists attitude to the  
bike because it's an import (Taylors and sons in Chippenham) also the  
problem of getting parts and the silly prices ie

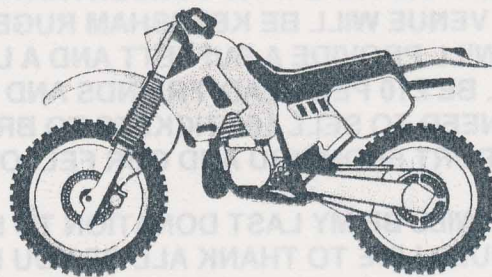
<u>Item</u>	<u>UK Spec</u>	<u>Jap price quoted</u>
Brake Lever	£4.55	£17.60*
Side Panels	£36.95	£69.00*
Rad Shrouds	£34.95	£95.00* (honest)

\*Prices quoted by Specialist Importers

These are the only items I've needed so far so I'm slightly worried about  
cost regarding engine parts etc and where to get the work done if needed.

What are other peoples experiences with Imports because I notice  
the most popular bike in the club is a CRM also some suppliers like MD  
Racing say they have items for the Bike but they turn out to be slightly  
different so they go back and forth in the post incurring more expense  
trying to match up the correct item.

Julian Kendall



## PLANNING A ROUTE OR LEADING A RUN ?

### WE CAN ALL DO IT !

I have in the past led a few runs, usually starting at Keynsham heading towards and around Bath and then finishing between Radstock and Frome.

The problem I have found is that if the pace is fairly quick, we can finish by about 3.30 p.m. and the option then is to retrace our steps over lanes already ridden. I decided to plan a route which then took us toward Shepton Mallet ( approx. 5 miles by Tarmac road ) and ride lanes that I have ridden only once or twice before.

As has been said in the Club before, you don't really learn lanes by following the back wheel of the bike in front of you. So the way forward is to buy yourself an Ordnance Survey map for the area you want to ride, in my case Landranger No. 183 covering Yeovil and Frome. If you check down the right hand side of the map under Public Rights of Way, byways and rapps are listed and the symbols shown which represent them on the map. Check out the area you want to cover and go over them with a highlighter pen.

As sometimes the Rights of Way can be out of date, either check with the definitive map ( at the local Town Hall ) or check with someone in the Club that knows the area, or obviously Martin H who is our Rights of Way Officer. In my case I rang Bob Chapman who has previously led the run to confirm the best direction to ride the lanes, how to join them together and check if he had experienced any problems with access or land owners, water filled bogs etc.

If you do decide to lead a run, don't be concerned if you have to stop at the end of lanes to check your map. This is what I did but now feel confident to lead a run around this area without too many stops. If you need any help whether it is rights of way, when the next run is planned or if you would like to write for the magazine, the Committee Members' telephone nos. are listed in the Mag and as the name "FELLOWSHIP" suggests, they would only be too happy to help.

**SEE YOU OUT ON THE LANES**

**TIM FROST**

**P.S. Thanks to Bob for his help.**



TRF NON-COMPETITIVE CLUB

# BRISTOL TRF



As we all know, the TRF is a non-competitive club, formed for the use of road legal motorcycles to be ridden on legal rights of way with a voluntary 25 mph speed limit.

But as with a lot of motorcyclists, our members have a wide and varied interest in all aspects of motorcycling.

On the following pages you will have the chance to read a couple of articles sent in by our members, which give an insight into a slightly more competitive side to motorcycling.

ED.



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

## Dyfi Rally

Pete Hopes and I entered the first Dyfi Rally last weekend and enjoyed an excellent time in Snowdonia.

After a 3 Hour drive we rested our bones in Newtown at a B & B and I introduced us as "Myself and My Special Friend" then went of for Fish and chips and a pint in the Town Centre.

On Race Day Pete had said how Friendly and non Racy these events were with the normal bikes being DT125'S and Transalps but was surprised to find every bike there was a XR400 or a KTM 300 which was slightly scary, anyway we both sailed through scrutineering even though my spokes were slightly lose but were not dangerous in the slightest. Ish.

Pete and I were due of at the same time and as we came to the start Pete quite literally "S\*\*t" his Pants, well he made the Chemical Toilet (just) and we were off.

