

~What's Happening Bristol TRF~
Spring 1997

Sat 15 March EXMOOR RUN - 9.30am
Paul Creed 0117 9732103

Monday 17 March COMMITTEE MEETING - Paul's house
Paul Creed 0117 9732103

Sunday 23 March GORDANO RUN - 9.30am
Paul Clarke 0117 9646978

Easter Weekend Riding from Borth, Nr Aberystwyth with
Hertfordshire Group.
Dave Clegg

Sunday 6 April NEW INN RUN - 9.30am
Pete Diccox 01249 658692

Monday 14 April Club Night Warmley Comm. Centre

Sunday 20 April ROUTE FINDER RUN - gam from Tog Hill
Richard Jones 0117 9353733



Bristol Trail[®]

Spring 1997

The Golden Age of Trail Riding...

Special Report:
The Grumpy Walker

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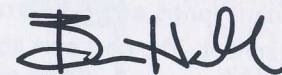
Bristol Trail[®]

for the good times...

from the editor...

Greetings fellow trail riders and welcome to the first issue of Bristol trail for 1997. Why am I in such a good mood? Is it spring around the corner? Is it that the front signals on my GS don't work and I couldn't be bothered to care anymore? No, none of these things. The reason for my cheery mood is my XL175 (1974) is finally going to make it's 1997 debut soon with it's new piston, generator and

fancy Italian shocks. Some of you may remember this bike- indeed some of my have tried kicking over a few times while I stood there pondering why I ever bought the thing. Well there's still life in the old girl yet. I've dubbed it the Pumpkin- see you soon out on the trail (hopefully!).



EDITOR

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The Chairman's Chat...



Well, Spring is just around the corner so it will not be long before half the club stops riding because its too hot and dusty! Hopefully the bikes got a few hundred miles under their petrol tanks during the winter months. Myself, I've managed to get out twice since Christmas, both of which I have immensely enjoyed. The first occasion was with Richard Jones and the Geraint Jones enduro school. The best part about this run was the fact that I wasn't leading which gave me the opportunity to laugh at those in front and at the same time do some graceful pirouettes without anyone knowing. Those that were there though, would probably have given me maximum entertainment points for my exit from the forestry at Colerne where in the cause of bike preservation, I threw myself down the bank onto the road to cushion the bike as it landed on top of me.

The other time out this year was the two days in the Yorkshire Dales, where I was back in my usual role out front with the maps. I hope that someone may come forward to write about the weekend but failing that, I will

do something for the following mag. We covered some 300 kilometres over the two days, the going could be classed as varied and the weather unusually good. No doubt, the photos will be out at the coming club night which will give a little insight into why it takes well over an hour just to cover the four miles of the Foxup moor road!

In addition to having fun, I have also attended the South Gloucestershire R.O.W. forum, written three letters to South Glos Council, attended one lane clearing day at Priston Mill and kept a pristine 1980 XR200 (with twin shocks and trials tyres) purring along.

Please make this the year when you put a bit more back into the TRF, we need it now more than ever before.

Chairman Say



Is Ignorance Bliss? by Paul Creed

Let me set the scene - At the end of last year I was out putting a few gentle miles on my newly acquired Honda and I rode down Greatstone Lane (LA19/91) near Winford. Pottering along I saw 4 walkers coming in the opposite direction. They were spread out over about 50 yards and were the 'characteristic rambler' - you know, trousers too short, socks too long, backpack, wooly hat and glum expression! I couldn't slow down because if I had I would have stopped, so I moved over to the side of what is a wide lane.

The Conversation - As I crawled past the first man I smiled and gave him a cheery 'Hello'. The response can only be described as a scowl. (I thought walking was enjoyable?). I passed a lady next and again I offered a warm greeting. This time I got a slight smile. (Ah, maybe walking isn't that bad).

Next was another man who actually responded to my greeting with 'hello'. (Yippee, I've been recognized!). Finally, as I approached the last woman, two horses appeared further down the lane. Naturally I stopped and killed the engine. This coincided with where the lady was and I greeted her. This time I got a smile and the response 'I didn't know this was the M5'. My response - 'It's not'. I then explained that the lane had vehicular rights and also pointed out the rights on footpaths, bridleways, RUPPs and BOATs. I was questioned about the term RUPPs as the lady had seen it on the sign post at the end of the lane. I told her that RUPP stood for Road Used as Public Path.