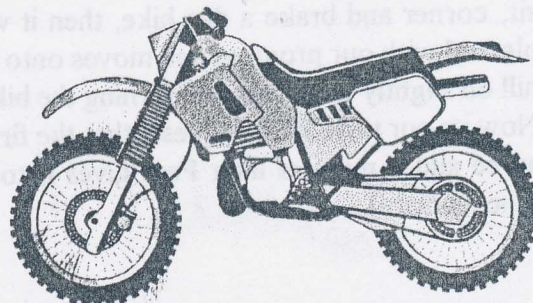
The first three miles were forest road and as we went into the off road section I stalled and Pete came flying past the Turning which I thought was a little Strange only to find out Pete has decided to rest the New CRM a minute on the Gravel road .(first off)

The going was excellent with amazing scenery when you got the chance to look up also I was over taken on a very steep hill by an Ex Copper on a BMW R80 which goes to either show how good he was or probably nearer to the truth how shit I am.

After a lap of 40 Miles and starting the second lap The RMX Started making funny noises (te he!!) and that was the end of my Dyfi Rally so all I could do was wait for Pete each lap and tell him about all the Horrific Injuries I'd seen, Puncture Problems and De Hydration Cases I'd Witnessed while he was out on the course.

The sad part of the weekend was Pete came 9<sup>Th</sup> out of 100+ entrants and I had food Poisoning.

Kind Regards Julian Kendall





## Yamaha Off Road Experience

It was 4.15am and I was lying in bed wide awake, I had set the alarm for 4.30 but I was too excited to sleep. I managed to get up washed and dressed without disturbing my wife (Mandy), and proceeded to creep downstairs for some breakfast.

With breakfast finished it was now 5.30, a car pulled up outside, it was my mates Nick and Paul. I gathered all my off road riding kit bundled it into the car, a kiss for the wife and we were on our way.

Today Paul Nick and myself have managed to get a day off from work to ride the Yamaha Off Road Experience at Geraint Jones Farm in Llanidloes, Mid Wales, which cost £120 each for everything.

Although we were all feeling tired, the strange noises and fruity smells in the car kept us awake and we arrived at Geraint's place, which is in the middle of nowhere, at about 8am after stopping only once for petrol and fresh air (nice driving Paul) The weather was dry and sunny and we were 2 hours early. I knocked on the farmhouse door and was greeted by Dillon, who showed us where to park the car and hang about until 10am!! This gave us chance to look at all the bikes lined up in the yard which included TTR250's, DT125's, WR200's and Geraints own personal bikes, a WR400F and YZ125/250's.

Time flies when your having fun and it was 9.35, two blokes from up north had arrived, both road riders and then a group from the London area, two of which had bought along their own bikes, a new KTM300 EXC and a converted CR250, (these were enduro boys)

Half of the group got kitted out in the schools gear which was clean good quality stuff, all you need is your own pants and socks! We signed on and then Geraint proceeded to run through the contents of the day ahead which was going to start with a couple of laps around a big open field to get you used to the bikes. At this point he asks if anyone hasn't ridden off road, or ridden a bike at all. Nobody admits to this question but I know that Paul has only ridden off road a couple of times on his MZ50cc moped 'three up' about 19 years ago and Nick last rode a bike in Majorca eleven years ago, and that was on another 50cc machine (oh dear!). Anyway time to choose bikes. I opted for the WR200, Paul the TTR250 and Nick chose the DT125. Even though the bikes had old scratched and mismatched plastics they were all new and started perfectly.

We rode up to the field where Geraint and son Dillon watched us ride around for a bit, warming up the bikes, he then called us all together for some tuition. Geraint demonstrated how to stand, sit, corner and brake a dirt bike, then it was our turn. After 30 minutes or so Geraint seems pleased with our progress and moves onto showing us how to use the brakes descending a steep hill on slightly wet grass and turning the bike before going over what looked like a cliff (Oh s\*\*t) Now its our turn, Paul suggests that the first one to fall off buys the beers, Nick and myself both agree and 2 minutes later Paul gives it too much front brake down the hill and off he comes (cheers mate)

With this exercise completed and no casualties we move briskly onto a small quarry from some slow feet up riding around a small course which involves a lot of clutch and brake work. Geraint was pleased with the standard of riding and we then moved onto a small wooded area with twisty rocky descents where we had another demonstration and instruction this time by Dillon (he makes it look easy!) Again we were given chance to ride at our own pace around this small loop while Geraint and Dillon looked on. Nick fell off several times here and so did some of the others but still nothing serious and we were all still smiling. The WR200 was performing well so I decided to swap bikes with Paul (TTR250) for a change. The power delivery was very smooth and it felt easier to ride plus it had an electrical start, I was quite impressed.

With the sun still shining on us we left this track and headed off to another wooded area. This time it was soft muddy sandy terrain, with a small stream running through the middle of the track. We had about 6 or 7 laps around this track with Nick still falling off, Paul stalling the WR200 by the stream and getting wet (Ha Ha) and I was enjoying a four stoke but found it a bit slower on the steeper hills.

Its now 12.30 and we head back to the farm for lunch, which consists of 2 cheese and 2 ham sandwiches and an apple, all washed down with very watery blackcurrant drink (not bad if you like cheese and ham) Whilst eating lunch the bikes were checked over and refuelled. At approximately 13.30 we were off yet again. This time I loaded my bumbag with bottled water and a camera and then swapped bikes with Nick.

We rode out of the farm and onto a rutted lane, the DT125 felt light and easy to move about on but after about a mile we were onto forest fire roads and the DT felt slow compared to the rest. It wasn't long before we reached the boggy moors, Geraint briefed us on where to ride and what to look for ("If it looks wet, try to avoid it", he said) and off we went. I was having so much fun on the DT I lost concentration and followed a WR200 into a wet rut. We both came to a standstill, then he opened the throttle spinning the back wheel, all I could do was look down while he plastered me with smelly welsh bog (nice one mate) As for the rest of the group only about 6 got stuck Paul managed to keep the WR200 upright while Nick continued to test the strength of the Yamaha bikes. Our next destination turned out to be soft gravel and sand loop with one steep hill. This track was ridden both ways so that we could ride the hill up and down. Here Nick decides that he would rather ride the DT so we exchange bikes again. A quick blast around this track and I soon discover that the TTR250 rear brake lever isn't where it should be (thanks Nick) but the damage is only minor!

We decide to take a break here for ten minutes and have a drink and take some photos. Back in the saddle we ride across a couple of fields and have a brief encounter with a motocross track. Most of the group sat around talking while Paul, Nick and myself continued to swap bikes and ride. Sadly the day was coming to an end and it was time to head back. Geraint led us across the boggy moors onto some wooded trails which although rutless and easy to ride, had some very long deep puddles which I can only say were very refreshing!

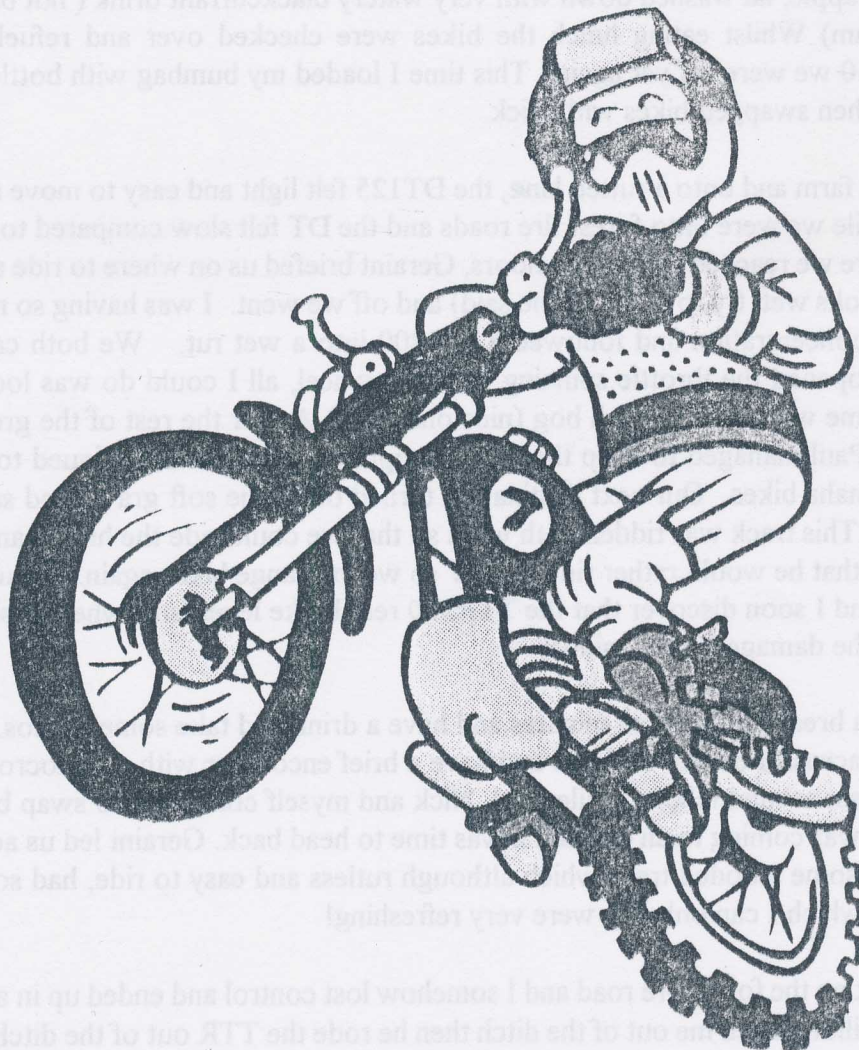
Soon we were back on the forest fire road and I somehow lost control and ended up in a ditch (it was very dusty!) Dillon pulled me out of the ditch then he rode the TTR out of the ditch with no damage to bike or myself. After rejoining the rest of the group we were soon back at the farm.