She smiled and responded 'I have always wondered what that meant'!! Ignorance obviously is bliss!



CORNISH RUN 25TH/26TH JANUARY 1997: Knight Rider

STAYED AT MASONS ARMS
CAMELFORD TEL: 01840 213 309 (PRICE
£15-00 B/B)

SEVEN BRISTOL MEMBERS
ATTENDED THIS WEEKEND (RAID~ ON
CORNWALL. WE WERE MET ON THE
FRIDAY EVENING BY TONY STUART WHO
CAME DOWN TO GREET US AND TELL US
THE PLANS FOR THE WEEKEND. THE
MAIN TOPIC OF
CONVERSATION WAS
(TRAIL TYRES VERSES
ENDURO) ALL THE
CORNISH GROUP RIDE
ON TRAIL TYRES. ALL
THE BRISTOL GROUP
HAD ENDUROS (STEVE
COUSINS HAD MADE HIS
TYRES INTO SLICKS) THE
GAUNTLET WAS THROWN DOWN
WHAT WAS TO BE THE BEST ON THE DAY.

SATURDAY WE WERE LED BY (62) YR
OLD DES, AND STAN, TONY STUART AND
TWO OTHER CORNISH TRF MEMBERS
CAME ALONG AS WELL TO RIDE NINETY
MILES RIDE THROUGH SOME OF THE
MORE SCENIC AREA'S OF NORTH
CORNWALL. THE RIDE STARTED GENTLY
ENOUGH UNTIL WE ARRIVED AT A RIVER
CROSSING WHICH EVERY ONE RODE

SAFELY ACROSS (TONY STUART THEN
POINTED OUT A MORE CHALLENGING
ROUTE, THEN ON HIS TRUSTY KTM 200
SHOWED US HOW EASY IT REALLY WAS.
"TIME FOR A PICTURE SHOOT " SAY'S
TONY, SO ONE OF THE CORNISH GROUP
WHO WAS RIDING TONY'S NEWLY
ACQUIRED CRM 250R, SPAT THE BIKE
INTO LIFE, DROPPED INTO THE RIVER,
ATTACKED THE RIVER BANK, CLIMBING
SAFELY OUT (ONLY TO GO HEADFIRST
INTO A TREE) TONY FACE WAS A PICTURE,
A DEATHLY HUSH TOOK OVER THE SCENE
UNTIL THE BIKE WAS EXAMINED AND
FOUND TO BE INTACT AND WITH A
SIGH OF RELIEF WE SET OF
ONCE MORE.



STAN GOT ON THE
WRONG END OF ENDURO
TYRES AT THE START OF
THE NEXT SECTION AND
ENDED UP COVERED FROM
HEAD TO TOE IN THICK
GOOEY MUD, (THIS WAS
ACCOMPANIED BY MUCH MIRTH
FROM ALL,) (EXCEPT MAYBE STAN,
THINGS WERE THEN MADE MUCH WORSE
FOR STAN, WHEN JUST BEFORE THE
NOMINATED DINNER STOP HE GOT OF
HIS BIKE AND THROWING HIMSELF ON A
GRASSY VERGE STARTED TO WIPE THE
MUD OF HIS RIDING GEAR. IT WAS WHILE
EATING DINNER PETE DIDCOCK ASKED
FOR SOMETHING A "BIT MORE
CHALLENGING" SO THEY GAVE US SOME
HILL CLIMB'S WITH SNOTTY ROCK FACES