It was 16.15, Nick and Paul handed back all their dirty kit while I had to pack mine into bin bags for the journey home. By the time we'd had a shower and thanked Geraint for a great day out it was about 17.30 when we left the farm. We arrived home at about 19.30 picked up the wives, (well someones got to drive) and headed for the pub to claim our free drinks - cheers Paul.

Six pints of stella and then a curry finished off a very enjoyable days riding. Back at work the next day I was only suffering from a headache (stella) and a slight bottom problem.

On the whole this was just a fun days riding, for the more advanced rider Geraint offers enduro weekends or tailor made courses for clubs. £120 is quite expensive but every one seemed to have a great time I know I certainly did.

DAVE HOLT



Committee meeting 13th september 1999.

Just bringing you up to date with committee matters

We require just TWO more committee member for next year so if anyone has the desire to become Chairman or group rep for the year 2000 please make yourself known to the committee.

We have been in contact with Wiltshire group and are trying to arrange a South West coast to coast for 2000. We are looking for volunteers interested in arranging this event. please speak to Keith Knight if interested.

Wiltshire group is having trouble finding people willing to marshall at horse events. I have told them Bristol group may be interested in supporting them. (you will be told where and when).

The committee will be asking Bristol members for support in next years events. I.E when an event is organised we will want a working party to help in setting up and running the event.

October club night will be set aside for marking up an 172. Please bring along the relevant map.

Christmas party is now arranged for 10th December. at Keynsham Rugby Club. We have a group called the Spice band performing for us. We require support from Bristol T.R.F. members to make this a Great night. (Wiltshire Group are coming)