HIDDEN AROUND CORNERS AND
LONG LANES WITH ROCKS AND TREE
STUMPS STRATIGICALLY PLACED TO
CATCH THE UNWARY, SENDING THE
BIKES AND RIDERS INTO
UNCONTROLLED UPWARD AND
SIDEWAYS DIRECTIONS. AS WE
STOPPED AT A BEAUTY SPOT OVER
LOOKING WIDEMOUTH BAY
NORMAN'S IT200 CLUTCH GAVE OUT
AND WAS MAKING A HORRENDOUS
NOISE. HE WITH HELP FROM OTHERS
STRIPPED IT DOWN. FINDING THE
CLUTCH PLATES WERE BADLY WORN
AND PUTTING THEM BACK IN
DIFFERENT POSITIONS SOMEHOW
RECTIFIED THE PROBLEM . WE ALSO
ACQUIRED A NEW RIDER WHO ON HIS
PRISTINE HONDA XL 185 PULLED INTO
THE LAYBY AND ASKED IF HE COULD
JOIN US, ON WE PROCEEDED UNTIL
WE REACHED (WATER LANE)
NOTORIOUS FOR ITS STICKY MUD,
EVEN FOUR WHEEL DRIVE VEHICLES
DO NOT ATTEMPT THIS LANE, THE
CORNISH TEAM GOT OF THERE BIKES
TO INSPECT THIS LANE WHICH
OBSVIOUSLY HADN'T BEEN RIDDEN
FOR A LONG TIME, PETE DIDCOCK
KNEW THAT THIS WAS HIS (MOMENT
OF GLORY) NAILED HIS THROTTLE
OPEN IN SECOND GEAR AND SNAKED
HIS WAY 150 YARDS DOWN THE LANE.
THE REST OF US FOLLOWING AN
OBVIOUS LINE PROCEEDED DOWN
THE LANE WITH ONLY ONE MISHAP,
FROM OUR NEW POTENTIAL MEMBER

HE TOOK A COMPLETELY DIFFERENT
ROUTE, EMBEDDED HIS PRISTINE
HONDA XL185 SO FIRMLY IN THE MUD
THAT IT TOOK 5 PEOPLE TO EXTRACT IT
FROM RESTING PLACE. THIS ONLY
CONFIRMED THE CAUTION THE
CORNISH TEAM HAD TAKEN AT THE
START OF THIS LANE.

EVENTUALLY IT WAS TIME TO
RETURN HOME WE SAID GOODBYE TO
STAN & DES THANKING THEM FOR A
BRILLIANT DAYS RIDING AND TONY
TOOK US BACK TO CAMELFORD VIA
GREEN LANES THAT WE HAD RIDDEN
EARLIER THAT DAY. IN THE EVENING
WE WERE JOINED BY TONY, CURLY
AND SALLY. WHO WOULD BE LEADING
TRAIL RIDES ON THE SUNDAY. SIX OF
US DECIDED THAT WE WOULD ONLY
LIKE TO RIDE UNTIL 3 P.M. AND FORGO
A LUNCH STOP. TONY 'S RUN HAD A
COMPULSORY LUNCH STOP AND DAVE
CLEGG DECIDED (FOR HIM) THIS WAS
THE WAY TO GO. WE WERE ALSO
WARNED THAT SUNDAY WE WOULD BE
RIDING (THE PINK PANTHER)
NOTORIOUS FOR ITS VERY ROCKY,
SLIPPERY AND DIFFICULT CLIMB. IT
WAS ALSO POINTED OUT THAT TRAIL
TYRES WOULD HAVE PROVED TO BE
THE BEST OPTION.

SUNDAY ARRIVED AND BY NOW WE
HAD TALKED THE LANDLORD OF THE
PUB TO JOIN US ON HIS TRUSTY
HONDA XL 250 TWIN SHOCK WITH

TWISTED FRAME. TONY PICKED US UP AT 9 A.M. AND WE PROCEEDED TO BODMIN (A TOTAL OF 12 MILES) TO MEET CURLY AND SALLY. WE THEN SPLIT UP INTO TWO GROUPS AND STARTED OUR GRAND TOUR OF SOUTH CORNWALL. NOT SO SCENIC BUT PLENTY OF FOREST TRACKS, RIVER CROSSINGS, HILL CLIMB'S AND LONG LANES. AS WE FINISHED OUR FIRST LANE AND WAS PROCEEDING TO OUR SECOND, IT WAS PAINFULLY OBVIOUS THAT NORMAN'S IT200 WAS NOT GOING TO MAKE THE DAY, IT WAS SPEWING BLACK SMOKE OUT THROUGH THE EXHAUST, BACK FIRING AND THE CLUTCH WAS SCREAMING LIKE A BANSHEE. SO WE STOPPED LAYED DOWN THE BIKE AND WITH THE PRECISION OF (PIT STOP MECHANICS) STRIPPED DOWN THE CLUTCH REBUILT IT AND NORMAN WAS BACK ON THE ROAD IN 12 MINUTES FLAT. THE IT200 CLUTCH NEVER PLAYED NORMAN UP AGAIN THAT DAY. THE SECOND LANE FOR ME ON MY LITTLE SERROW PROVED TO BE A NIGHTMARE AND WITHOUT THE HELP FROM JOHN HITCHENS WHO CAME AND PICKED ME UP A COUPLE TIMES I PROBABLY WOULD STILL BE THERE. APART FROM A COUPLE OF STOPS FOR MINOR REPAIRS THE REST OF THE DAY WENT WELL UNTIL 2.30PM WHEN WE REACHED (THE PINK PANTHER) YOU ACTUALLY RIDE APPROX 50 YARDS UP THE LANE AND THEN ARE ASKED TO STOP AND WALK THE REST OF THE WAY TO (VIEW THE SITUATION) IT WAS A STONEY CLIMB INTO A RIGHT HAND

BEND, THEN A STEEP CLIMB INTO A LEFT HAND BEND, THEN A VERY STONEY CLIMB FOR APPROX 30 YARDS TO A GATE WERE YOU CAN STOP BEFORE THE NEXT TWO HUNDRED YARDS OF THE MUDDY STONEY HILLY CLIMB.

CURLY SHOWED US HOW EASILY IT WAS DONE. PETE SHOWED US HOW SPECTACULARLY IT WAS DONE. NORMAN SHOWED US HOW BALLISTICALLY IT WAS DONE. STEVE COUSINS (ON HIS SLICKS) DID IT.. FOLLOWED BY JASON, JOHN, SALLY. I WALKED DOWN WITH LANDLORD (NIGEL) OF THE PUB, TO THE BIKES HE WENT FIRST UNTIL HIS CHAIN JUMPED THE SPROCKET AND JAMMED ITSELF AROUND THE CHAIN GUARD AND SPROCKET, CURLY SALLY AND JASON CAME DOWN TO HELP GET THE BIKE BACK INTO ACTION AND NIGEL PROCEEDED UP THE ROCKY CLIMB. 2 MINUTES LATER I HEARD AN ALMIGHTY CRASH AS HE FAILED TO CLEAR A SECTION FURTHER UP THE HILL. THEN UP WENT THE SHOUT (ALL CLEAR) I LOOKED AT JASON 20 YEARS MY YOUNGER WHO THREW HIS LEGS OVER THE LITTLE SERROW (WAS I REALLY THAT KNACKERED "YES") KICKED IT INTO LIFE AND PROCEEDED TO RIDE (THE PINK PANTHER) WITH THE FRONT WHEEL PERMANENTLY AIRBORNE (WELL HE HAS GOT A PILOTS LICENCE) I BELIEVE THAT PICTURES HAVE BEEN TAKEN OF ME WALKING UP THE HILL. THE REST OF THE LANE PROVED TO BE QUITE DIFFICULT

WITH NIGEL THE LANDLORD FALLING OF A COUPLE OF TIMES AND ME (BEING GLAD OF THE REST) HELPING HIM PICK HIS BIKE UP.

WE ARRIVE BACK IN BODMIN AT 3.30PM AFTER COVERING 75 MILES IN 6 HOURS, LEFT CURLY AND SALLY AFTER THANKING THEM FOR A VERY REWARDING DAY AND RODE THE 12 MILES BACK TO CAMELFORD.

THE KINDNESS, WARMTH AND ENTHUSIASM THAT WAS GIVEN TO THE BRISTOL GROUP DURING THE WEEK-END ENDORSES THE WORD (FELLOWSHIP) AND I FEEL VERY PROUD TO BE PART OF A CLUB THAT CAN TAKE STRANGERS AND IMMEDIATELY MAKE THEM FEEL LIKE LONG LOST FRIENDS.