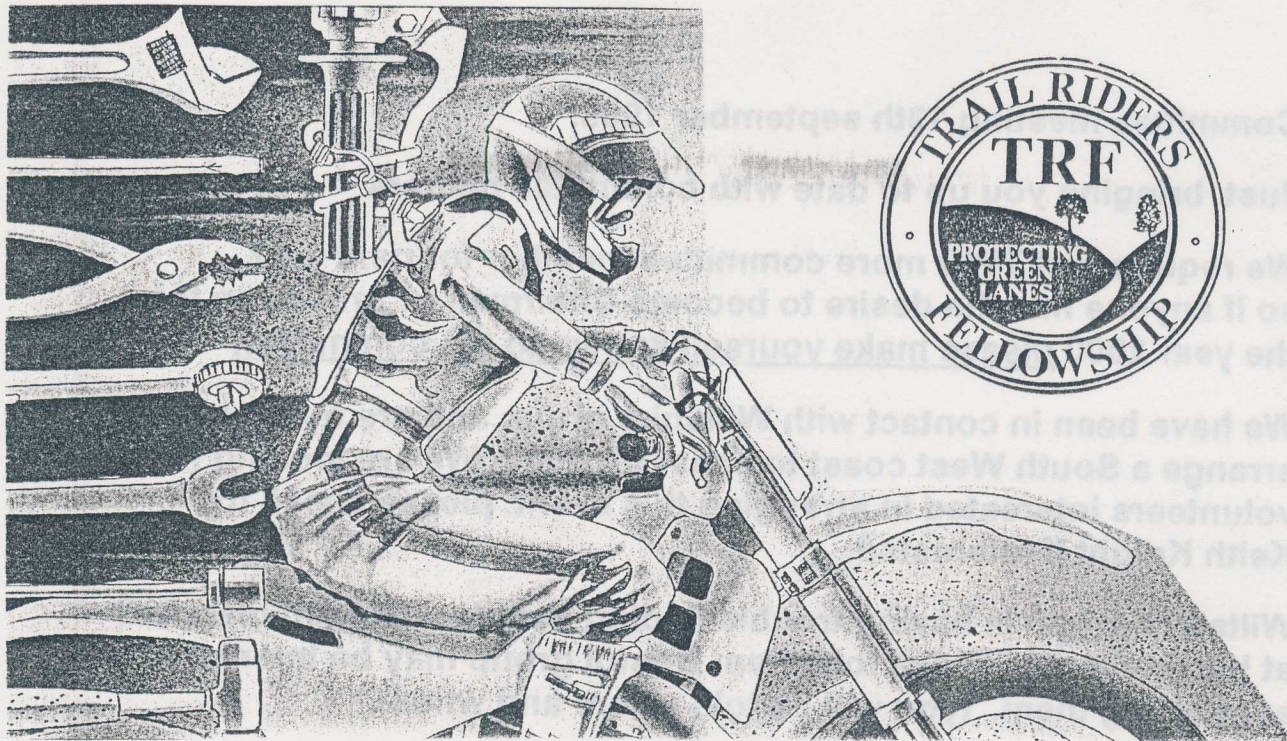
The committee has decided that we need to attend the National Exc and South West Regional Meetings. The proposed plan is for a different person to attend at least one meeting, to give Bristols point of view and to tell Bristol Group what is happening at national level. However if anyone is interested in taking on the responsibility of group rep, please let themselves be known.

November club night will be Bristol's A.G.M.

There is no club night scheduled for December, The Christmas Party will take its place.

Keith Knight.  
Chairman

**DONT ASK WHAT THE CLUB CAN DO FOR YOU.  
BUT WHAT YOU CAN DO FOR THE CLUB!!!**



## **TRAIL TIPS**

### **PLUG PROTECTION**

When carrying a spare spark plug, an easy way of protecting the plug and keeping it dry is to get 2 plastic film cannisters, cut the bottom off one and join the 2 together with gaffa tape. You now have a lightweight waterproof cannister with resealable top.

### **TONY STEEL**

Hey! Thanks Tony, nice one, keep sending them in. ED

### **PLUG PROTECTION MK2**

If you cut a piece of rubber hose slightly longer than the threaded part of the plug, push the hose over the end and this will protect the gap from being closed up if the plug rattles about inside the cannister.

### **THANKS - HOWARD**

### **TOOLS & EQUIPMENT**

We have in the past commented at Club Nights, the need for people to be equipped with a minimum amount of tools and spares in case of mechanical failure or punctures etc. I think it only fair to mention that people seem to have taken the advice in the nature it was intended and turned up on runs with new tool bags containing nice new shiny tools.

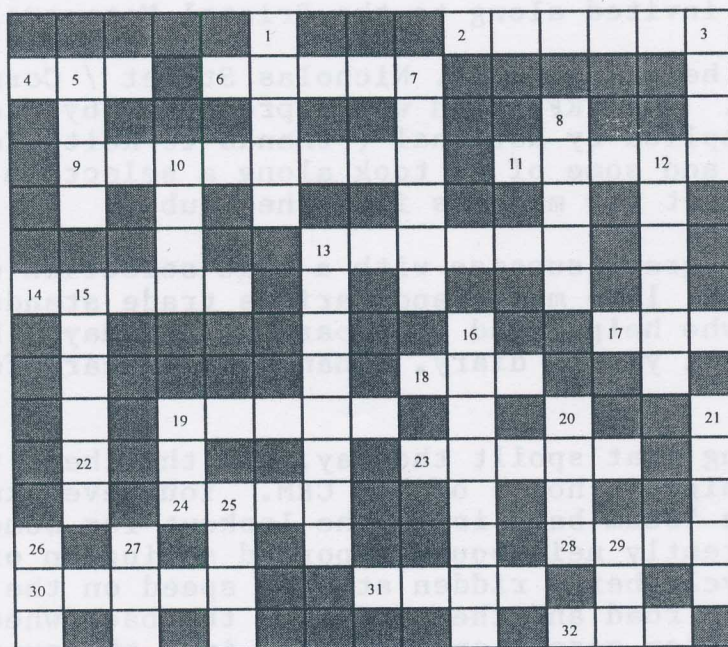
Well done to those concerned.