OUR THANKS MUST GO TO TONY STUART WHO'S ENTHUSIASM FOR THE TRF GOES FAR BEYOND THE CALL OF DUTY. DES AND STAN FOR PROVING THAT AGE IS NOT A BARRIER (AND BEING EXTREMELY GOOD RIDERS) CURLY AND SALLY FOR A GREAT DAYS (FAST & CHALLENGING) TRAIL RIDING. AS FOR THE ENDURO VERSUS TRAIL TYRES DEBATE. I THINK ITS DOWN TO THE SKILL OF THE RIDER NOT THE TYRE.

KNIGHT RIDER

FOR SALE

Honda

XR250R

1991 Taxed & MOT'd, new chain & sprockets, brake pads, clutch & rear shock rebuild.

Very Good condition throughout.

Tank cover and some other spares. Regular oil changes.

Full service history.

£1850 ONO
Contact Sam Roundtree
01179 623887
or mobile 0973 910177

SECRETARY'S SCRIBBLE

As your secretary for 1997, I thought I'd better introduce myself to those who don't know me. My name is Ian Hingley, I joined the TRF way back in 1984 and have been in the Bristol Group ever since moving to Bristol in May 1985 - 12 years continuous membership. I have been on the committee most of that time as Run Co-ordinator, Secretary (several times), Group Rep. and Editor.

I attend most monthly meetings, but only seem to get out and ride with the group about once every two years! I currently ride a high mileage KMX200, but this is only a temporary lapse while I rebuild my beloved BSA Victor. The words chalk and cheese spring to mind! Most of my riding is done competing in Long Distance Trials, which I've been doing for several years now.

I'm at the wrong end of my thirties, married with two young kids. I work for a Geographical Information Systems software company (displaying maps on a computer and attaching data to specific locations) This would be useful to the TRF if it had any money! Maybe I'll do a demo one monthly meeting.

I believe we have a strong and positive committee, so let's all make the Bristol Group a success. I think February's meeting was excellent, with a couple of new run leaders coming forward and Richard's talk on tools prompting a lively discussion. In the centre of this magazine there should be a questionnaire. This is so that we can move the group in the way the membership wants it to. Please take the time to fill it in and return it to me at the next meeting, or by post, or hand it to any committee member.

IAN HINGLEY
BRISTOL TRF SECRETARY



Lane Clearing - Priston Mill 2nd February 1997

Five Bristol Group members turned up on the day (well done Roger Fowler for being the only non-committee member) and we were outnumbered about four to one by members of the BHS. Everyone worked hard clearing anything growing between the two fence lines. Huge bonfires were lit in the lane at about 20 yard intervals throughout its length. As the day progressed, the temperature rose, clear blue skies and sunshine replaced the early morning drizzle and the view up the lane became more and more impressive as the undergrowth was

cleared. We were even given a sip of champagne by the Bath & North East Somerset bridleways officer whose birthday it happened to be! An enjoyable time was had by us all. It was a pity that the half dozen trail riders who rode up part way through the morning (including a couple of Bristol Group members) couldn't be bothered to stop and help for a few minutes. Seeing the lane blocked by TRF and BHS members and risking setting their bikes alight on the bonfires, they simply turned round and headed back where they'd come from. Maybe next time, eh lads?

IAN HINGLEY

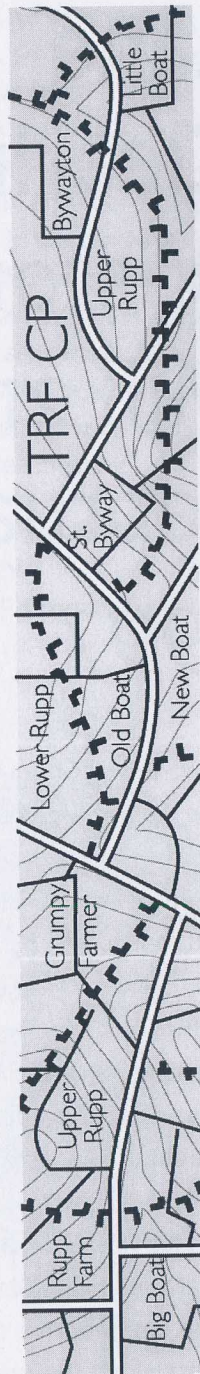


Who's afraid of riding in cold weather?