ED

# NEVER A 'CROSS WORD' MENTIONED ON A MOTORCYCLE !!!!!!

If you have been a TRF Member for over 3 years you may know the answers, if not, turn to the back of the Mag.

Thanks to Tony Steel for allowing the reprint.



## Across

2. You have one of these at AGM's, but rarely stick to it!(6)
- 4 (&28.) This is where you ride if you're not on tarmac.(3,4)
6. Without this your bike would be a pile of parts.(5)
9. Ozone friendly fuel.(8)
11. Green stains that never come off in the wash.(5)
14. Wrong choice of these grippers may have you on your bum!(5)
17. On the piste.(3)
18. You would be lost without you're charts.(3)
- 19 &24.) Coastal competition.(5,4)
23. Foriegners call this beer!(5)
30. The way to go.(5)
31. Something to cock your leg over!(4)
32. Honda colours (motocross)(3)

## Down

1. Court case(5)
3. Mode of public transport (1,3)
- 5 (& 13 across) Some would argue that these are quieter bikes!(4,6)
7. Lasting race.(6)
- 8 (&10.) Coloured Track?(5,4)
12. You would 'LOVE' this make of bike!(6)
13. Toothed wheel (8)
15. You could ride this or play a tune on it?(6)
16. Japanese Ducks drinking rice wine??(8)
19. Most evenings you'll find me here.(3)
20. Ale (4)
21. Civics parent?(5)
25. When you finish a run you might utter the lords word!(4)
26. Club for enthusiasts(1,1,1)
27. Hippo's deligt (3)
29. Single (3)

BRISTOL MOTORCYCLE SHOW ( 21st August 1999 )

As discussed at the July club night, the Bristol group of the TRF were invited along to the Bristol Motorcycle show.

The show was held in the St. Nicholas Street / Corn Street area of town. The TRF stand was represented by display boards as supplied by National ( thanks to Keith for organising ) and some of us took along a selection of Trail Bikes to attract new members into the Club.

The day was a great success with a wide selection of motor-cycles on show, live music and various trade stands. Thanks to everyone who helped and took part on the day. Definately a date for next year's diary. Thanks to Richard for inviting us.

The only thing that spoilt the day, was the theft that night from Keith Knight's house of his CRM. You never know when some low life "scum bag" is on the lookout for something to steal. Apparently neighbours reported seeing an off road style motorcycle being ridden at high speed on the back wheel down the road and then drifting the back wheel out around the bottom corner and then off into the sunset. Surely it was obvious it couldn't have been keith riding it. HO! HO!

ED



## VIEW FROM THE FRONT - NEW INN SEPT 99

After the New Inn run on 5<sup>th</sup> Sept, Tim asked me to write a few words for the magazine but when you lead runs you tend to miss a lot of the 'action' that goes on behind you. So what can I say, well...

Having lead the run from New Inn a 'few times' now, I can safely say that all extremes of weather conditions have been encountered. This time it was hot with a capital 'H'. The sun was in the sky and by the time we set out at 9.30am, I was wishing that I had left my jacket behind.

The first couple of lanes were a bit overgrown but some clearing had taken place since I last rode them so it wasn't too bad. We met Keith Knight (with video camera) at the river crossing at the end of the second lane. He had ridden his 'road bike' up for the day to do some cruising (ha, ha) and thought he would get some 'footage'. Basically he wanted to see someone 'get wet' but as it turned out he was the only one to do so. He got too close to John Ridgeway's 'bow wave'! After a quick chat, John offered to take Keith part way up the next lane, the Roman Road at Mahilad, so he could get some more action shots. Keith accepted the offer (the fool) and they departed in front of the group.