Remember the cold snap just after Christmas? Endless days of sub-zero temperatures, cold weather payments to pensioners, kids skating on rivers, people freezing to death trying to rescue dogs from frozen lakes, that sort of thing. For my sins I was competing in the Exeter Trial on the 2nd and 3rd of Jan. This involved leaving Cirencester at about 10:00 p.m. to start a 250 mile ride to finish in Torquay at 3 p.m. the following day. Yep, 17 hours in the saddle.

Surprisingly enough, despite a film of ice on the front of my jacket, I never felt dangerously cold. Part of this I put down to the following wind reducing the wind-chill factor, part due to adrenaline, the 'heat' of competition, and the rest to the simple fact that I was wearing 29, yes 29, separate pieces of clothing! Ask me nicely and I'll tell you what they were. Oh, and I managed to win a gold medal as well.

IAN HINGLEY



Don't forget to fill out your Club Questionnaire!



Something interesting could've been put in here! Maybe next time!

(Your Club Mag needs you to contribute!)

Wellow Inquiry: Tuesday June 10th 1997



The Planning Inspectorate

An Executive Agency in the Department of the Environment and the Welsh Office

Room 15/01
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0117-987 8189
Switchboard 0117-987 8000
Fax No 0117-987 6241
GTN 1374

Mr B Hall
1 Avenue Place
Combe Down
BATH
BA2 5EE

Your Ref:

Our Ref
FPS/F0100/8/16M

Date: 04 MAR 1997

Dear Sir

WILDLIFE AND COUNTRYSIDE ACT 1981 SECTION 54
THE COUNTY COUNCIL OF AVON
PUBLIC RIGHTS OF WAY DEFINITIVE MAP
AND STATEMENT RECLASSIFICATION ORDER No7 1990

You will wish to note that an inquiry is to be held into the above Order(s) and an Inspector will be appointed by the Secretary of State in accordance with the provisions of section 2(a) of Schedule 15 to the Wildlife and Countryside Act 1981.

A public local inquiry has been arranged and will be held at 10:00am on Tuesday 10 June 1997 at The Wellow Village Hall, Wellow, Bath and North East Somerset.

It is open to anyone who has made an objection or representation and any other interested persons to attend or be represented at the inquiry.

If you are intending to speak at the inquiry it will be helpful if you are able to send to the Council and me (for the inspector), a written statement of the case which you plan to present at the inquiry. You are not obliged to send a statement but if you do, it may save time at the inquiry. If you do decide to send one it should be sent at least 3 weeks before the start of the inquiry.

If you are disabled and concerned about what facilities will be available at the inquiry, you should write to or contact the Council to confirm that provisions to meet your specific needs will be available.

A similar request has been made to the Council.

Yours faithfully

Miss S Warren
Rights of Way

TRF CODE OF CONDUCT

- Use only vehicular rights of way. Trail riding is only legal on public roads. If in doubt, check with the County Council or the TRF.
- Keep to the defined way across farmland. Wheels can damage crops and grass. Wandering from the road onto farmland or moorland is trespassing. If in doubt, ask.
- Give way to walkers, horses and cyclists- as a courtesy. On narrow lanes, stop and switch off engines.
- Fasten gates to safeguard stock- except those tied open for farming purposes. An open gate invites animals to stray, endangering themselves, crops and traffic.
- Travel at a safe speed. Ride at a reasonable speed, taking regard of conditions and visibility. This should not exceed the voluntary maximum of 25mph.
- Ride quietly. Machines must be effectively silenced. Use the throttle with discretion, as noise can offend. Green lanes are subject to the same laws as surfaced roads.
- Honour the country code. Respect the countryside and those who live, work and play in it. Green lanes can be valuable habitats, so take special care in spring and early summer.
- Identify yourself. Carry your membership card with you when trail riding, so that you may identify yourself as a current member of the TRF - and display a current membership sticker.