At the next lane I conducted my usual trick of telling everybody to leave a bit of space between themselves and the guy in front on this tricky rocky climb and then proceeded to ride  $\frac{3}{4}$  of the way up and fall off in front of everybody!! Luckily I was still up right when I passed Keith with the video. Anyway after a great deal of effort, considering the temperature, we all got to the top. Everybody needed some 'time out' to recover, and that included some very hot two strokes.

Riding at the front on hot dry days has the advantage of not having to 'eat dust' all day but I found another plus point. We all set off into the next lane, Garnwen, and as I rounded one particular bend I was confronted (literally) by a man and women walking and they were both topless!! I have never seen quite such an embarrassed rambler who was frantically trying to don a tee shirt before the whole group filed past.

The lanes through Cwmavon were reasonably uneventful by comparison and even most of the water that usually exists had dried up. John did find one large puddle which he attacked at speed for the camera but he was then followed around by a swarm of flies. I think the water was a bit 'old'!

After a quick stop in Abersychan to take fluid on board, we then headed toward Abertillery. Tim managed to find a sheep which appeared to be lame and he thought he better stop and try to help it get to its feet, that's his story anyway. Next it was on to Aberbeeg and the excellent 'switchback' climb through the forestry. I can safely say that everybody enjoyed that lane judging by the smiles on faces by the time we got to the top.

The ride across the top of Mynydd-carn-y-cefn was as good as ever, with some great views down into Ebbw Vale and Nantyglo. The next stop was the petrol station at Nant-y-Bwch for a quick lunch before heading off around Talybont Reservoir, with the customary stop at the ice cream van for some 'afters'.

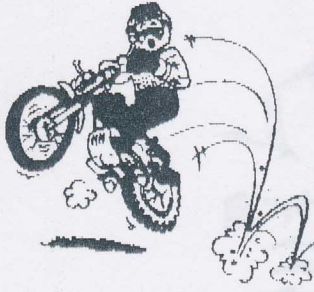
John Black was having a bit of a torrid time with a puncture in the front tyre just after lunch, followed but complete brake failure (back and front) which was making for an interesting 'ride'. John did not seem phased and after some rectification we continued on our way. Andy Mounter was not quite so lucky, he thought he had a plug problem in the start of the lane at Pen-y-fan, so conducted a quick change. He managed to get going again but the bike cut out completely on the road into Crumlin. The nasty electrical smell was not good and subsequent investigation revealed a rather expired 'black box'. This was a bit of a pain being quite close to the end but not as much as the pain that Andy would feel in the wallet area! That 'cheeky' chappy, John Ridgeway, rode Andy's bike while I towed it into Crumlin where we abandoned Andy and his bike to continue the run, promising that we would be back to get him later. Did anyone go?? (Actually Andy has rung me since to say that he managed to get a second hand replacement part and wanted to go to Exmoor - he must have enjoyed the experience!)

Arriving back at the vehicles could not come too soon for most, as everyone was completely 'cream crackered', I think this was mainly due to the heat. I trust all had a good day, I certainly did, and so did the person who rang me the following day just to say 'Thanks'. Nice one, cheers.

Paul Creed.





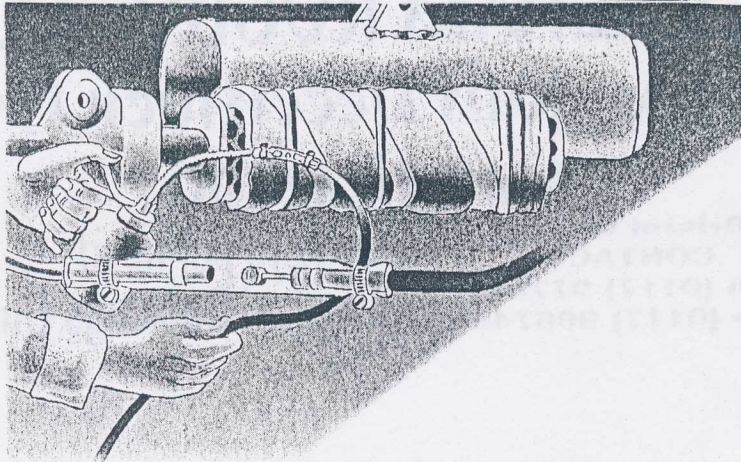


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